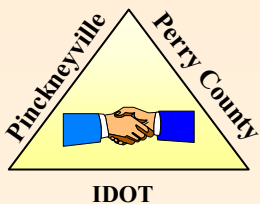


ILLINOIS 13/127 PINCKNEYVILLE AREA CITIZENS ADVISORY COUNCIL





REPORT TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION

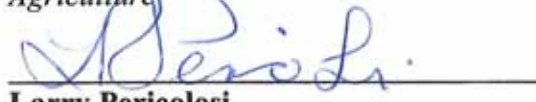
OCTOBER 5, 2004


ILLINOIS 13/127 PINCKNEYVILLE AREA CITIZENS ADVISORY COUNCIL

We, the members of the Illinois 13/127 Pinckneyville Area Citizens Advisory Council submit this report on our analyses and recommendations regarding the proposed upgrade of Illinois 13/127 to a new four-lane expressway in the Pinckneyville, Illinois area, to the Illinois Department of Transportation, this 5th day of October 2004.



Ryan Ford
Agriculture


Robert Spencer
Agriculture



Larry Pericolosi
Business



Kevin Pyatt
Business



Rob Mathis
Community Affairs

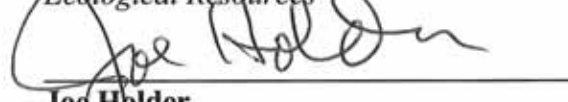

Starla Sherman
Community Affairs


Jeff Ashauer
*Economic Development &
Advisory Council Chairman*


John Hammack
*Economic Development &
Advisory Council Vice-Chairman*


Steve Hamer*
Ecological Resources

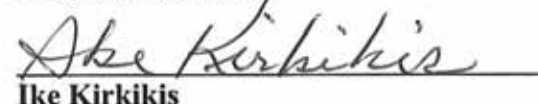

Dave Phillips
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Joe Holder
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Lance Feik
Historical Resources


Anne Haaker*
Historical Resources


Ike Kirkikis
Local and Regional Planning


Mike Kovic
Local and Regional Planning

* Non-Voting Members (State Officials)

SUMMARY STATEMENT

The Pinckneyville Area Citizens Advisory Council believes that the proposed Illinois 13/127 Expressway in the Pinckneyville Area is needed and recommends that the Illinois Department of Transportation (IDOT) develop a modification of its West Bypass Alternate as the preferred alternative in the Pinckneyville area and present it as such at the project's Public Hearing and in its environmental report to the Federal Highway Administration for their approval.

After considering Interest Group findings, project costs and impacts, No-Build pros and cons, regulatory concerns and a presentation on the No-Build Alternative by Citizens Against Reckless Expansion (CARE), the Council decided to first address whether they felt the proposed improvement in the Pinckneyville area was needed.

By a show of hands, eleven Council members were for the Build Alternative, one was for the No-Build Alternative and two abstained. It should be noted that while there are 16 Council members, the two state regulatory agency members (representing the Illinois Historic Preservation Agency and the Illinois Department of Natural Resources) chose not to vote because they wanted the decision to reflect local perspectives only.

After the Council concluded that the proposed improvement in the Pinckneyville area is needed, the Chairman asked the Council to come to a decision on whether they felt a bypass alternate or an in-town alternate would best serve the Pinckneyville area. Of the 14 members participating, 13 preferred a bypass alternate. One preferred an in-town alternate.

After the Council concluded that a bypass alternate would best serve the Pinckneyville area, the Chairman asked the Council to recommend which of the three bypass alternates would best serve the community. Of the 14 members participating, 13 preferred the West Bypass. One member abstained.

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SUMMARY OF COUNCIL FINDINGS AND RECOMMENDATIONS

Preferred Alternative

The Illinois 13/127 Pinckneyville Area Citizens Advisory Council believes that the proposed Illinois 13/127 Expressway in the Pinckneyville Area is needed and recommends that the Illinois Department of Transportation (IDOT) build the West Bypass Alternate.

The Council supports this recommendation with the following observations. A West Bypass:

- improves safety in relation to the mixing of farm traffic with commercial and high-speed traffic;
- minimizes the loss of existing businesses;
- improves traffic flow in downtown Pinckneyville;
- minimizes downtown parking impacts;
- minimizes disruptions to community cohesion;
- enhances community appeal for future generations;
- helps provide convenient and safe access and connectivity to I-64 and the St. Louis Metropolitan area;
- has the least impact on travel times;
- maximizes marketability for industrial, commercial, recreational and residential development;
- provides the most developable land;
- provides convenient and safe access and connectivity to other major roadways in or near Pinckneyville;
- minimizes large commercial vehicles turning movements in downtown Pinckneyville;
- has the least impact on threatened and endangered species; and
- has the least impact on Pinckneyville's historical character and unique local charm.

While the Council recommends the West Bypass Alternate, it would like to see the alignment moved somewhat to the west (a) to minimize displacements of homes, farm splitting and environmental and social impacts, and (b) to optimize economic development potential.

In a final resolution, the Council adopted the following: "The Council wants to be absolutely clear that it is recommending that IDOT proceed with the recommendation to implement the Illinois 13/127 project utilizing the West Bypass in the Pinckneyville area. We make this recommendation with the acknowledgement that some adjustment or "tweaking" of the precise corridor/alignment may be necessary in the planning and design phases of the project. Any such adjustment(s) should not require further Council (or other task force) study or consideration. Such adjustments should be made with this report as a guide and the Council's clear recommendation for the West Bypass as the Preferred Alternative."

Recognitions

"The Advisory Council would like to commend the employees of IDOT and Johnson, Depp and Quisenberry Consulting Engineers (JDQ) for their professionalism in supporting the Council throughout this process. Their presentation of technical information, their patience in working with the various interest groups and their facilitation of discussion has been outstanding. On a more personal note, I would like to say it has been an honor to serve with the members of this Council. Many thanks. [Jeff Ashauer, Chairman]

According to Council member Kevin Pyatt, "The Department of Transportation is to be commended for undertaking this Advisory Council process. I think it should be used for all large-scale highway projects. For future considerations, I recommend that they start the process early in the project study."

ADVISORY COUNCIL FORMATION

Background

The intent for forming a Illinois 13/127 Pinckneyville Area Citizens Advisory Council was to provide an effective means for public discussion on the five alternate alignments under consideration in the Pinckneyville area. (See **Alternate Alignments Map, Exhibit 1.**)

In January 2003, the Illinois Department of Transportation (IDOT) announced its preferred alternate for the Illinois 13/127 project, a one-way couple through Pinckneyville. The Department's recommendation came after conducting both engineering and environmental studies as well as conducting two sets of public meetings [1) October 25, 2001, Vergennes & November 15, 2001, Pinckneyville and 2) September 4, 2002, Murphysboro & September 5, 2002, Pinckneyville] to gather public comments regarding the alternate alignments.

However, residents of the Pinckneyville area were not in favor of IDOT's preferred alternate through Pinckneyville. As a result, public opposition led to the Pinckneyville City Council passing a resolution in December 2003 opposing the one-way couple.

Because of this public opposition, the Illinois Department of Transportation (IDOT) District 9 Office decided to assemble an Illinois 13/127 Pinckneyville Area Citizens Advisory Council to gain insight into the issues and values of the public in the Pinckneyville area in hopes of better understanding what highway option would best serve the community.

The Department charged its project consultant, Johnson, Depp & Quisenberry, with assembling a Council representing the following eight interest areas:

- agriculture,
- business,
- community affairs,
- ecological resources,
- economic development,
- government services & emergency services,
- historical resources, and
- local and regional planning.

The Consultant contacted appropriate agencies representing these interest areas, asking each to designate a representative to the Council. The following is the result of that selection process:

Agriculture

- Perry County Farm Bureau selected **Ryan Ford**
- Natural Resource Conservation Service selected **Robert Spencer**

Business

Pinckneyville Chamber of Commerce selected:

- One representative for downtown businesses, **Kevin Pyatt**
- One representative for other Pinckneyville area businesses, **Larry Pericolosi**

Community Affairs

- Citizens Against Reckless Expansion selected **Starla Sherman**
- Pinckneyville Ministerial Alliance selected **Reverend Rob Mathis**

Economic Development

- Perry County Economic Development Commission selected **Jeff Ashauer**

- 4-127 (private economic development group) selected **John Hammack**

Environment

Illinois Department of Natural Resources (IDNR) designated:

- One representative from Pyramid State Park, **Dave Phillips**
- One representative from IDNR headquarters, **Steve Hamer**

Government Services/Emergency Services

- Perry County Board of Supervisors selected **Nelson Rule**
- Pinckneyville City Council selected **Joe Holder**

Historical Resources

- Perry County Historical Society selected **Lance Feik**
- Illinois Historic Preservation Agency (IHPA) designated **Anne Haaker**

Local & Regional Planning

- Pinckneyville Planning Commission selected **Mike Kovic**
- Greater Egypt Regional Planning and Development Commission designated **Ike Kirkikis**

In addition, four technical advisors agreed to work with the Council as resource persons.

- **Randy Auxier** - CARE member
- **Scott Ballard** - IDNR Natural Heritage Biologist (regional)
- **Doug Bishop** - Perry County Engineer
- **Raymond Lenzi** - Southern Illinois University Associate Vice-Chancellor for Economic Development

The technical advisors provided an additional source of expertise for the Council to draw upon, but were not considered voting members of the Council.

The Council formally developed rules and elected officers (chairman and vice-chairman) and identified constituents among the public, interested organizations and stakeholders. Each Interest Group developed a mailing list of constituents with whom they could communicate about the project and gain input on potential impacts.

The Advisory Council and Interest Group structure allowed for IDOT to



provide a format for dialogue at the grassroots level, guided by volunteers who were familiar with local issues and who could communicate directly with citizens and convey concerns to IDOT. Council members discussed the impacts of project alternatives with local residents and elected officials throughout the Council's tenure.

The Council structure provided a representative body for specific interest groups, such as Citizens Against Reckless Expansion (CARE) and the Pinckneyville Chamber of Commerce, to discuss both common and divergent needs. The Council's structure also has allowed the group to consider majority/minority opinions by fostering an understanding of individual concerns as well as the tradeoffs necessary to provide for common community needs for improved transportation.

Overall, the Council served as a coordinating body and a forum to compare, synthesize and prioritize public concerns, build consensus locally, and develop recommendations to IDOT regarding highway location and impacts.

Advisory Council Mission

The following is the Mission Statement agreed upon by the Advisory Council.

“The Illinois 13/127 Pinckneyville Area Citizens Advisory Council will make recommendations to the Illinois Department of Transportation (IDOT) concerning the location, effects, and mitigation for the proposed Illinois 13/127 expressway in the Pinckneyville area. The Council will develop criteria to evaluate project alternatives and submit their findings and recommendations in a report to IDOT.”

While it is the Council’s role to assess impacts, report findings and make recommendations concerning project alternatives, the Council is not responsible for the final decision about which alternative is selected. It is the responsibility of IDOT to recommend a preferred alternative to the Federal Highway Administration.

Activities

All three Advisory Council working sessions and the formal meeting were open



to the public. Working sessions consisted of procedural matters and developing and implementing a methodology for gauging impacts. The formal meeting involved the presentation of the Council’s findings and recommendations to IDOT and the public.

Press releases were issued announcing each meeting. News reporters attended meetings and reported to the community on the

progress of the Interest Groups and Council and on issues identified in the study. Advisory Council members often were interviewed directly by the media.

Openness with the media helped to assure that the Council’s viewpoints and concerns were portrayed objectively to the community. Project managers, engineers and environmental and public involvement specialists from IDOT and project consultants also were interviewed on project design and public concerns. Upon the request of the Council, IDOT’s public involvement consultant prepared minutes for each meeting so that no individual Council member would have to refrain from participating in discussions.

Assumptions and Procedures

Advisory Council members developed consensus on how meetings would be conducted



as well as certain study assumptions and operating procedures, including:

- a majority of members would constitute a quorum;
- an emphasis would be placed on developing informed recommendations;
- the Council would provide a forum for both majority and minority views;
- Interest Groups would be formed to represent specific interest areas;

- all meetings would be announced to the news media and the public;
- Council members would develop a list of constituents for each Interest Group so that members could interface with them on the study;
- Council members would withhold final recommendations on the need for and location of a new four-lane highway until major impacts were identified; and
- the Council would adopt a set of ground rules for conducting meetings. **(See meeting ground rules - Appendix A.)**

ALTERNATES STUDIED

Council members studied five alternate alignments developed by IDOT:

- 1) Far East Bypass Alternate,
- 2) Near East Bypass Alternate,
- 3) Locust/Walnut Couple Alternate,
- 4) 5-Lane Main Street Alternate, and
- 5) West Bypass Alternate.

See Alternate Alignments Map - Exhibit 1

MEETINGS SCHEDULE

Advisory Council working sessions were held throughout the summer 2004. Council



Members worked continually on refining their own impact criteria and developing a quantitative and qualitative scale for ranking the alternates regarding the severity of impacts.

Advisory Council meetings were held as follows:

Working Sessions

- May 27, 2004 – Developed methods and means of public input, core criteria selection
- June 29, 2004 – Preliminary criteria mailing results, finalize criteria measurements
- August 17, 2004 – Presentation of draft Interest Group reports for Council review, discussion of Advisory Council findings and recommendations

Formal Meeting

- October 5, 2004 – Council’s report to IDOT and the public.

INITIAL ISSUES AND CONCERNS

At the beginning of the study, Council members agreed that it was IDOT’s responsibility to address traffic volumes, accident data, and other studies that would show whether a new four-lane highway was needed in or around Pinckneyville and to develop the project’s statement of purpose and need.

Advisory Council members were to evaluate the impacts of highway alternates developed by IDOT and provide recommendations to the IDOT from a local perspective.

The following is a brief overview of core impact concerns raised by Council members at their initial meetings.

Agriculture Interest Group

- Minimize farm-splitting which results in irregularly shaped, landlocked (or other

restricted access) parcels, and severance of farm structures from farm ground

- Minimize disruption of local road networks, access to fields, access to new expressway
- Limit loss of (prime and important) farmland acreage
- Avoid displacement of farm homes and farm structures
- Improve safety in relation to the mixing of farm traffic with commercial and high-speed traffic
- Minimize disruption of access to the Pinckneyville grain elevator
- Minimize future farm revenue loss due to impacted acres
- Minimize loss of cropland
- Minimize loss of pasture land
- Minimize loss of hay land
- Minimize total loss of farmland
- Minimize loss of conservation acres

Business Interest Group

- Maximize area available for expansion of business/development
- Provide convenient access to existing businesses
- Minimize displacement of existing businesses (some businesses that relocate may change the character or convenience of Pinckneyville's business district)
- Minimize loss of existing businesses (some businesses may decide to close rather than relocate)
- Improve pedestrian and traffic safety in downtown Pinckneyville
- Maximize number of through-travelers in the region who would stop in Pinckneyville and make purchases
- Create harmony between the proposed highway and Pinckneyville to stimulate a growth environment

Community Affairs Interest Group

- Maximize cohesion across the community
- Maximize safety and ease congestion where local traffic intersects with non-local traffic
- Minimize pollution (noise, light, paved surfaces)
- Make access to the highway convenient for local residents
- Minimize the displacement of people and homes
- Minimize lifestyle and community character changes
- Maximize community appeal to future generations

Ecological Resources Interest Group

- Minimize loss of existing natural wetlands
- Minimize loss of floodplains
- Minimize pollution (surface and groundwater, siltation and runoff etc.)
- Protect threatened and endangered species
- Preserve scenic areas

Economic Development Interest Group

- Minimize travel time
- Provide convenient access and connectivity to other major roadways in Pinckneyville
- Minimize turning movements for large commercial vehicles in downtown Pinckneyville
- Maximize availability of developable areas
- Maximize marketability for industrial, commercial and residential development

Government Services & Emergency Services Interest Group

- Minimize impacts on property tax revenue
- Minimize sales tax loss due to business displacements

- Provide convenient access to schools and facilitate bus routes
- Minimize the negative impacts on the system of local roads and streets (including increased maintenance)
- Maximize availability of developable areas
- Quality of life issues (accessibility within community, aesthetics, noise)
- Maintain community identity
- Enhance economic development
- Minimize impacts on emergency services (EMT, fire, police, hospital, ambulance, etc.)

Historical Resources Interest Group

- Minimize taking or otherwise impacting buildings and/or property that are on the National Register of Historic Places
- Minimize taking or otherwise impacting buildings and/or property that are likely candidates for the National Register of Historic Places
- Avoid impacting cemeteries
- Preserve Pinckneyville’s historical character and unique local charm
- Provide convenient tourist access to historical sites/museums

Local & Regional Planning Interest Group

- Provide convenient access to existing businesses
- Help enhance Pyramid State Park as a tourist attraction
- Maintain the integrity and cohesiveness of Pinckneyville – avoid hardships and segmentation
- Help Pinckneyville maintain and enhance its economic and social standing in the area, not allowing it to become insignificant
- Help enhance the sales tax base
- Provide convenient access in support of recreational activities in the Pinckneyville area, such as bike trails,

trap shooting, etc. – which would encourage local support services such as food and supplies, bed and breakfasts etc.

These core issues were further refined by the Interest Group representatives and



then mailed to the Interest Group constituencies to determine if there were additional issues or impacts that should be added, and to rate their relative importance in order to establish final, weighted impact criteria.

IMPACT ASSESSMENT METHODOLOGY

The Council used an impact evaluation matrix developed by the Consultant for assessing the impacts of each alternate. The matrix approach used the IDOT technical study data or other value scale measures to quantify important impacts. (See **explanation of impact evaluation methodology - Appendix B.**)

The number of criteria for each Interest Group was to remain small to ensure that the most important factors were represented in the analysis rather than diluting the value of each criteria by selecting too many.

In a few cases, certain Interest Groups were able to select specific data from IDOT technical studies to provide measures for their criteria. In most cases, the Council asked the Consultant to measure criteria in specific ways to reflect their specific interest. For values-driven criteria, the

Interest Groups developed measurements or a values scale to reflect their concerns.

The goal of the analyses was to develop an Alternate Preference Score (APS) for each alternate for each Interest Group. The alternate with the lowest APS for each Interest Group had the least negative effect on the Pinckneyville area for that interest area.

INTEREST GROUP IMPACT CRITERIA

Each Interest Group developed its own weighted impact criteria for assessing impacts in accord with the methodology. (See Interest Group Reports - Appendices C-J.)

Criteria were developed and weighted by each Interest Group constituency through two mailings. In the first mailing, constituents were asked to identify other issues not listed by the Advisory Council members. In the second mailing, they were asked to select their three most important issues. Generally, issues receiving less than 10 percent of constituent support were dropped. This resulted in four to six final criteria for each Interest Group.

INTEREST GROUP ALTERNATE PREFERENCE SCORES

Alternate Preference Scores were used to represent the level of overall negative effects. The larger the score, the greater the impacts. Therefore, the alternate receiving the lowest score would be preferred.

Each Interest Group presented a written and verbal report of its findings to the Council at a working session, including its matrix rating of the alternates. A rationale for each

Interest Group's assessment of impacts was given so that the Council could consider each Interest Group report on its own merits prior to developing an overall Council recommendation.

The following is a summary of each Interest Group's findings:

Agriculture Interest Group

Far East Bypass (Score: 27.5)
Near East Bypass (Score: 23.1)
Locust/Walnut Couple (Score: 13.9)
5-Lane Main Street (Score: 14.1)
West Bypass (Score: 21.3)

The Agriculture Interest Group assessment shows that of the five alternates under consideration, the Locust/Walnut Couple is the best alternate overall. Of the bypass alternates, the West Bypass is best. Overall, the in-town alternates are better than the bypass alternates.

Business Interest Group

<u>Alternate</u>	<u>APS</u>
Far East Bypass	(Score: 17.6)
Near East Bypass	(Score: 17.6)
Locust/Walnut Couple	(Score: 20.5)
5-Lane Main Street	(Score: 36.5)
West Bypass	(Score: 7.6)

The Business Interest Group assessment shows that of the five alternates under consideration, the West Bypass is the best alternate overall. Of the in-town alternates, the Locust/Walnut couple is better than the 5-Lane Main Street Alternate. Overall, the bypass alternates are better than either of the in-town alternates.

Community Affairs Interest Group

<u>Alternate</u>	<u>APS</u>
Far East Bypass	(Score: 13.2)
Near East Bypass	(Score: 12.4)
Locust/Walnut Couple	(Score: 29.4)

5-Lane Main Street	(Score: 27.6)
West Bypass	(Score: 17.4)

The Community Affairs Interest Group assessment shows that of the five alternates under consideration, the Near East Bypass is the best alternate overall. Of the in-town alternates, the 5-Lane Main Street Alternate is better by a small margin than the Locust/Walnut Couple. Overall, the bypass alternates are better than either of the in-town alternates.

Ecological Resources Interest Group

<u>Alternate</u>	<u>APS</u>
Far East Bypass	(Score: 45.9)
Near East Bypass	(Score: 28.5)
Locust/Walnut Couple	(Score: 7.6)
5-Lane Main Street	(Score: 5.3)
West Bypass	(Score: 12.6)

The Ecological Resources Interest Group assessment shows that of the five alternates under consideration, the 5-Lane Main Street Alternate is the best alternate overall. Of the bypass alternates, the West Bypass is best by a wide margin over both the Near East Bypass and the Far East Bypass. Overall, the in-town alternates are better than the bypass alternates.

Economic Development Interest Group

<u>Alternate</u>	<u>APS</u>
Far East Bypass	(Score: 14.7)
Near East Bypass	(Score: 25.2)
Locust/Walnut Couple	(Score: 24.5)
5-Lane Main Street	(Score: 22.1)
West Bypass	(Score: 12.9)

The Economic Development Interest Group assessment shows that of the five alternates under consideration, the West Bypass is the best alternate overall. Of the in-town alternates, the 5-Lane Main Street Alternate is better than the Locust/Walnut Couple. Overall the West Bypass and the Far East

Bypass area better than the in-town alternates, while the Near East Bypass is the worst overall.

Government Services & Emergency Services Interest Group

<u>Alternate</u>	<u>APS</u>
Far East Bypass	(Score: 13.8)
Near East Bypass	(Score: 19.5)
Locust/Walnut Couple	(Score: 22.2)
5-Lane Main Street	(Score: 30.3)
West Bypass	(Score: 14.2)

The Government Services & Emergency Services Interest Group assessment shows that of the five alternates under consideration, the Far East Bypass is the best alternate overall. Of the in-town alternates, the Locust/Walnut Couple is better than the 5-Lane Main Street Alternate. Overall, the bypass alternates are better than the in-town alternates.

Historical Resources Interest Group

<u>Alternate</u>	<u>APS</u>
Far East Bypass	(Score: 10.5)
Near East Bypass	(Score: 17.1)
Locust/Walnut Couple	(Score: 31.3)
5-Lane Main Street	(Score: 29.0)
West Bypass	(Score: 11.9)

The Historical Resources Interest Group assessment shows that of the five alternates under consideration, the Far East Bypass is the best alternate overall. Of the in-town alternates, the 5-Lane Main Street Alternate is better by a small margin than the Locust/Walnut Couple. Overall, the bypass alternates are better than the in-town alternates.

Local & Regional Planning Interest Group

<u>Alternate</u>	<u>APS</u>
Far East Bypass	(Score: 19.2)
Near East Bypass	(Score: 18.9)

Locust/Walnut Couple (Score: 19.3)
 5-Lane Main Street (Score: 24.0)
 West Bypass (Score: 18.5)

The Local & Regional Planning Interest Group assessment shows that of the five alternates under consideration, the West Bypass is the best alternate overall. Of the in-town alternates, the Locust/Walnut Couple is better than the 5-Lane Main Street Alternate. Overall, the bypass alternates are better than the Locust/Walnut Couple by a small margin, while the 5-Lane Main Street Alternate is the worst overall.

SUMMARY OF INTEREST GROUP RANKINGS OF ALTERNATES

Exhibit 2 contains a summary of Interest Group rankings of the five alternates. (Alternate Preference Scores are included for reference.)

ADVISORY COUNCIL ANALYSES

Premises for Recommendations

The Council's recommendations were based on the following premises:

- Council members would step out of their roles as individual Interest Group or special interest representatives and into a role of citizens representing the community as a whole;
- Council members would determine whether they felt a four-lane expressway is needed in the Pinckneyville area;
- Council members would determine which alternative (including No-Build) best serves their community and the overall public interest;

- Council members would ensure that both majority and minority opinions were provided to IDOT.

The Council met in a working session on Tuesday, August 17, 2004, to discuss and begin to develop its report to IDOT.

Reaching Agreement

Council members agreed that they were in a position to work toward consensus concerning this project.

Council members also recognized that in reaching a majority opinion,



not all Council members could retain their first alternate preference and that mitigation was needed to lessen adverse impacts.

Community Vision

Council members discussed their vision for the future of Pinckneyville as it relates to this project. Components of this vision, articulated by the Council, include:

- the assurance of safe travel, unimpeded by downtown congestion;
- working to keep the community viable while preserving its small-town character;
- a continuing focus on economic development to provide a healthy, sustainable business and industrial economy and to provide jobs for future generations;

- a dedication to preserving quality of life issues, including community cohesion; and
- a serviceable connection to other major roadways in the area, such as I-64 and the St. Louis metropolitan area.

Other Impacts and Major Issues

The Council also took into consideration impacts that were not addressed by any of the Interest Groups. Such impacts included cost, noise, archaeological resources and Section 4(f) sites. **Appendix K contains a copy of the Cost and Impact Matrix reviewed by the Council.**



Build/No-Build Alternatives

After considering the Interest Group findings, additional costs and impacts, No-Build pros and cons, regulatory concerns and a presentation on the No-Build Alternative by Citizens Against Reckless Expansion (CARE), the Council decided to first address whether they felt the proposed improvement in the Pinckneyville area was needed.



By a show of hands, eleven Council members were for the Build Alternative, one was for the No-Build Alternative and two abstained. It should be noted that while there are 16 Council members, the two state regulatory agency members – Anne Haaker for IHPA and Steve Hamer for IDNR – chose not to participate because they wanted the decision to reflect local perspectives only.

CHOOSING THE BEST SOLUTION

The Council was aware that it was not within their realm of responsibilities to decide whether or not the proposed IL 13/127 improvement between Murphysboro and Pinckneyville should be built. That is a consideration that will require regional input and will be addressed during the Public Hearing process for the project.

It was within the realm of responsibilities of this Council, however, to consider the No-Build Alternative as one of the options the Council could choose to compare with the other options for the proposed improvement in the Pinckneyville area.

The Council member that did not agree a proposed improvement in the Pinckneyville area was needed felt that the negative impacts of the project outweigh its benefits. In addition, the Council member also felt that IDOT had not adequately demonstrated the need for this improvement.

Build Alternates

After the Council concluded that the proposed improvement in the Pinckneyville area is needed, the Council moved on to address the Build Alternates. The Chairman asked to Council to come to a decision on whether they felt a bypass alternate or an in-town alternate would best serve the Pinckneyville area. Of the 14 members

participating, 13 preferred a bypass alternate. One preferred an in-town alternate.

The Council member that did not agree a bypass alternate would best serve the Pinckneyville area felt that the bypass alternates would adversely affect businesses in Pinckneyville, resulting in a major loss in sale-tax revenues for the city.

After the Council concluded that a bypass alternate would best serve the Pinckneyville area, the Chairman asked the Council to recommend which of the three bypass alternates would best serve the community. Of the 14 members participating, 13 preferred the West Bypass. One member abstained.

Preferred Alternate

Based on Interest Group and other public input, the Council's collective vision for the community and other major impacts and issues, **the Advisory Council agreed to recommend the West Bypass as its preferred alternate.**

While the West Bypass was not the preferred alternate of every Interest Group, it never ranked lower than third for any one Interest Group.

While the Council recommends the West Bypass alternate, they would like to see the line moved somewhat to the west (a) to minimize displacements of homes, farm splitting and environmental and social impacts, and (b) to optimize economic development potential.

In a final resolution, the Council adopted the following: "The Council wants to be absolutely clear that it is recommending that IDOT proceed with the recommendation to

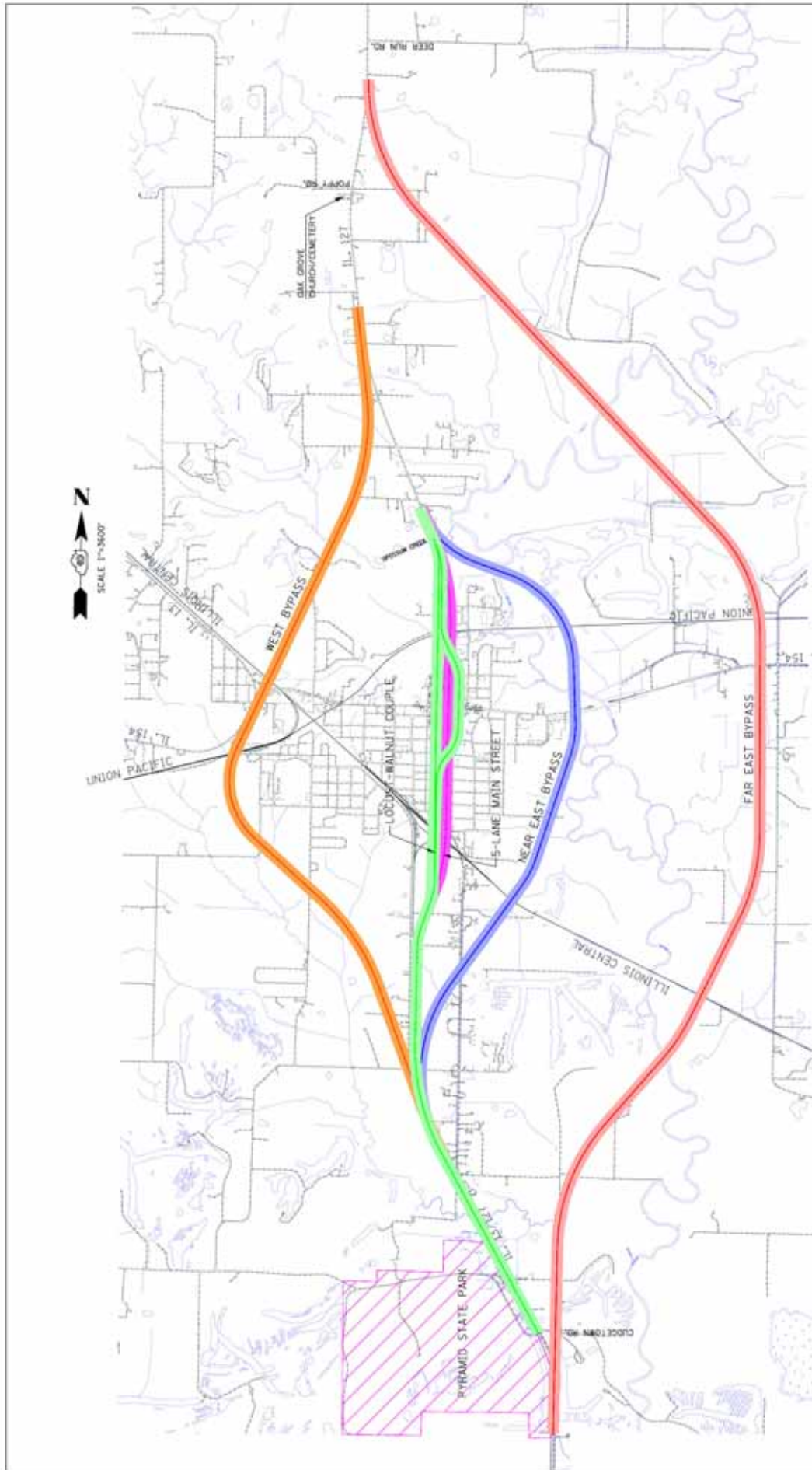
implement the Illinois 13/127 project utilizing the West Bypass in the Pinckneyville area. We make this recommendation with the acknowledgement that some adjustment or "tweaking" of the precise corridor/alignment may be necessary in the planning and design phases of the project. Any such adjustment(s) should not require further Council (or other task force) study or consideration. Such adjustments should be made with this report as a guide and the Council's clear recommendation for the West Bypass as the Preferred Alternate."

OTHER SUGGESTIONS

While not a part of the Advisory Council's responsibilities to IDOT, and not considered by the Council as a whole, individual members of the Council offered the following suggestions they thought should be taken into consideration by IDOT or other parties responsible.

- The expressway study should be extended to I-64.
- The Council or similar public group should be included in the expressway project's design phase to address potential issues of concern.
- Because the addition of a new Illinois 13/127 four-lane expressway in the area gives Pinckneyville a unique opportunity for economic growth, the City of Pinckneyville may wish to consider adopting land-use controls. Land-use controls could provide the City a vital tool to guide growth that is orderly and advantageous to the community. Such controls go hand-in-hand with transportation planning to encourage and improve the likelihood of positive outcomes for Pinckneyville's future.

Exhibits



ILLINOIS ROUTE 13/127
ALTERNATES
PINCKNEYVILLE AREA
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

PREPARED BY
 JOHNSON, DEW & GUTENBERG
 ENGINEERS ARCHITECTS
 SPRINGFIELD, ILLINOIS



- KEY TO ALTERNATES**
- WEST BYPASS
 - LOCUST-WALNUT COUPLE
 - 5-LANE MAIN STREET
 - NEAR EAST BYPASS
 - FAR EAST BYPASS

Exhibit 1

**Illinois 13/127 - Pinckneyville Area Citizens Advisory Council
Summary of Interest Group Rankings of Alternates**

INTEREST GROUP	ALTERNATE ALIGNMENT					
	FAR EAST BYPASS	NEAR EAST BYPASS	LOCUST/WALNUT COUPLE	5-LANE MAIN STREET	WEST BYPASS	
AGRICULTURE	5 27.5	4 23.1	1 13.9	2 14.1	3 21.3	
BUSINESS	2/3 17.6	2/3 17.6	4 20.5	5 36.5	1 7.6	
COMMUNITY AFFAIRS	2 13.3	1 12.5	5 29.9	4 26.6	3 17.7	
ECONOMIC DEVELOPMENT	2 14.7	5 25.2	4 24.5	3 22.1	1 12.9	
ECOLOGICAL RESOURCES	5 45.9	4 28.5	2 7.6	1 5.3	3 12.6	
GOVT SVCS & EMER SVCS	1 13.8	3 19.5	4 22.2	5 30.3	2 14.2	
HISTORICAL RESOURCES	1 10.5	3 17.1	5 31.3	4 29.0	2 11.9	
LOCAL & REGIONAL PLANNING	3 19.2	2 18.9	4 19.3	5 24.0	1 18.5	

X y

= Best

X = Ranking

y = Alternate Preference Score

X y

= Worst

Exhibit 2

Appendices

Illinois 13/127
Pinckneyville Area
Citizens Advisory Council

Ground Rules

1. Everyone will be allowed to state their positions, beliefs, and questions without interruption or ridicule from others. We will respect differences.
2. We will give feedback directly and openly, it will be given in a timely manner, and we will provide information that is specific and focuses on our task and process and not on personalities.
3. We will attend all meetings. If anyone cannot attend a meeting, they will contact the chairperson, the other representative from their area of interest, and, if possible, designate an individual who will attend in your absence.
4. We will use our time well, starting on time, returning from breaks, and ending our meetings promptly.
5. We will keep our focus on our goals and avoid sidetracking, personality conflicts and hidden agendas. We will acknowledge problems and deal with them.
6. We will not make phone calls during Council meetings or interrupt the group. We understand that family, business, and other unforeseen events necessitate accepting calls during these meetings.
7. Issues affecting your personal property should be raised outside of Council meetings.
8. A majority of members constitutes a quorum.

A METHODOLOGY FOR OBTAINING INTEREST GROUP INPUT TO THE CITIZENS ADVISORY COUNCIL

Advisory Council “Product” – The Goal

The Advisory Council’s basic product is a report to the IDOT as part of that agency’s decision-making process. The report would include the following topics:

- Brief History of the Advisory Council’s involvement
- Interest Group/Advisory Council Structure and Responsibilities
- Summary of Impacts Identified by the Interest Groups and Council
- Conclusions/Recommendations

Consultant staff would provide assistance in drafting the report for Advisory Council approval.

What the Council Needs from the Interest Groups

In order to be able to consistently balance one group’s interests with another’s, the Advisory Council needs uniform input from all groups. It needs to know the order of preference among alternates considered and the relative degree to which they like/dislike each alternate.

The Council also needs this input to be based in an analysis of impacts, so they can return to the basis of preferences should they need to do so in their deliberations. Therefore, the impact analyses should be quantitative, where possible, to the extent that criteria and impact measures can be compared on a “relative importance” basis.

Interest Group Methodology Objectives

1. Focus analysis on impacts of each build alternate.
2. Address impacts only in the group’s area of interest.
3. Integrate as much objectivity as possible into this necessarily subjective process.
4. Provide quantitative comparisons among alternates, as much as possible.

Individual Interest Group Conclusions

While the information required and impacts considered by the Interest Groups will vary, presentation to the Advisory Council should be done in as consistent a manner as possible. To accomplish this consistency, it is suggested that each Interest Group:

- identify issues (criteria) related to project impacts specific to the Interest Group.
- weight the criteria to show their relative importance.
- determine whether the impacts associated with each criterion can be measured or quantified (# of acres lost, extra miles traveled, cost of replacement, etc.). If so, the measures should be made relative one to another to allow the summing of impacts. If not, the Interest Group should by other means assign relative measures or scores to the criterion in question.

It is important that criteria (issues) be identified and their importance “weighted” *before* discussion of alternative alignments begins. By focusing Interest Group discussion on the relative importance of impact criteria, a more objective evaluation of each alternate alignment can be made.

Attachments A-1 and A-2 illustrate a methodology which allows flexibility in identifying and weighting criteria, an objective assessment of alternative routes, and a consistent (among Interest Groups) presentation of information to the Advisory Council.

Advisory Council Methodology

The Advisory Council should allow each Interest Group to make a presentation, defining its position, summarizing positive and negative impact issues, and discussing methods and supporting data used to arrive at conclusions. Handouts and related materials could be distributed, with time and material limits set by the Council. Time could be set aside for Questions & Answers after each Interest Group presentation, with a general Q & A session open to the public at the conclusion of the individual Interest Group presentations.

The Council may wish to develop its own criteria for assessing alternatives beyond those addressed by the Interest Groups.

Words of Caution

This methodology will not provide results to which rigorous mathematical analyses can be applied. It is not the aim of the model to do so. Rather its purpose is to provide a system which will help groups to focus on maintaining an objective stance in their approach to issues and to develop and present their analyses in a logical manner. Used with care and caution, it can be an effective tool in striving for objective results in a very subjective environment.

ATTACHMENT A-1

Impact Matrix Methodology

STEP 1 Identify and “weight” most important Interest Group issues (criteria).

- A. Compile “core list” of issues, Submit list to Interest Group members for additions, comments, etc.
- B. Submit the newly updated list to each Interest Group member asking for his/her top 3 criteria (individual choices)
- C. Compile/weight (based on Step 1.B. voting) the list of the Interest Group’s top 5± issues. Screening out issues of lesser concern allows focus to be placed on the Interest Group’s most important issues. Weights are expressed as percentages. The sum of all criteria weights would be 100%.

This process should be done by *mail*. This will ensure the *opportunity* for involvement by all appropriate persons and preclude the possibility of uneven meeting attendance influencing results.

STEP 2 Identify alternate alignment impact measures. (See example, Attachment A-2.)

- A. Assign **quantifiable** measures* (acres, number of buildings, miles, dollar values, road closures, etc.) to each of the criteria/alternates identified in STEP 1. Where this is not feasible, the Interest Group should establish other relative measures or scores for that criterion. **(Raw score for each criterion for each alternate.)**
- B. Calculate % distribution (SUM = 100%) for each criterion for each alternate. **(Relative Impact Score=Alternate Raw Score divided by total of Raw Scores).**
- C. Apply appropriate criteria weighting factor to each Relative Impact Score **(Weighted Impact Score=Criteria Weight times Relative Impact Score).**
- D. **SUM** the weighted impact scores for each alternate route. **(Alternate Preference Score)**

The alternate with the least negative impacts has the lowest Alternate Preference Score.

*Notes

- 1. Care should be taken to ensure that all measures are in the same direction; i.e., the larger the score, the larger the negative impact. If larger scores would indicate a more positive effect, use the reciprocal of the raw scores in question.
- 2. Avoid comparisons which cause some alternates to have scores of zero. Zero scores tend to distort importance measures.

ATTACHMENT A-2

EXAMPLE AGRICULTURE IMPACTS SUMMARY SHEET


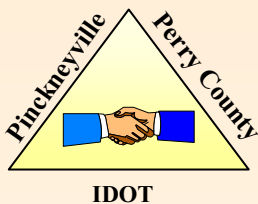
ALTERNATE ALIGNMENTS	CRITERIA (WEIGHTS IN PARENTHESIS)				ALTERNATE PREFERENCE SCORE
	NO. OF FARM BUILDINGS DISPLACED (40%)	NO. OF ACRES REMOVED (30%)	AGRICULTURE COMMUNITY COHESION (20%)	NO. OF ROADS CLOSED (10%)	
ALTERNATE 1					
RAW SCORE	5	1,000	1	3	
RELATIVE IMPACT SCORE	14.3	58.8	16.7	50.0	
WEIGHTED IMPACT SCORE	5.7	17.6	3.3	5.0	31.6
ALTERNATE 2					
RAW SCORE	20	200	3	1	
RELATIVE IMPACT SCORE	57.1	11.8	50.0	16.7	
WEIGHTED IMPACT SCORE	22.8	3.5	10.0	1.7	38.0
ALTERNATE 3					
RAW SCORE	10	500	2	2	
RELATIVE IMPACT SCORE	28.6	29.4	33.3	33.3	
WEIGHTED IMPACT SCORE	11.4	8.8	6.7	3.3	30.2
TOTAL					
RELATIVE IMPACT SCORES	100	100	100	100	
WEIGHTED IMPACT SCORES	40	30	20	10	100

- Notes: 1. Agriculture community cohesion raw scores are subjective (no objective measurements).
2. Total scores may vary due to rounding.

ILLINOIS 13/127 PINCKNEYVILLE AREA

AGRICULTURE INTEREST GROUP

REPORT TO THE ADVISORY COUNCIL
AUGUST 17, 2004



RYAN FORD

ROBERT SPENCER

Agriculture Interest Group

Summary of Findings

- Of the five alternates under consideration, the Locust/Walnut Couple is the best alternate overall.

Of the in-town alternates, the Locust/Walnut Couple Alternate is best by a small margin over the 5-Lane Main Street Alternate.

Of the bypass alternates, the West Bypass is best followed by the Near East Bypass.

- In terms of avoiding displacements of farm homes and farm structures, the Far East Bypass is the best and the West Bypass is the worst. There was no difference between the Near East Bypass and the two in-town alternates.
- In terms of minimizing farm splitting which results in irregularly shaped, landlocked (or other restricted access) parcels and severance of farm structures from farm ground, the Locust/Walnut Couple is best followed closely by the 5-Lane Main Street Alternate. Of the bypass alternates, the West bypass is the best and the Far East Bypass the worst.
- In terms of improving safety in relation to the mixing of farm traffic with commercial and high-speed traffic, the Far East Bypass is the best followed by the West Bypass. The Near East Bypass and the 5-Lane Main Street Alternate are the worst.
- In terms of improving traffic flow for farm vehicles in Pinckneyville, the bypass alternates are equal and better than the in-town alternates.
- In terms of limiting the loss of prime and important farmland acreage, the 5-Lane Main Street Alternate and the Locust/Walnut Couple are the best and the Far East Bypass is the worst.
- In terms of minimizing the total loss of farmland, the 5-Lane Main Street Alternate and the Locust/Walnut Couple are the best and the Far East Bypass is the worst.

NOTE: The Agriculture Interest Group members decided to drop the criterion “Minimize disruption of local networks, access to fields, access to new expressway” from further consideration, since only one alternate (the West Bypass) would require adverse travel. The other four alternates required no adverse travel, creating zero scores in the matrix which placed all the weight for that criterion on one alternate, distorting the overall results of the matrix. While this issue is not quantified in the matrix, it will be addressed in a qualitative way during the Council’s discussion of alignments.

Agriculture – Criteria Measurements

Criterion	Weighted %	Measurement
<ul style="list-style-type: none"> • Avoid displacement of farm homes and farm structures 	22.8%	# of farm residences and # of farm structures displaced [buildings larger than 20’x20’ (anything grain bin or larger)]
<ul style="list-style-type: none"> • Minimize farm-splitting which results in irregularly shaped, landlocked parcels, and severance of farm structures from farm ground 	22.5%	a) # of acres of severed parcels b) # of acres of restricted access parcels c) # of farm structures severed from farm ground
<ul style="list-style-type: none"> • Improve safety in relation to the mixing of farm traffic with commercial and high-speed traffic 	16.5%	Length of major roadways with no wide median and no wide shoulders x traffic volumes
<ul style="list-style-type: none"> • Improve traffic flow for farm vehicles in Pinckneyville 	13.1%	Traffic volumes in downtown Pinckneyville
<ul style="list-style-type: none"> • Limit loss of (prime & important) farmland acreage 	12.8%	# of acres of prime and important farmland taken by the roadway
<ul style="list-style-type: none"> • Minimize total loss of farmland 	12.3%	# of acres of farmland taken by the roadway

Agriculture Interest Group Measurements

Illinois 13/127 Pinckneyville Area

Alternate Alignments	Criteria - Raw Scores						
	Farm Home/ Structure Impacts * (Number)	Farm Splitting (Acres/Number)	Safety Impacts on Farm Vehicles) (Number) <small>(length x traffic volumes)</small>	Traffic Flow (Traffic Volumes)	Loss of Prime & Important Farmland (Acres)	Total loss of Farmland (Acres)	
Far East Bypass	Residences: 4	Severed: 213.6	21,300	22,600	Prime: 154.65	260.62	
	Structures: 0	Restricted Access: 512.5			Important: 54.67		
	Total: 4	Structures: 0			Total: 209.32		
Near East Bypass	Residences: 0	Severed: 94.2	39,080	22,600	Prime: 104.05	138.48	
	Structures: 9	Restricted Access: 416.7			Important: 19.40		
	Total: 9	Structures: 0			Total: 123.45		
Locust/Walnut Couple	Residences: 0	Severed: 10.5	37,480	30,350	Prime: 29.92	61.47	
	Structures: 9	Restricted Access: 12.0			Important: 21.81		
	Total: 9	Structures: 0			Total: 51.73		
5-Lane Main	Residences: 0	Severed: 11.3	39,120	30,350	Prime: 29.92	61.47	
	Structures: 9	Restricted Access: 16.4			Important: 23.28		
	Total: 9	Structures: 0			Total: 53.20		
West Bypass	Residences: 1	Severed: 87.6	30,760	22,600	Prime: 72.70	138.47	
	Structures: 15	Restricted Access: 39.6			Important: 50.28		
	Total: 16	Structures: 0			Total: 122.98		

**AGRICULTURE INTEREST GROUP
IMPACTS SUMMARY SHEET**

ILLINOIS 13/127 - PINCKNEYVILLE AREA

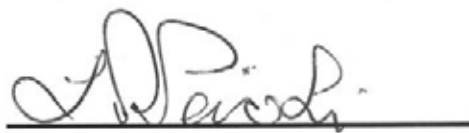
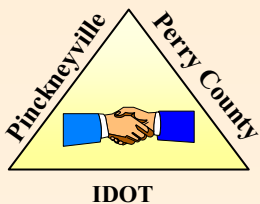
ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT)						ALTERNATE PREFERENCE SCORE
	FARM HOMES & STRUCTURES (22.8%)	FARM SPLITTING (22.5%)	SAFETY (16.5%)	TRAFFIC FLOW (13.1%)	PRIME & IMPORTANT FARMLAND (12.8%)	FARMLAND (12.3%)	
1. FAR EAST BYPASS							
RAW SCORE	4	213.6 512.5	21,300	22,600	209.32	260.62	
RELATIVE IMPACT SCORE	8.5	51.3	12.7	17.6	37.3	39.5	
WEIGHTED IMPACT SCORE	1.9	11.5	2.1	2.3	4.8	4.9	
2. NEAR EAST BYPASS							
RAW SCORE	9	94.2 416.7	39,080	22,600	123.45	138.48	
RELATIVE IMPACT SCORE	19.1	32.2	23.3	17.6	22.0	21.0	
WEIGHTED IMPACT SCORE	4.4	7.2	3.8	2.3	2.8	2.6	
3. LOCUST/WALNUT COUPLE							
RAW SCORE	9	10.5 12	37,480	30,350	51.73	61.47	
RELATIVE IMPACT SCORE	19.1	1.9	22.3	23.6	9.2	9.3	
WEIGHTED IMPACT SCORE	4.4	0.4	3.7	3.1	1.2	1.1	
4. 5-LANE MAIN							
RAW SCORE	9	11.3 16.4	39,120	30,350	53.20	61.47	
RELATIVE IMPACT SCORE	19.1	2.2	23.3	23.6	9.5	9.3	
WEIGHTED IMPACT SCORE	4.4	0.5	3.8	3.1	1.2	1.1	
5. WEST BYPASS							
RAW SCORE	16	87.6 39.6	30,760	22,600	122.98	138.47	
RELATIVE IMPACT SCORE	34.0	12.5	18.3	17.6	21.9	21.0	
WEIGHTED IMPACT SCORE	7.8	2.8	3.0	2.3	2.8	2.6	
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	22.8	22.5	16.5	13.1	12.8	12.3	100

Notes: 1) Total scores may vary due to rounding.
2) The best alternate preference score is the lowest score.

ILLINOIS 13/127 PINCKNEYVILLE AREA

BUSINESS INTEREST GROUP

REPORT TO THE ADVISORY COUNCIL
AUGUST 17, 2004


LARRY PERICOLOSI
KEVIN PYATT

Business Interest Group

Summary of Findings

- Of the five alternates under consideration, the West Bypass is the best alternate overall.

Of the bypass alternates, the West Bypass is best by a large margin over both the Far East Bypass and the Near East Bypass.

Of the in-town alternates, the Locus/Walnut Couple is better than the 5-Lane Main Street Alternate*.

- In terms of providing convenient access to existing businesses, the Locus/Walnut Couple and the 5-Lane Main Street Alternate are the best and the Far East Bypass and the Near East Bypass are the worst.
- In terms of minimizing loss of existing businesses, the 5-Lane Main Street Alternate is the worst. The other four alternates do not cause loss of businesses.*
- In terms of improving traffic flow in downtown Pinckneyville, the bypass alternates are equal and better than the in-town alternates.
- In terms of providing sufficient parking for affected businesses, all the bypass alternates are equal and better than either of the in-town alternates. Of the in-town alternates, the 5-Lane Main Street Alternate is better than the Locus/Walnut Couple.**
- In terms of maximizing the number of through-travelers in the region who would stop in Pinckneyville and make purchases, the Locus/Walnut Couple and the 5-Lane Main Street Alternate are the best while the Far East Bypass and the Near East Bypass are the worst.

NOTES

- * The results for this criterion are misleading in that the only alternate that would cause any businesses to permanently close would be the 5-Lane Main Street Alternate. (It is assumed that two small businesses along this alternate might close.) Since the other four alternates received zero scores, all the weight for this criterion is placed on the 5-Lane Main Street Alternate.
- ** This criterion also contains zero scores, shifting all the weight for this criterion onto the two in-town alternates. While this tends to skew the results, it does retain important measures and does not appear to distort the overall results.
- Both of these criteria will be addressed qualitatively during the Council's discussion of alignments.

Business – Criteria Measurements

Criterion	Weighted %	Measurement
<ul style="list-style-type: none"> • Provide convenient access to existing businesses 	23.2%	Number of businesses within ¼ mile of major roadway intersections (i.e. IL 13/127 and IL 154)
<ul style="list-style-type: none"> • Minimize <u>loss</u> of existing businesses (some businesses may decide to close rather than relocate) 	22.4%	# of businesses that are not likely to relocate (the representatives from this group went through a list of businesses that will be potentially displaced and determine which of these businesses were likely to relocate or close)
<ul style="list-style-type: none"> • Improve traffic flow in downtown Pinckneyville 	20.8%	a) Traffic volume on major roadways in downtown Pinckneyville (50%) b) # of truck-turning movements in the downtown area (50%)
<ul style="list-style-type: none"> • Provide sufficient parking for affected businesses 	16.8%	# of on-street parking spaces eliminated
<ul style="list-style-type: none"> • Maximize number of through-travelers in the region who would stop in Pinckneyville and make purchases 	16.8%	Volume of traffic on major roadways (IL 13/127 and IL 154) that would enter downtown Pinckneyville

Business Interest Group Measurements

Illinois 13/127 Pinckneyville Area

Alternate Alignments	Criteria - Raw Scores				
	Convenient Access to Existing Businesses (Number)	Minimize Loss of Existing Businesses (Number)	Traffic Flow (Number)	Sufficient Parking for Affected Businesses (Number)	Maximize Through Travelers (Traffic Volume)
Far East Bypass	1	0	Traffic Volumes: 22,600 Turning Movements: 245	0	6,340
Near East Bypass	1	0	Traffic Volumes: 22,600 Turning Movements: 245	0	6,340
Locust/Walnut Couple	63	0	Traffic Volumes: 30,350 Turning Movements: 869	174	9,600
5-Lane Main	63	2	Traffic Volumes: 30,350 Turning Movements: 869	78	9,600
West Bypass	10	0	Traffic Volumes: 22,600 Turning Movements: 245	0	6,830

**BUSINESS INTEREST GROUP
IMPACTS SUMMARY SHEET**

ILLINOIS 13/127 - PINCKNEYVILLE AREA

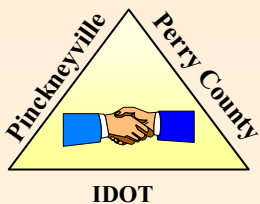
ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT)					ALTERNATE PREFERENCE SCORE
	ACCESS TO BUSINESSES (23.2%)	MINIMIZE LOSS OF BUSINESSES (22.4%)	TRAFFIC FLOW (20.8%)	PARKING FOR BUSINESSES (16.8%)	MAXIMIZE THRU TRAVEL (16.8%)	
1. FAR EAST BYPASS						
RAW SCORE	1	0	22,600 245	0	6,340	
RELATIVE IMPACT SCORE	46.9	0.0	13.7	0.0	23.5	
WEIGHTED IMPACT SCORE	10.9	0.0	2.8	0.0	3.9	
2. NEAR EAST BYPASS						
RAW SCORE	1	0	22,600 245	0	6,340	
RELATIVE IMPACT SCORE	46.9	0.0	13.7	0.0	23.5	
WEIGHTED IMPACT SCORE	10.9	0.0	2.8	0.0	3.9	
3. LOCUST/WALNUT COUPLE						
RAW SCORE	63	0	30,350 869	174	9,600	
RELATIVE IMPACT SCORE	0.7	0.0	29.4	69.0	15.5	
WEIGHTED IMPACT SCORE	0.2	0.0	6.1	11.6	2.6	
4. 5-LANE MAIN						
RAW SCORE	63	2	30,350 869	78	9,600	
RELATIVE IMPACT SCORE	0.7	100.0	29.4	31.0	15.5	
WEIGHTED IMPACT SCORE	0.2	22.4	6.1	5.2	2.6	
5. WEST BYPASS						
RAW SCORE	10	0	22,600 245	0	6,830	
RELATIVE IMPACT SCORE	4.7	0.0	13.7	0.0	21.8	
WEIGHTED IMPACT SCORE	1.1	0.0	2.8	0.0	3.7	
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	23.2	22.4	20.8	16.8	16.8	

Notes: 1) Total scores may vary due to rounding.
2) The best alternate preference score is the lowest score.

ILLINOIS 13/127 PINCKNEYVILLE AREA

COMMUNITY AFFAIRS INTEREST GROUP

REPORT TO THE ADVISORY COUNCIL
AUGUST 17, 2004




ROB MATHIS


STARLA SHERMAN

Community Affairs Interest Group

Summary of Findings

- Of the five alternates under consideration, the Near East Bypass is the best alternate overall.

Of the bypass alternates, the Near East Bypass is the best alternate by a relatively small margin over the Far East Bypass. All the bypass alternates are much better than either of the in-town alternates.

Of the in-town alternates, the 5-Lane Main Street Alternate is better by a small margin than the Locust/Walnut Couple Alternate.

- In terms of minimizing the displacement of people and homes, the Near East Bypass displaces the fewest people and residences, followed by the Far East Bypass. All of the bypass alternates are better than either in-town alternate. Of the in-town alternates, the 5-Lane Main Street Alternate is better.
- In terms of maximizing safety and easing congestion in downtown Pinckneyville and all other points where local traffic intersects with non-local traffic, the Far East Bypass is the best, followed closely by the Near East Bypass. All of the bypass alternates are better than either in-town alternate. Of the in-town alternates, the 5-Lane Main Street Alternate is better.
- In terms of making access to the highway safe and convenient for local residents, the Far East Bypass is the best, followed by the Near East Bypass. All of the bypass alternates are better than either in-town alternate. Of the in-town alternates, the 5-Lane Main Street Alternate is the better.
- In terms of community cohesion, the bypass alternates are equal and better than the in-town alternates.
- In terms of maximizing community appeal to future generation, the bypass alternates are equal and better than the in-town alternates.

Community Affairs – Criteria Measurements

Criterion	Weighted %	Measurement
<ul style="list-style-type: none"> • Minimize the displacement of people and homes 	28.0%	<ul style="list-style-type: none"> a) # of residence taken (33%) b) # of people displaced & # of employees displaced (33%) c) estimated change in property values (33%)
<ul style="list-style-type: none"> • Maximize safety and ease congestion in downtown Pinckneyville and at all other points where local traffic intersects with non-local traffic 	21.4%	<ul style="list-style-type: none"> a) Traffic volumes on major roadways in downtown Pinckneyville (50%) b) # of intersections with new IL 13/127
<ul style="list-style-type: none"> • Make access to the highway convenient and safe for local residents 	19.2%	<ul style="list-style-type: none"> a) Traffic volumes at each new IL 154 intersection b) #of intersections with new IL 13/127
<ul style="list-style-type: none"> • Maximize cohesion (avoid disrupting the community) 	17.0%	Traffic volumes on major roadways in downtown Pinckneyville
<ul style="list-style-type: none"> • Maximize community appeal to future generations 	14.3%	Downtown traffic volumes

Community Affairs Interest Group Measurements

Illinois 13/127 Pinckneyville Area

Alternate Alignments	Criteria - Raw Scores				
	Homes/ People Impacts (Number/Dollars)	Safety and Congestion Issues	Convenient & Safe Access to New Highway	Community Cohesion (Traffic Volumes)	Community Appeal to Future Generations (Traffic Volumes)
Far East Bypass	Residences: 22 People: 51 Property Values: \$27,500	Traffic Volumes: 22,600 Intersections: 4	Traffic Volumes: 13,680 Intersections: 4	22,600	22,600
Near East Bypass	Residences: 6 People: 14 Property Values: \$33,000	Traffic Volumes: 22,600 Intersections: 6	Traffic Volumes: 13,680 Intersections: 6	22,600	22,600
Locust/Walnut Couple	Residences: 65 People: 185 Property Values: \$253,000	Traffic Volumes: 30,350 Intersections: 24	Traffic Volumes: 18,435 Intersections: 24	30,350	30,350
5-Lane Main	Residences: 42 People: 275 Property Values: \$126,500	Traffic Volumes: 30,350 Intersections: 20	Traffic Volumes: 18,435 Intersections: 20	30,350	30,350
West Bypass	Residences: 31 People: 74 Property Values: \$155,500	Traffic Volumes: 22,600 Intersections: 8	Traffic Volumes: 12,400 Intersections: 8	22,600	22,600

**COMMUNITY AFFAIRS INTEREST GROUP
IMPACTS SUMMARY SHEET**

ILLINOIS 13/127 - PINCKNEYVILLE AREA

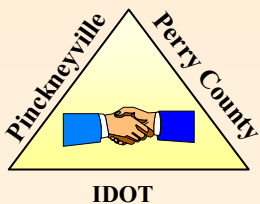
ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT)					ALTERNATE PREFERENCE SCORE
	RESIDENCES & PERSONS (28.0%)	SAFETY & CONGESTION (21.4%)	ACCESS TO PROPOSED HIGHWAY (19.2%)	COMMUNITY COHESION (17.0%)	COMMUNITY APPEAL (14.3%)	
1. FAR EAST BYPASS						
RAW SCORE	22 51 27,500	22,600 4	13,680 4	22,600	22,600	
RELATIVE IMPACT SCORE	8.8	12.0	14.1	17.6	17.6	
WEIGHTED IMPACT SCORE	2.5	2.6	2.7	3.0	2.5	
2. NEAR EAST BYPASS						
RAW SCORE	6 14 33,000	22,600 6	13,680 6	22,600	22,600	
RELATIVE IMPACT SCORE	3.8	13.6	15.7	17.6	17.6	
WEIGHTED IMPACT SCORE	1.1	2.9	3.0	3.0	2.5	
3. LOCUST/WALNUT COUPLE						
RAW SCORE	65 185 253,000	30,350 24	18,435 24	30,350	30,350	
RELATIVE IMPACT SCORE	37.5	31.2	27.4	23.6	23.6	
WEIGHTED IMPACT SCORE	10.5	6.7	5.3	4.0	3.4	
4. 5-LANE MAIN						
RAW SCORE	42 275 126,500	30,350 20	18,435 20	30,350	30,350	
RELATIVE IMPACT SCORE	30.8	27.9	24.2	23.6	23.6	
WEIGHTED IMPACT SCORE	8.6	6.0	4.6	4.0	3.4	
5. WEST BYPASS						
RAW SCORE	31 74 155,500	22,600 8	12,400 8	22,600	22,600	
RELATIVE IMPACT SCORE	19.0	15.2	18.5	17.6	17.6	
WEIGHTED IMPACT SCORE	5.3	3.3	3.6	3.0	2.5	
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	28.0	21.4	19.2	17.0	14.3	100

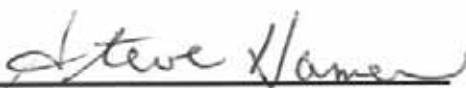
Notes: 1) Total scores may vary due to rounding.
2) The best alternate preference score is the lowest score.

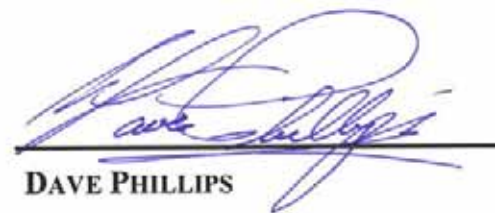
ILLINOIS 13/127 PINCKNEYVILLE AREA

ECOLOGICAL RESOURCES INTEREST GROUP

REPORT TO THE ADVISORY COUNCIL
AUGUST 17, 2004




STEVE HAMER


DAVE PHILLIPS

Ecological Resources Interest Group

Summary of Findings

- Of the five alternates under consideration, the 5-Lane Main Street Alternate is the best alternate overall.

Of the in-town alternates, the 5-Lane Main Street Alternate is best by a small margin over the Locust/Walnut Couple Alternate.

Of the bypass alternates, the West Bypass is best by a wide margin over both the Near East Bypass and the Far East Bypass.

- In terms of preventing loss of habitat, the 5-Lane Main Street Alternate is the best, followed closely by the Locust/Walnut Couple. Of the bypass alternates, the West Bypass is the best and the Far East Bypass the worst.
- In terms of preventing the loss of existing natural wetlands, the 5-Lane Main Street Alternate and the Locust/Walnut Couple are the best. Of the bypass alternates, the West Bypass is the best and the Far East Bypass the worst.
- In terms of preventing habitat fragmentation, the 5-Lane Main Street Alternate is the best, followed closely by the Locust/Walnut Couple. Of the bypass alternates, the West Bypass is the best and the Far East Bypass the worst.
- In terms of minimizing pollution (surface and groundwater, siltation and runoff, noise etc.), the Locust/Walnut Couple is the best, followed closely by the 5-Lane Main Street Alternate. Of the bypass alternates, the Near East Bypass is the best and the Far East Bypass the worst.
- In terms of impacting threatened and endangered species, the West Bypass would have the least impact followed by the two in-town alternates. The Far East Bypass would have the most impacts.

Ecological Resources – Criteria Measurements

Criterion	Weighted %	Measurement
• Prevent loss of habitat (forest, stream, grassland, etc.)	25.9%	# of acres of habitat taken
• Prevent loss of existing natural wetlands	24.1%	# of wetland acres taken
• Prevent habitat fragmentation	20.4%	Linear feet of habitat along proposed roadway (both sides)
• Minimize pollution (surface and groundwater, siltation and runoff, noise etc.)	14.8%	# of new lane miles
• Protect threatened and endangered species	14.8%	Distance to the location or habitat of threatened and endangered species

Ecological Resources Interest Group Measurements

Illinois 13/127 Pinckneyville Area

Alternate Alignments	Criteria - Raw Scores				
	Loss of Habitat (Acres)	Loss of Wetlands (Acres)	Habitat Fragmentation (Linear Feet)	Minimize Pollution (Miles)	Protect T & E Species (Feet)
Far East Bypass	44.9	13.7	13,150	28.84	7,900
Near East Bypass	32.3	6	9,400	19.4	12,100
Locust/Walnut Couple	6.0	1	950	13.08	18,800
5-Lane Main Street	0.0	1	0	13.72	19,200
West Bypass	11.2	2.2	3,050	22.48	25,700

**ECOLOGICAL RESOURCES INTEREST GROUP
IMPACTS SUMMARY SHEET**

ILLINOIS 13/127 - PINCKNEYVILLE AREA

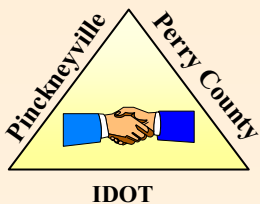
ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT)					ALTERNATE PREFERENCE SCORE
	HABITATS (25.9%)	WETLANDS (24.1%)	HABITAT FRAGMENTATION (20.4%)	MINIMIZE POLLUTION (14.8%)	T&E SPECIES (14.8%)	
1. FAR EAST BYPASS						
RAW SCORE	44.9	13.7	13,150	28.84	7,900	
RELATIVE IMPACT SCORE	47.6	57.3	49.5	29.6	35.8	
WEIGHTED IMPACT SCORE	12.3	13.8	10.1	4.4	5.3	
2. NEAR EAST BYPASS						
RAW SCORE	32.3	6.0	9,400	19.40	12,100	
RELATIVE IMPACT SCORE	34.2	25.1	35.4	19.9	23.4	
WEIGHTED IMPACT SCORE	8.9	6.0	7.2	2.9	3.5	
3. LOCUST/WALNUT COUPLE						
RAW SCORE	6.0	1.0	950	13.08	18,800	
RELATIVE IMPACT SCORE	6.4	4.2	3.6	13.4	15.1	
WEIGHTED IMPACT SCORE	1.7	1.0	0.7	2.0	2.2	
4. 5-LANE MAIN						
RAW SCORE	0.0	1.0	0	13.72	19,200	
RELATIVE IMPACT SCORE	0.0	4.2	0.0	14.1	14.7	
WEIGHTED IMPACT SCORE	0.0	1.0	0.0	2.1	2.2	
5. WEST BYPASS						
RAW SCORE	11.2	2.2	3,050	22.48	25,700	
RELATIVE IMPACT SCORE	11.9	9.2	11.5	23.1	11.0	
WEIGHTED IMPACT SCORE	3.1	2.2	2.3	3.4	1.6	
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	25.9	24.1	20.4	14.8	14.8	100

Notes: 1) Total scores may vary due to rounding.
2) The best alternate preference score is the lowest score.

ILLINOIS 13/127 PINCKNEYVILLE AREA

ECONOMIC DEVELOPMENT INTEREST GROUP

REPORT TO THE ADVISORY COUNCIL
AUGUST 17, 2004



Jeff Ashauer

JEFF ASHAUER

John Hammack

JOHN HAMMACK

Economic Development Interest Group

Summary of Findings

- Of the five alternates under consideration, West Bypass is the best alternate overall.

Of the bypass alternates, the West Bypass is best followed by the Far East Bypass.

Of the in-town alternates, the 5-Lane Main Street Alternate is better than the Locust/Walnut Couple.

- In terms of providing convenient and safe access and connectivity to I-64, the bypass alternates are equal and better than the in-town alternates.
- In terms of minimizing travel time, the West Bypass is the best followed by the Far East Bypass. All the bypass alternates are better than either of the in-town alternates.
- In terms of marketability for industrial, commercial, recreational and residential development, the West Bypass is best followed by the 5-Lane Main Street Alternate. The Locust/Walnut Couple is the worst.
- In terms of availability of developable areas, the West Bypass and the Far East Bypass are best while the Near East Bypass is the worst.
- In terms of providing safe and convenient access and connectivity to other major roadways in or near Pinckneyville, the bypass alternates are equal and better than the in-town alternates.
- In terms of minimizing turning movements for large commercial vehicles in downtown Pinckneyville, the bypass alternates are equal and better than the in-town alternates.

Economic Development – Criteria Measurements

Criterion	Weighted %	Measurement
<ul style="list-style-type: none"> • Provide convenient and safe access and connectivity to I-64 	21.3%	Downtown traffic volumes
<ul style="list-style-type: none"> • Minimize travel time 	21.3%	Travel time (distance/speed) from Cudgetown Road to a point north of the Oak Grove Baptist Church
<ul style="list-style-type: none"> • Maximize marketability for industrial, commercial, recreational and residential development 	18.5%	Pair-Wise Comparison
<ul style="list-style-type: none"> • Maximize availability of developable areas 	15.7%	# of acres of developable land within ½ mile of new roadway intersections
<ul style="list-style-type: none"> • Provide convenient and safe access and connectivity to other major roadways in or near Pinckneyville 	12.0%	Downtown traffic volumes
<ul style="list-style-type: none"> • Minimize turning movements for large commercial vehicles in downtown Pinckneyville 	11.1%	Volume of truck turning movements in downtown Pinckneyville

Economic Development Interest Group Measurements

Illinois 13/127 Pinckneyville Area

Alternate Alignments	Criteria - Raw Scores					
	Convenient & Safe Access & Connectivity to I-64 (Traffic Volumes)	Travel Time (Minutes)	Marketability (pair-wise comparison)	Availability of Developable Land (Acres)	Convenient & Safe Access & Connectivity to other Major Roadways (Traffic Volumes)	Turning Movements for large Commercial Vehicles (Traffic Volumes)
Far East Bypass	22,600	6.90	13	224	22,600	245
Near East Bypass	22,600	7.98	11	16	22,600	245
Locust/Walnut Couple	30,350	9.70	8	76	30,350	869
5-Lane Main	30,350	9.70	14	76	30,350	869
West Bypass	30,350	6.59	24	226	22,600	245

**ECONOMIC DEVELOPMENT INTEREST GROUP
IMPACTS SUMMARY SHEET**

ILLINOIS 13/127 - PINCKNEYVILLE AREA

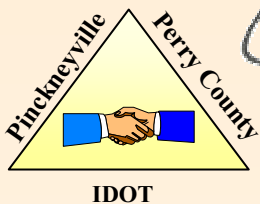
ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT)						ALTERNATE PREFERENCE SCORE
	ACCESS TO I-64 (21.3%)	TRAVEL TIME (21.3%)	MARKETABILITY (18.5%)	DEVELOPABLE LAND (15.7%)	ACCESS TO OTHER MAJOR ROADWAYS (12.0%)	TURNING MOVEMENTS (11.1%)	
1. FAR EAST BYPASS							
RAW SCORE	22,600	6.90	13	224	22,600	245	
RELATIVE IMPACT SCORE	17.6	16.9	18.9	4.6	17.6	9.9	
WEIGHTED IMPACT SCORE	3.7	3.6	3.5	0.7	2.1	1.1	
2. NEAR EAST BYPASS							
RAW SCORE	22,600	7.98	11	16	22,600	245	
RELATIVE IMPACT SCORE	17.6	19.5	22.4	64.0	17.6	9.9	
WEIGHTED IMPACT SCORE	3.7	4.2	4.1	10.0	2.1	1.1	
3. LOCUST/WALNUT COUPLE							
RAW SCORE	30,350	9.70	8	76	30,350	869	
RELATIVE IMPACT SCORE	23.6	23.7	30.8	13.5	23.6	35.1	
WEIGHTED IMPACT SCORE	5.0	5.0	5.7	2.1	2.8	3.9	
4. 5-LANE MAIN							
RAW SCORE	30,350	9.70	14	76	30,350	869	
RELATIVE IMPACT SCORE	23.6	23.7	17.6	13.5	23.6	35.1	
WEIGHTED IMPACT SCORE	5.0	5.0	3.3	2.1	2.8	3.9	
5. WEST BYPASS							
RAW SCORE	22,600	6.59	24	226	22,600	245	
RELATIVE IMPACT SCORE	17.6	16.1	10.3	4.5	17.6	9.9	
WEIGHTED IMPACT SCORE	3.7	3.4	1.9	0.7	2.1	1.1	
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	21.3	21.3	18.5	15.7	12.0	11.1	99

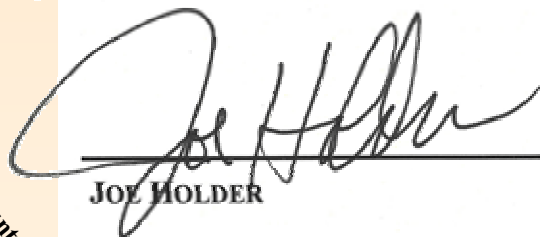
Notes: 1) Total scores may vary due to rounding.
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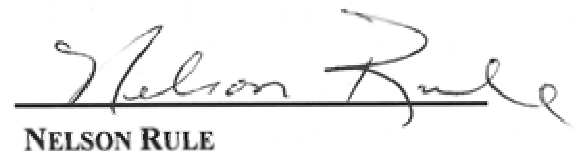
**ILLINOIS 13/127
PINCKNEYVILLE AREA**

**GOVERNMENT SERVICES
AND
EMERGENCY SERVICES
INTEREST GROUP**

**REPORT TO THE ADVISORY COUNCIL
AUGUST 17, 2004**




JOE HOLDER


NELSON RULE

Government Services & Emergency Services Interest Group

Summary of Findings

- Of the five alternates under consideration, the Far East Bypass is the best alternate overall.

Of the bypass alternates, the Far East Bypass is best by a small margin over the West Bypass.

Of the in-town alternates, the Locust/Walnut Couple Alternate is better than the 5-Lane Main Street Alternate.

- In terms of minimizing impacts on emergency services, the in-town alternates are equal and better than the bypass alternates. Of the bypass alternates, the West Bypass is best.
- In terms of enhancing economic development, the West Bypass is best, followed closely by the Far East Bypass. All the bypass alternates are better than either of the in-town alternates.
- In terms of minimizing sales tax loss due to business displacements, the Far East Bypass and the Near East Bypass are best. All the bypass alternates are better than the in-town alternates. Of the in-town alternates, the Locust/Walnut Couple is better than the 5-Lane Main Street Alternate by a wide margin.
- In terms of minimizing impacts on property tax revenue, the Near East Bypass is the best of the bypass alternates. All the bypass alternates are better than either of the in-town alternates.
- In terms of providing convenient and safe access to schools and facilitate school bus routes, the Near East Bypass, Locust/Walnut Couple and the 5-Lane Main Street Alternate are better than the Far East Bypass and the West Bypass by a small margin.
- In terms of maximizing availability of developable areas, the West Bypass and the Far East Bypass provide the most developable areas while the Near East Bypass provides the least.

Government Services & Emergency Services – Criteria Measurements

Criterion	Weighted %	Measurement
<ul style="list-style-type: none"> • Minimize impacts on emergency services (EMT, fire, police, hospital, ambulance, etc.) 	26.1%	Travel time to cardinal point from emergency services
<ul style="list-style-type: none"> • Enhance economic development 	21.7%	Travel time across town (Cudgetown Road to Oak Grove Baptist Church)
<ul style="list-style-type: none"> • Minimize sales tax loss due to business displacements 	15.2%	Sales tax losses
<ul style="list-style-type: none"> • Minimize impacts on property tax revenue 	15.2%	Assessed property value of properties affected.
<ul style="list-style-type: none"> • Provide convenient and safe access to schools and facilitate bus routes 	10.9%	Travel time from cardinal points to each public school
<ul style="list-style-type: none"> • Maximize availability of developable areas 	10.9%	Available developable land within ½ mile of new road intersections

Government Services & Emergency Services Interest Group Measurements

Illinois 13/127 Pinckneyville Area

Alternate Alignments	Criteria - Raw Scores						
	Emergency Services Impacts (Travel Time)	Enhance Economic Development (Travel Time)	Minimize Sales Tax Loss (\$)	Property Tax Revenue Impacts (\$)	Convenient & Safe Access to Schools & Facilitate Bus Routes (Travel Time)	Availability of Developable Areas (Acres)	
Far East Bypass	70.29	6.90	0	1,210,000	51.63	224	
Near East Bypass	70.35	7.98	0	330,000	44.86	16	
Locust/Walnut Couple	55.65	9.70	13,434	4,475,000	44.77	76	
5-Lane Main	55.25	9.70	44,413	4,510,000	44.66	76	
West Bypass	64.03	6.59	553	2,185,000	48.35	226	

**GOVERNMENT SERVICES & EMERGENCY SERVICES INTEREST GROUP
IMPACTS SUMMARY SHEET**

ILLINOIS 13/127 - PINCKNEYVILLE AREA

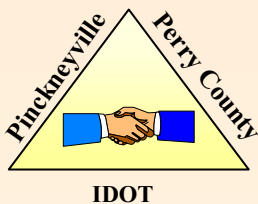
ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT)						ALTERNATE PREFERENCE SCORE
	EMERGENCY SERVICES (26.1%)	ECONOMIC DEVELOPMENT (21.7%)	SALES TAX (15.2%)	PROPERTY TAX (15.2%)	ACCESS TO SCHOOLS (10.9%)	DEVELOPABLE AREAS (10.9%)	
1. FAR EAST BYPASS							
RAW SCORE	70.29	6.90	0	1,210,000	51.63	224	
RELATIVE IMPACT SCORE	22.3	16.9	0.0	9.5	22.0	4.6	
WEIGHTED IMPACT SCORE	5.8	3.7	0.0	1.4	2.4	0.5	
2. NEAR EAST BYPASS							
RAW SCORE	70.35	7.98	0	330,000	44.86	16	
RELATIVE IMPACT SCORE	22.3	19.5	0.0	2.6	19.1	64.0	
WEIGHTED IMPACT SCORE	5.8	4.2	0.0	0.4	2.1	7.0	
3. LOCUST/WALNUT COUPLE							
RAW SCORE	55.65	9.70	13,434	4,475,000	44.77	76	
RELATIVE IMPACT SCORE	17.6	23.7	23.0	35.2	19.1	13.5	
WEIGHTED IMPACT SCORE	4.6	5.1	3.5	5.4	2.1	1.5	
4. 5-LANE MAIN							
RAW SCORE	55.25	9.70	44,413	4,510,000	44.66	76	
RELATIVE IMPACT SCORE	17.5	23.7	76.0	35.5	19.1	13.5	
WEIGHTED IMPACT SCORE	4.6	5.1	11.6	5.4	2.1	1.5	
5. WEST BYPASS							
RAW SCORE	64.03	6.59	553	2,185,000	48.35	226	
RELATIVE IMPACT SCORE	20.3	16.1	0.9	17.2	20.6	4.5	
WEIGHTED IMPACT SCORE	5.3	3.5	0.1	2.6	2.2	0.5	
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	26.1	21.7	15.2	15.2	10.9	10.9	

Notes: 1) Total scores may vary due to rounding.
2) The best alternate preference score is the lowest score.

ILLINOIS 13/127 PINCKNEYVILLE AREA

HISTORICAL RESOURCES INTEREST GROUP

REPORT TO THE ADVISORY COUNCIL
AUGUST 17, 2004



Lance Feik

LANCE FEIK

Anne Haaker

ANNE HAAKER

Historical Resources Interest Group

Summary of Findings

- Of the five alternates under consideration, the Far East Bypass is the best alternate overall.

Of the bypass alternates, the Far East Bypass is the best alternate by a small margin over the West Bypass. All the bypass alternates are much better than either of the in-town alternates.

Of the in-town alternates, the 5-Lane Main Street Alternate is better by a small margin than the Locust/Walnut Couple Alternate.

- In terms of preserving Pinckneyville's historical character and unique local charm, the Far East Bypass and the West Bypass are better than the Near East Bypass and both in-town alternates. Of the in-town alternates, the Locust Walnut Couple is better than the 5-Lane Main Street Alternate.
- In terms of minimizing takings or otherwise impacting buildings and/or properties **ON** the National Register of Historic Places (Old Perry County Jail and Opossum Creek Bridge), the Far East Bypass is best by a very small margin over the West Bypass. All the bypass alternates are better than either of the in-town alternates. Of the in-town alternates, the 5-Lane Main Street Alternate is better than the Locust/Walnut Couple.
- In terms of avoiding impacts on cemeteries, the 5-Lane Main Street Alternate is the best, followed closely by the Locust Walnut Couple. Of the bypass alternates, the Near East Bypass better than either the Far East Bypass or the West Bypass.
- In terms of minimizing takings or otherwise impacting buildings and/or properties that are **LIKELY CANDIDATES** for the National Register of Historic Places, the Far East Bypass is best, followed closely by the Near East Bypass. All the bypass alternates are better than either of the in-town alternates. Of the in-town alternates, the Locust/Walnut Couple is better than the 5- Lane Main Street Alternate.

Historical Resources – Criteria Measurements

Criterion	Weighted %	Measurement
<ul style="list-style-type: none"> • Preserve Pinckneyville’s historical character and unique local charm 	27.9%	Measure of major roadway traffic volumes near historical sites (Opera House/Court House) and sites identified to have unique local charm (Oxbow Bed and Breakfast)
<ul style="list-style-type: none"> • Minimize taking or otherwise impacting buildings and/or property that are on the National Register of Historic Places 	26.5%	<ul style="list-style-type: none"> a) # of buildings or properties taken (50%) b) Distance measurement of how close the road would come to the buildings or properties (50%)
<ul style="list-style-type: none"> • Avoid impacting cemeteries 	26.5%	Distance measurement of how close the road would come to specific cemeteries (St. Bruno’s, Fairgrounds, Reservoir, Oak Grove, Pick, Potter’s Field and Unterfer Cemeteries)
<ul style="list-style-type: none"> • Minimize taking or otherwise impacting buildings and/or property that are likely candidates for the National Register of Historic Places 	19.1%	<ul style="list-style-type: none"> a) # of buildings or properties taken (50%) b) Distance measurement of how close the road would come to the buildings or properties (50%)

Historical Resources Interest Group Measurements

Illinois 13/127 Pinckneyville Area

Alternate Alignments	Criteria - Raw Scores			
	Preserve Historical Character & Unique Local Charm (Traffic Volumes)	Impacts to National Register Sites (Number/Feet)	Cemetery Impacts (Feet)	Impacts to Potential National Register Sites (Number/Feet)
Far East Bypass	Site 1: 11,460 Site 2: 2,300 Total: 13,760	Buildings/Properties: 0 Proximity of Road: 13,600	Site SB: 11,000 Site F: 11,000 Site P: 1,400 Site R: 4,600 Site OG: 1,250 Site PF: 4,000 Site U: 400 Total: 33,650	Buildings/Properties: 0 Proximity of Road: 298,640
Near East Bypass	Site 1: 13,760 Site 2: 5,840 Total: 19,600	Buildings/Properties: 1 Proximity of Road: 3,825	Site SB: 6,200 Site F: 6,500 Site P: 6,000 Site R: 1,750 Site OG: 7,750 Site PF: 2,000 Site U: 5,250 Total: 35,450	Buildings/Properties: 0 Proximity of Road: 143,290
Locust/Walnut Couple	Site 1: 15,210 Site 2: 6,300 Total: 21,510	Buildings/Properties: 1 Proximity of Road: 150	Site SB: 6,000 Site F: 2,750 Site P: 9,250 Site R: 3,500 Site OG: 9,500 Site PF: 2,200 Site U: 8,250 Total: 41,450	Buildings/Properties: 3 Proximity of Road: 34,950
5-Lane Main	Site 1: 17,100 Site 2: 6,300 Total: 23,400	Buildings/Properties: 1 Proximity of Road: 420	Site SB: 6,300 Site F: 3,000 Site P: 9,550 Site R: 3,500 Site OG: 9,500 Site PF: 2,200 Site U: 8,250 Total: 42,300	Buildings/Properties: 7 Proximity of Road: 37,580
West Bypass	Site 1: 11,460 Site 2: 2,300 Total: 13,760	Buildings/Properties: 0 Proximity of Road: 6,300	Site SB: 2,250 Site F: 2,000 Site P: 13,250 Site R: 250 Site OG: 3,000 Site PF: 2,250 Site U: 10,700 Total: 33,700	Buildings/Properties: 1 Proximity of Road: 165,355

**HISTORICAL RESOURCES INTEREST GROUP
IMPACTS SUMMARY SHEET**

ILLINOIS 13/127 - PINCKNEYVILLE AREA

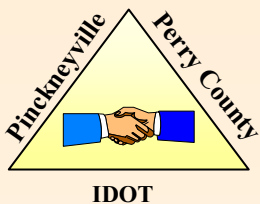
ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT)				ALTERNATE PREFERENCE SCORE
	PRESERVE HISTORICAL CHARACTER (27.9%)	NATIONAL REGISTER SITES (26.5%)	CEMETERIES (26.5%)	POTENTIAL NATIONAL REGISTER SITES (19.1%)	
1. FAR EAST BYPASS					
RAW SCORE	13,760	0 13,600	33,650	0 298,640	
RELATIVE IMPACT SCORE	15.0	0.4	22.0	2.3	
WEIGHTED IMPACT SCORE	4.2	0.1	5.8	0.4	
2. NEAR EAST BYPASS					
RAW SCORE	19,600	1 3,825	35,450	0 143,290	
RELATIVE IMPACT SCORE	21.3	18.0	20.8	4.9	
WEIGHTED IMPACT SCORE	5.9	4.8	5.5	0.9	
3. LOCUST/WALNUT COUPLE					
RAW SCORE	21,510	1 150	41,450	3 34,950	
RELATIVE IMPACT SCORE	23.4	51.6	17.8	33.6	
WEIGHTED IMPACT SCORE	6.5	13.7	4.7	6.4	
4. 5-LANE MAIN					
RAW SCORE	23,400	1 420	42,300	7 37,580	
RELATIVE IMPACT SCORE	25.4	29.1	17.5	50.4	
WEIGHTED IMPACT SCORE	7.1	7.7	4.6	9.6	
5. WEST BYPASS					
RAW SCORE	13,760	0 6300	33,700	1 165,355	
RELATIVE IMPACT SCORE	15.0	0.8	21.9	8.8	
WEIGHTED IMPACT SCORE	4.2	0.2	5.8	1.7	
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	27.9	26.5	26.5	19.1	100

Notes: 1) Total scores may vary due to rounding.
2) The best alternate preference score is the lowest score.

ILLINOIS 13/127 PINCKNEYVILLE AREA

LOCAL & REGIONAL PLANNING INTEREST GROUP

REPORT TO THE ADVISORY COUNCIL
AUGUST 17, 2004



Ike Kirrikis
IKE KIRRIKIS

Michael Kovic
MIKE KOVIC

Local & Regional Planning Interest Group

Summary of Findings

- Of the five alternates under consideration, the West Bypass is the best alternate overall.

Of the bypass alternates, the West Bypass is the best alternate by a small margin over both the Near East Bypass and Far East Bypass.

Of the in-town alternates, the Locust/Walnut Couple Alternate is better than the 5-Lane Main Street Alternate.

- In terms of providing convenient access to existing businesses, the 5-Lane Main Street Alternate is best. Both of the in-town alternates are better than any of the bypass alternates.
- In terms of providing safe and convenient access to regional business opportunities and facilities, the bypass alternates are equal and better than the in-town alternates.
- In terms of maintaining the integrity and cohesiveness of Pinckneyville, the Locust/Walnut Couple, the 5-Lane Main Street Alternate and the West Bypass are better than the Near East Bypass and the Far East Bypass.
- In terms of providing safe and convenient access to the Metro East St. Louis area, the bypass alternates are equal and better than the in-town alternates.
- In terms of helping Pinckneyville maintain and enhance its economic and social standing in the area by minimizing sales tax loss, the Locust/Walnut Couple is the best, followed by the Far East Bypass and the Near East Bypass. The 5-Lane Main Street Alternate is the worst.

Local & Regional Planning – Criteria Measurements

Criterion	Weighted %	Measurement
<ul style="list-style-type: none"> • Provide convenient access to existing businesses 	22.6%	Main Street and Walnut Street traffic volumes
<ul style="list-style-type: none"> • Provide safe and convenient access to regional business opportunities and facilities 	22.6%	Downtown traffic volumes
<ul style="list-style-type: none"> • Maintain the integrity and cohesiveness of Pinckneyville – avoid hardships and segmentation 	19.4%	Travel time from cardinal points to fairgrounds, Perry County Market, hospital and high school
<ul style="list-style-type: none"> • Provide safe and convenient access to the Metro East St. Louis area 	19.4%	Downtown traffic volumes
<ul style="list-style-type: none"> • Help Pinckneyville maintain and enhance its economic and social standing in the area, not allowing it to become insignificant 	16.1%	Loss of sales tax

Local & Regional Planning Interest Group Measurements

Illinois 13/127 Pinckneyville Area

Alternate Alignments	Criteria - Raw Scores				
	Convenient Access to Existing Businesses (Traffic Volumes)	Safe & Convenient Access to Regional Business Opportunities (Traffic Volumes)	Maintain Integrity & Cohesiveness of Pinckneyville (Travel Time - Mins)	Safe & Convenient Access to the Metro East Area (Traffic Volumes)	Maintain & Enhance Economic & Social Standing of the Area (Sales Tax Loss - \$)
Far East Bypass	6,340	22,600	83.92	22,600	15,604
Near East Bypass	6,340	22,600	77.82	22,600	15,604
Locust/Walnut Couple	7,865	30,350	68.66	30,350	11,524
5-Lane Main	10,515	30,350	69.13	30,350	50,579
West Bypass	6,340	22,600	68.71	22,600	16,157

**LOCAL & REGIONAL PLANNING INTEREST GROUP
IMPACTS SUMMARY SHEET**

ILLINOIS 13/127 - PINCKNEYVILLE AREA

ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT)					ALTERNATE PREFERENCE SCORE
	ACCESS TO BUSINESSES (22.6%)	ACCESS TO BUSINESS OPPORTUNITIES (22.6%)	MAINTAIN INTEGRITY & COHESIVENESS (19.4%)	ACCESS TO METRO EAST (19.4%)	MAINTAIN & ENHANCE LOCAL ECONOMICS (16.1%)	
1. FAR EAST BYPASS						
RAW SCORE	6,340	22,600	83.92	22,600	15,604	19.2
RELATIVE IMPACT SCORE	22.7	17.6	22.8	17.6	14.3	
WEIGHTED IMPACT SCORE	5.1	4.0	4.4	3.4	2.3	
2. NEAR EAST BYPASS						
RAW SCORE	6,340	22,600	77.82	22,600	15,604	18.9
RELATIVE IMPACT SCORE	22.7	17.6	21.1	17.6	14.3	
WEIGHTED IMPACT SCORE	5.1	4.0	4.1	3.4	2.3	
3. LOCUST/WALNUT COUPLE						
RAW SCORE	7,865	30,350	68.66	30,350	11,524	19.3
RELATIVE IMPACT SCORE	18.3	23.6	18.6	23.6	10.5	
WEIGHTED IMPACT SCORE	4.1	5.3	3.6	4.6	1.7	
4. 5-LANE MAIN						
RAW SCORE	10,515	30,350	69.13	30,350	50,579	24.0
RELATIVE IMPACT SCORE	13.7	23.6	18.8	23.6	46.2	
WEIGHTED IMPACT SCORE	3.1	5.3	3.6	4.6	7.4	
5. WEST BYPASS						
RAW SCORE	6,340	22,600	68.71	22,600	16,157	18.5
RELATIVE IMPACT SCORE	22.7	17.6	18.7	17.6	14.8	
WEIGHTED IMPACT SCORE	5.1	4.0	3.6	3.4	2.4	
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	22.6	22.6	19.4	19.4	16.1	100

Notes: 1) Total scores may vary due to rounding.
2) The best alternate preference score is the lowest score.

Costs and Impacts - All Alternates

Section	Design		Project Costs			Total Cost (\$ million)	Land-Use Conversions				Potential Displacements			Noise (1) Impacted Receptors (number)	Surface Hydrology		Wetland Impacts (acres)	State-Listed Threatened & Endangered Species (2)	Potential Underground Storage Tank Sites (number)	Cultural Resources		Section 4f Involvement (programmatic)
	Length (miles)	Additional Right of Way (acres)	Construction (\$ million)	Land Acquisition (\$ million)	Utilities (\$ million)		Cropland (acres)	Pasture (acres)	Woodland (acres)	Residential & Commercial (acres)	Residential	Commercial	Farm Structures		Stream Crossings (number)	Floodplain Impacts (acres)				Archaeological Resources (Sensitivity)	Historic Structures (number)	
Far East Bypass of Pinckneyville - Cudgellown Rd to Oak Grove Church Cemetery OR	7.34	332	528	3.5	0.1	56.4	179	55	65	16	22	0	0	6	5	108	13.7	--	0	High	0	No
Near East Bypass of Pinckneyville - Cudgellown Road to 2500' North of Opossum Creek OR	4.85	145	32.8	1.4	0.2	34.4	65	20	45	5	6	0	9	3	3	69	6.0	Red-Shouldered Hawk	0	Low	1	Yes
Locust/Walnut Couple - Cudgellown Road to Opossum Creek OR	3.99	94	18.0	5.1	1.5	24.6	33	12	24	25	65	9	9	13	2	10	1.0	--	11	Low	1	Yes
S-Lane Main Street widening on West Side of existing pavement - Cudgellown Road to Opossum Creek OR	3.99	76	17.0	8.5	0.8	26.3	31	9	17	19	42	22	9	3	2	3	1.0	--	16	Low	5	Yes
West Bypass of Pinckneyville - Cudgellown Road to 6300' north of Opossum Creek	5.62	159	32.7	5.2	0.2	38.1	61	15	36	45	31	1	15	9	2	8	2.2	--	2	Moderate	0	Yes

Notes: There are no Superfund or other hazardous waste sites within the right-of-way limits of any alternate.

(1) A "receptor" refers to a residence, school, church, commercial building or other structure where humans could be affected by noise.

A negatively impacted receptor is (a) any residential structure where predicted noise levels approach or exceed the noise abatement criterion threshold of 67 dBA Leq (a measurement of noise in decibels over a period of time) or (b) any commercial structure where predicted noise levels approach or exceed the noise abatement criterion threshold of 72 dBA Leq, or (c) or when the predicted noise levels are substantial higher (i.e. are more than 14 decibels greater) than the existing noise levels.

(2) There are no known federally-listed threatened or endangered species in the project area.

State-listed species shown were sighted in this general area.

(2) There are no known federally-listed threatened or endangered species in the project area.

State-listed species shown were sighted in this general area.

ALL MEASUREMENTS ARE PRELIMINARY AND SUBJECT TO CHANGE.

IL 13/127
Costs of Pinckneyville Area Alternates

<u>Alternate</u>	<u>Cost in Millions</u>
Far East Bypass	56.4
Near East Bypass	34.4
Locust/Walnut Couple	24.6
5-Lane Main Street	26.3
West Bypass	38.1

IL 13/127
Costs of Alternates Extended to Oak Grove Church

All alternates start at Cudgetown Road. Only the Far East Bypass extends to Oak Grove Church. Estimated construction cost of all alternates extended to Oak Grove Church.

<u>Alternate</u>	<u>Cost in Millions</u>
Far East Bypass	56.4
Near East Bypass	41.5
Locust/Walnut Couple	33.6
5-Lane Main Street	35.3
West Bypass	42.5