Illinois Department of Transportation

U.S. Route 30 Community Advisory Group (CAG)

Thursday November 6, 2008

Morrison Institute of Technology

Morrison, Illinois

U.S. Route 30
Community Advisory Group Meeting #4
November 6, 2008
6:00pm

AGENDA

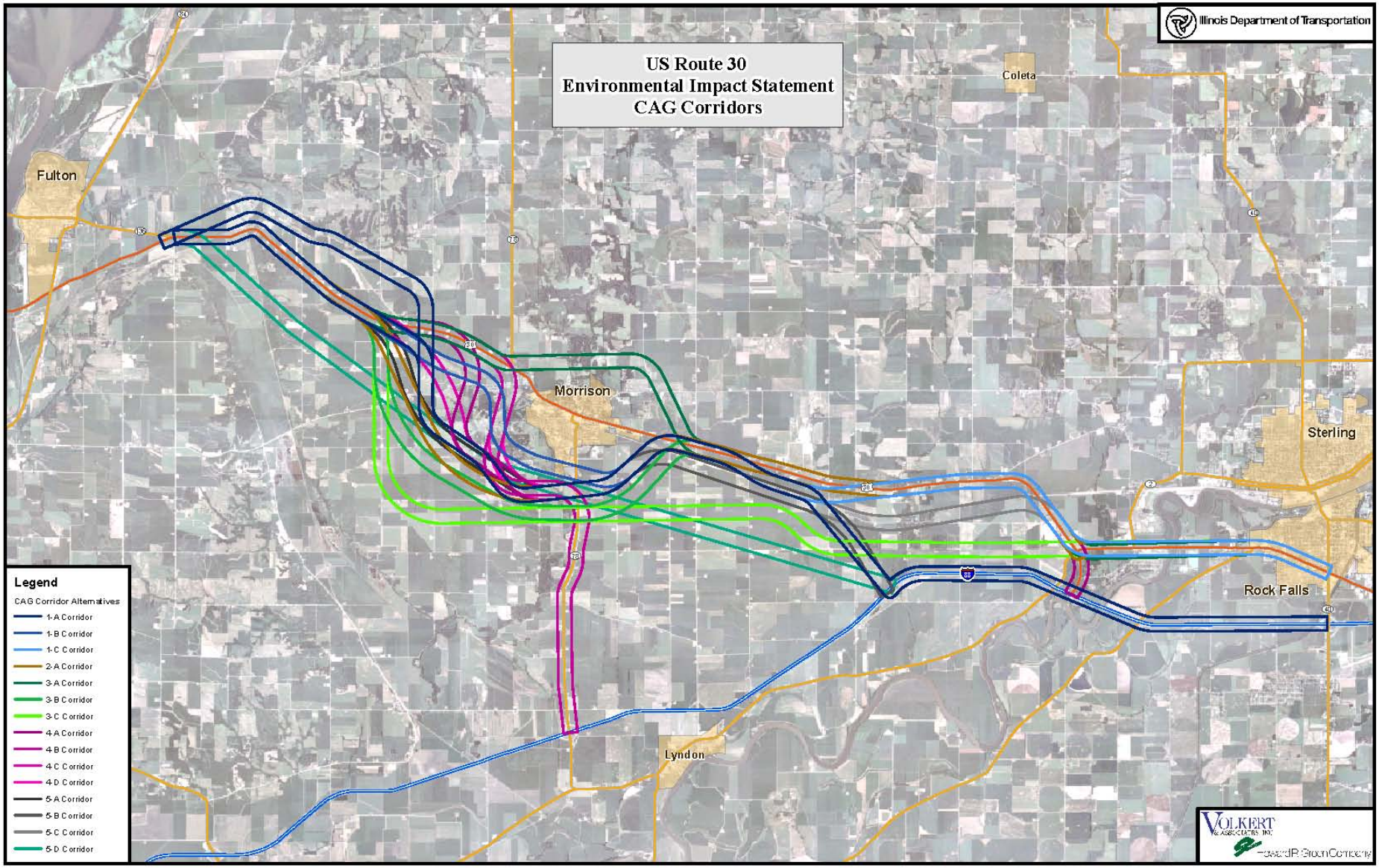
1. Purpose & Need Concurrence
2. Review CAG Corridors
3. Review Screening Process
4. Screening Process Results
5. Corridors Retained by Project Study Group
6. CAG Recommendations for PSG to consider
7. Next Steps
8. Updated Project Timeline

Purpose & Need Concurrence

- Received Concurrence on the P&N from the environmental resource agencies and Federal Highway Administration
- P&N available on the project website:

http://www.dot.il.gov/us30/index1.html

U.S. Fish & Wildlife Service
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
Illinois Department of Natural Resources
Illinois Department of Agriculture
Illinois Environmental Protection Agency
Illinois Historic Preservation Agency


US Route 30
Environmental Impact Statement
CAG Corridors
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Legend
CAG Corridor Alternatives
1-A Corridor
1-B Corridor
1-C Corridor
2-A Corridor
3-A Corridor
3-B Corridor
3-C Corridor
4-A Corridor
4-B Corridor
4-C Corridor
4-D Corridor
5-A Corridor
5-B Corridor
5-C Corridor
5-D Corridor
VOLKERT & ASSOCIATES, INC.

Corridor Screening Process

- Step 1 – Break the Project into sections
- Step 2 – Consolidate or Combine corridors that are similar
- Step 3 - Establish Corridors in each section
- Step 4 - Screen the Corridors against the P&N
- Step 5 – Screen the Corridors within each section against Environmental, Engineering and CAG corridor criteria
- Step 6 – Apply a Ranking Scale

Corridor Screening Process (Continued)

- Step 7 – Establish Corridor(s) in Each Section to be Carried Forward
- Step 8 – Meet with PSG to Discuss Corridor(s) to Carry Forward
- Step 9 – Meet with CAG to Discuss Corridors, Gather input and Recommendation on Corridor(s) to Advance
- Step 10 – Take CAG Recommendations to PSG, Discuss and Determine Preferred Corridor(s)
- Step 11 – Public Information Meeting

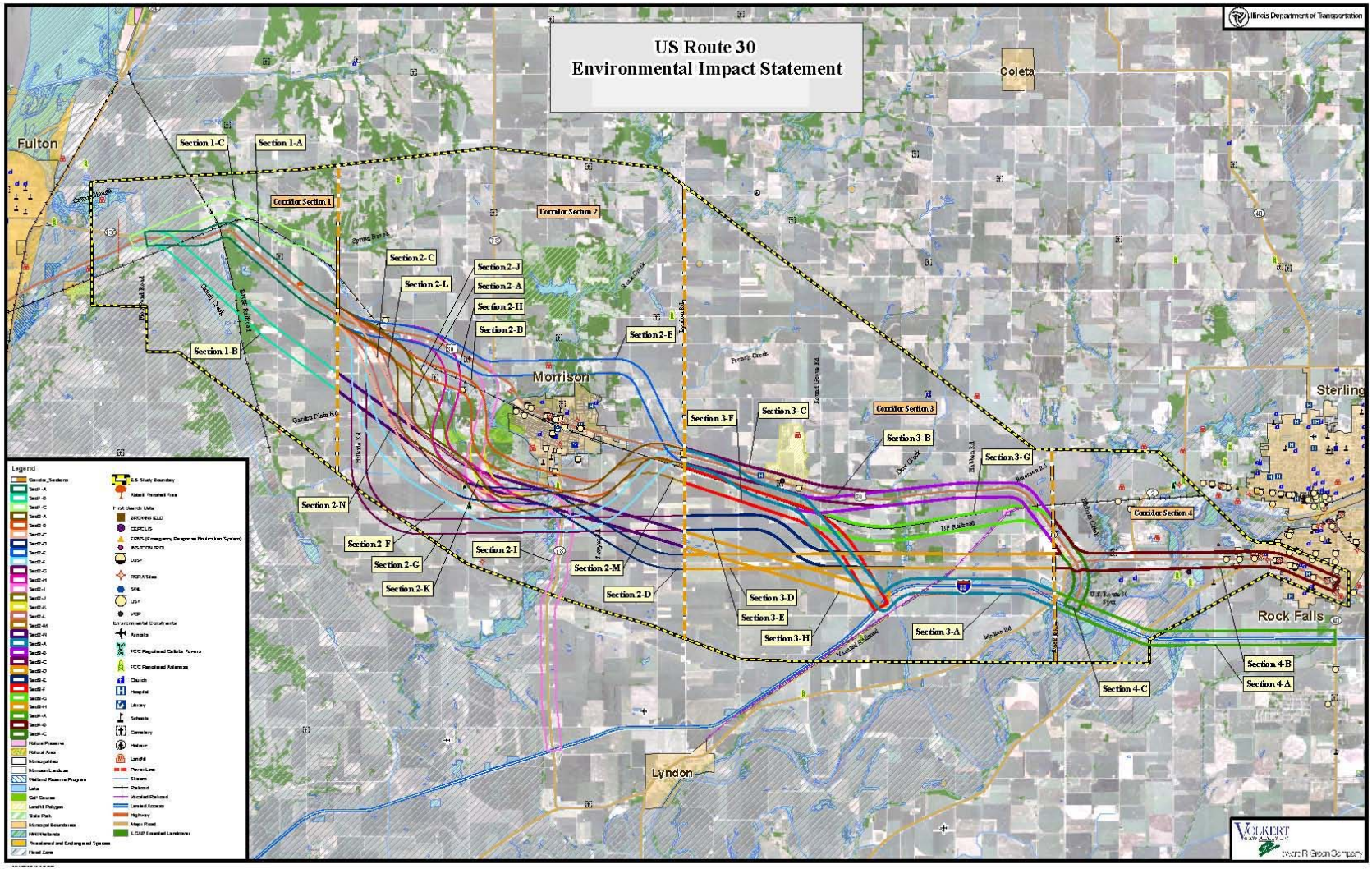
Steps Completed in the Corridor Screening Process

- Steps 1-8 have been completed
- Today want to complete Step 9:

Allow the CAG to select their preferred corridor (s) by selecting corridors within each section. This preferred corridor (s) will be the CAG recommendation to the Project Study Group.

Screening Process
(Result of Steps 1, 2, & 3)

Break Project into sections, Combine, Establish Corridors in each section



Step 4 - Screening Against P & N

In Screening the Corridors, the Key Elements of the Purpose and Need to be addressed were:

- To Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an Increase in Transportation Demand
- Establish Roadway Continuity

Corridors that did not meet the key elements of the P&N and thus were not carried through the screening process:

2I, 3A, 3F, 3H, 4A & 4C

Development of Screening Matrix

Step 5 of Screening Process

CORRIDOR SELECTION

- Corridor(s) are 1400 feet wide
- Alignments that will be approximately 200 feet wide will be developed within the corridor(s)

US Route 30 - Whiteside County
Corridor Evaluation
Information Summary

Evaluation Factor	Definition/Clarification	Indicators	SECTION 1			SECTION 2												
			1A	1B	1C	2A	2B	2C	2D	2E	2F	2G	2H	2J	2K	2L	2M	2N
Traffic & Safety																		
Traffic Operations / Congestion Relief	Evaluate corridors from a traffic operations standpoint based on Level of Service. LOS A to F correspond to point values 1 to 6. Point values then totalled for each corridor for comparison.	Roadway Segment LOS (points)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Corridor Utilization	Improve LOS along existing US 30 in design year.	Existing Roadway LOS in 2033 within Segment (points)	1	5	3	3	2	3	4	5	3	4	3	3	1	3	4	4
Potential for Crash Reduction	Evaluate proposed countermeasure effectiveness based on traffic volumes from US 30 Corridor OD study and average crash reduction rates as given in the FHWA study "Effects of the conversion of Rural Two-Lane Roadways to Four-Lane Roadways".	Crash Reduction Factor (points) Based on crashes on both new corridor and existing roadway resulting from proposed Corridor	50	67	61	60	60	60	70	71	61	70	59	60	58	60	70	79
Environmental Sensitivity - Social and Economic Criteria																		
Property Impacts	Evaluate potential property impacts	Commercial / Industrial (acres)	4.43	0.87	7.51	13.61	49.55	16.10	6.30	15.64	16.94	0.00	23.19	18.28	43.55	11.38	3.57	0.00
		Public Facilities (acres)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.13	0.00	0.88	2.13	0.00	5.93	0.00	0.00	0.00
		Agricultural Ground (acres)	609.08	731.90	646.57	1,389.70	1,096.65	1,379.19	1,382.03	1,095.87	1,436.81	1,515.31	1,380.20	1,333.26	1,344.27	1,342.40	1,331.43	1,143.88
		Residential (acres)	25.47	10.50	23.95	37.27	188.22	32.98	36.97	117.10	70.07	86.91	91.76	47.83	106.19	40.48	37.19	41.70
		Total (acres)	**639.99**	**743.28**	**677.03**	**1,440.59**	**1,332.42**	**1,428.27**	**1,425.30**	**1,230.74**	**1,522.82**	**1,583.10**	**1,497.29**	**1,397.37**	**1,499.94**	**1,394.26**	**1,372.20**	**1,185.59**
Agricultural Land Severance	Evaluate corridors relative to Farm Severance	Number of farms severed = longitudinal	0	0	0	3	0	0	3	1	1	7	1	0	0	0	1	0
		Number of farms severed = diagonal	0	7	4	9	9	14	11	3	10	2	9	12	6	11	11	10
Displacements	Evaluate potential displacements	Churches (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Commercial / Industrial (each)	2	1	2	6	10	6	1	10	6	0	8	5	10	5	1	0
		Schools (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Public Facilities (each)	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0
		Farmsteads (each)	13	8	10	8	11	7	9	16	9	8	11	5	16	10	12	8
		Residential (each)	11	5	7	15	86	12	13	51	18	20	31	18	39	14	11	16
		Total (each)	26	14	19	29	107	25	23	78	33	28	51	28	66	29	24	24
Centennial Farm Impacts	Evaluate corridors re: disturbance to centennial farms.	Area of centennial farms affected (acres)	38.07	0.00	0.00	45.48	0.00	87.78	73.22	0.00	0.00	91.71	44.24	43.55	0.00	88.35	88.35	155.05
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	Requires ROW from Enterprise Zone (acres)	0.00	0.00	0.00	16.07	16.07	16.07	0.00	0.00	0.00	0.00	16.07	16.07	16.07	16.07	0.00	0.00
		Brings roadway closer to Enterprise Zone (Rank 1 to 5)	N/A	N/A	N/A	2	1	2	3	5	4	4	2	2	2	2	2	3
Environmental Sensitivity - Additional Criteria																		
Special Waste	Evaluate potential impact on special waste sites.	Number of sites affected (each)	0	0	0	2	3	2	0	3	2	0	2	2	3	2	0	0
Section 4(f)/6f Properties	Evaluate potential impact on 4(f)/6f properties (parkland, recreational land, historic sites).	Number of sites affected (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Floodplain	Evaluate potential impact on floodplains.	Area of floodplain affected - longitudinal (acres)	0.00	28.84	0.00	0.00	0.00	0.00	0.00	12.13	72.88	85.51	0.00	0.00	0.00	0.00	0.00	0.00
		Area of floodplain affected - diagonal (acres)	141.45	316.17	193.22	88.79	61.26	88.79	107.16	14.35	0.00	0.00	88.79	88.79	154.82	88.79	88.79	100.03
Natural Area	Evaluate potential impact to Natural Area	Number of sites affected (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nature Preserve	Evaluate potential impact to Nature Preserve	Number of sites affected (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Air Quality	Evaluate potential impact on air quality.	Total point value for LOS under "Traffic Operations/ Congestion Relief" criterion (points)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score. Point values assigned to each stream site based on HA score. Point values range from 1 to 4 with 1 being poor and 4 being excellent.	Habitat Assessment Score (number of times corridor crosses stream x assigned point value)	2	5	4	9	8	10	13	4	13	12	10	9	11	9	9	10
Wetlands	Evaluate potential impacts to wetlands using Floristic Quality Index (FQI). Point values assigned to each site based on FQI. Point values range from 1 to 4 with 1 being severely degraded & 4 being statewide significant natural area.	Area of sites affected (acres x assigned point value)	0.21	0.73	1.04	18.34	27.44	10.47	10.95	10.03	10.79	3.16	33.38	21.17	24.91	10.47	5.82	8.83
Threatened & Endangered Species and/or habitat	Evaluate potential impacts to T&E species by type.	State Threatened - Number of sites affected	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
		State Endangered - Number of sites affected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Federal Theatened - Number of sites affected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Federal Endangered - Number of sites affected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Forest Areas	Evaluate potential impact on forested areas	Area of sites affected (acres)	11.09	58.82	104.65	10.07	137.19	10.07	21.18	80.81	23.41	17.83	90.81	32.91	60.65	10.07	10.07	25.98
Prairies	Evaluate potential impact on prairies	Area of sites affected (acres)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	0.00	0.00	0.14	0.00	1.39	0.00	0.00	0.00
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types	Area of sites affected (acres)	11.27	59.55	212.92	64.78	321.78	58.89	89.10	241.57	36.38	51.22	185.18	119.82	200.31	56.94	52.18	116.56
Cost																		
Construction Cost	Opinion of probable construction cost	Total Construction Cost	$51,800,000	$82,100,000	$44,300,000	$97,400,000	$100,500,000	$98,300,000	$92,600,000	$82,700,000	$111,000,000	$90,900,000	$128,800,000	$104,400,000	$140,100,000	$98,800,000	$77,900,000	$73,900,000
Land Acquisition Cost	Opinion of probable land acquisition cost	Single Family Homes	$886,989	$464,406	$828,482	$1,959,591	$11,012,873	$1,600,917	$1,430,995	$5,475,336	$1,889,813	$2,046,981	$3,165,258	$2,268,126	$4,523,679	$1,782,414	$1,269,386	$2,074,560
		Farm Buildings	$855,093	$493,900	$813,122	$496,947	$950,106	$475,077	$596,805	$1,468,719	$500,316	$459,246	$1,011,474	$425,904	$1,526,070	$797,754	$821,346	$571,794
		Commercial Buildings	$222,735	$152,832	$213,096	$321,942	$1,942,033	$355,809	$33,867	$547,779	$389,111	$0	$386,097	$321,942	$571,134	$321,942	$7,988	$0
		Residential Property Impacts	$151,977	$89,052	$124,949	$239,515	$1,354,723	$202,318	$214,890	$784,231	$292,436	$322,526	$543,969	$317,449	$667,186	$254,193	$232,051	$251,812
		Agricultural Property Impacts	$1,982,094	$1,737,052	$1,229,712	$4,232,256	$4,381,086	$4,255,621	$3,972,705	$4,038,922	$5,357,935	$5,008,455	$4,417,539	$3,939,126	$5,033,541	$3,861,436	$3,809,200	$2,765,290
		Commercial Property Impacts	$16,281	$8,601	$26,234	$55,668	$199,104	$88,021	$20,393	$81,709	$54,103	$0	$90,290	$61,977	$123,729	$50,746	$8,138	$0
		Total Land Acquisition cost	**$2,353,067**	**$1,965,537**	**$1,593,990**	**$4,849,379**	**$7,776,945**	**$4,879,766**	**$4,241,854**	**$5,450,641**	**$6,103,506**	**$5,330,981**	**$5,437,915**	**$4,840,494**	**$6,415,591**	**$4,499,317**	**$4,055,387**	**$3,017,103**
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles. Assumes a direct correlation between total lane miles & operational/maintenance costs.	Length of proposed corridor (lane miles)	16.52	17.91	16.64	34.59	32.28	33.95	33.80	30.01	36.15	38.08	36.28	33.54	36.45	33.40	32.96	29.48
		Length of resulting existing alignment not in corridor (lane mi.)	0.52	7.60	7.57	10.97	11.12	11.87	13.18	7.03	12.53	13.23	8.14	10.80	8.29	11.44	12.95	14.00
		Total Length (lane miles)	**17.05**	**25.52**	**24.21**	**45.56**	**43.40**	**45.83**	**46.98**	**37.04**	**48.67**	**51.30**	**44.42**	**44.34**	**42.74**	**44.84**	**45.91**	**42.49**

Development of Screening Matrix

- Evaluation Factors
  - Traffic & Safety
  - Environmental Sensitivity – Social & Economic Criteria
  - Environmental Sensitivity – Additional Criteria
  - Cost
- Sources
  - Traffic Analysis, Crash Analysis, Environmental Survey Request Results, Public web sources, Whiteside County GIS
- Reviewed and approved by IDOT, BDE, & FHWA

Evaluation Factors

TRAFFIC & SAFETY

- **Traffic Operations/Congestion Relief**
  - Level of Service
- **Corridor Utilization**
  - LOS in Year 2033
- **Potential for Crash Reduction**

SOCIAL & ECONOMIC

- **Property Impacts (acres)**
  - Commercial/industrial, public facilities, agricultural ground, &residential)
- **Agricultural Land Severance**
  - Longitudinal, Diagonal
- **Displacements (each)**
  - Churches, commercial/industrial, schools, public facilities, farmsteads, residential
- **Centennial Farms (acres)**
- **Economic Sustainability**
  - Requires ROW from Enterprise Zone (acres)
  - Brings roadway closer to Enterprise Zone (Rank 1 to 5)

Evaluation Factors cont'd

ENVIRONMENTAL

- **Special Waste** (each site)
- **Section 4f/6f properties** (each site)
  - Parkland, recreational land, historic sites
- **Floodplain** (acres)
  - Longitudinal, Diagonal
- **Natural Area** (each site)
- **Nature Preserve** (each site)
- **Air Quality**
  - LOS
- **Water Resources**
  - Habitat Assessment Score assigned a point value x the # of times a corridor crosses a stream
- **Wetlands**
  - Point value (based on Floristic Quality Index) x acres
- **Threatened & Endangered Species**
- **Forest Areas** (acres)
- **Prairies** (acres)
- **Wildlife Habitat** (acres)

COST

- **Construction Cost**
- **Land Acquisition Cost**
  - Single family homes, farm buildings, commercial buildings, residential property impacts, agricultural property impacts, commercial property impacts
- **Operational & Maintenance Costs (lane miles)**
  - Length of proposed corridor, length of resulting existing alignment not in corridor

Apply a Ranking Scale

Step 6 of Screening Process

US Route 30 - Whiteside County
Corridor Evaluation
Rankings

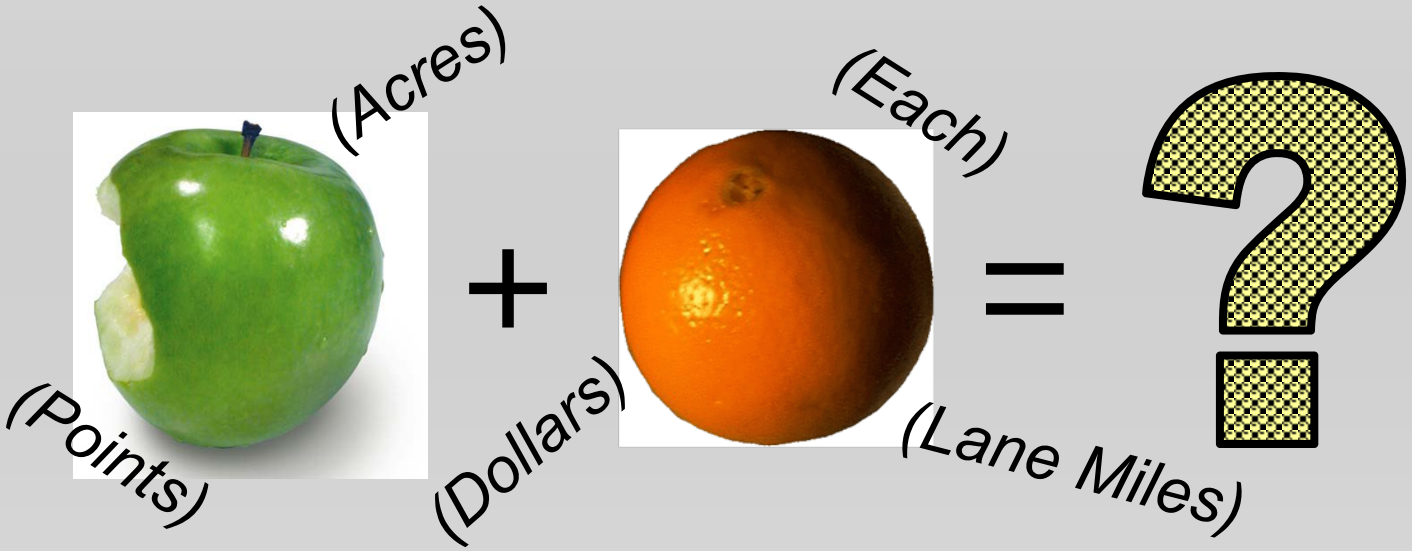
Evaluation Factor	Definition/Clarification	SECTION 1			SECTION 2											
		1A	1B	1C	2A	2B	2C	2D	2E	2F	2G	2H	2J	2K	2L	2M
Traffic & Safety		250.00	133.00	189.00	190.00	215.00	190.00	155.00	129.00	189.00	155.00	191.00	190.00	242.00	190.00	155.00
		Rank: 1	Rank: 3	Rank: 2	Rank: 4	Rank: 2	Rank: 4	Rank: 9	Rank: 13	Rank: 8	Rank: 9	Rank: 3	Rank: 4	Rank: 1	Rank: 4	Rank: 9
Traffic Operations / Congestion Relief	Evaluate corridors from traffic ops standpoint using LOS. LOS point values (1-6) totalled for each corridor.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Corridor Utilization	Reduction of ADT along existing US 30 in design year.	100.00	0.00	50.00	50.00	75.00	50.00	25.00	0.00	50.00	25.00	50.00	50.00	100.00	50.00	25.00
Potential for Crash Reduction	Evaluate based on crash reduction factors. Point values totalled for each corridor.	50.00	33.00	39.00	40.00	40.00	40.00	30.00	29.00	39.00	30.00	41.00	40.00	42.00	40.00	30.00
Environmental Sensitivity - Social and Economic Criteria		314.03	346.15	378.69	302.57	294.41	299.84	234.11	356.50	315.82	228.97	307.80	328.90	357.86	319.31	253.95
		Rank: 3	Rank: 2	Rank: 1	Rank: 7	Rank: 9	Rank: 8	Rank: 12	Rank: 2	Rank: 5	Rank: 13	Rank: 6	Rank: 3	Rank: 1	Rank: 4	Rank: 10
Property Impacts	Evaluate magnitude of property acquisitions by type.	14.03	0.00	8.91	9.00	15.83	9.78	9.97	22.26	3.81	0.00	5.42	11.73	5.25	11.93	13.32
Agricultural Land Impacts	Evaluate corridors relative to Longitudinal Farm Severance	100.00	100.00	100.00	57.14	100.00	100.00	57.14	85.71	85.71	0.00	85.71	100.00	100.00	100.00	85.71
	Evaluate corridors relative to Diagonal Farm Severance	100.00	0.00	42.86	35.71	35.71	0.00	21.43	78.57	28.57	85.71	35.71	14.29	57.14	21.43	21.43
Displacements/Structural Impacts	Evaluate displacements/structural impacts by type.	0.00	46.15	26.92	72.90	0.00	76.64	78.50	27.10	69.16	73.83	52.34	73.83	38.32	72.90	77.57
Centennial Farm Impacts	Evaluate corridors relative to disturbance of centennial farms	0.00	100.00	100.00	70.67	100.00	56.29	52.78	100.00	100.00	40.85	71.47	71.91	100.00	55.92	55.92
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	100.00	100.00	100.00	57.14	42.86	57.14	14.29	42.86	28.57	28.57	57.14	57.14	57.14	57.14	0.00
Environmental Sensitivity - Additional Criteria		1,079.29	845.10	758.89	1,024.23	816.59	1,042.59	1,054.74	879.27	972.62	1,079.43	872.65	982.07	734.26	1,050.27	1,132.34
		Rank: 1	Rank: 2	Rank: 3	Rank: 7	Rank: 12	Rank: 6	Rank: 4	Rank: 10	Rank: 9	Rank: 2	Rank: 11	Rank: 8	Rank: 13	Rank: 5	Rank: 1
Special Waste	Evaluate potential impact on special waste sites.	100.00	100.00	100.00	33.33	0.00	33.33	100.00	0.00	33.33	100.00	33.33	33.33	0.00	33.33	100.00
Section 4f/106 Properties	Evaluate potential impact on 4(f)/6f properties (parkland, recreational land, historic sites).	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Floodplain	Evaluate potential impact on floodplains - longitudinal.	100.00	0.00	100.00	100.00	100.00	100.00	100.00	83.36	0.00	10.11	100.00	100.00	100.00	100.00	100.00
Floodplain	Evaluate potential impact on floodplains - diagonal.	55.26	0.00	38.89	42.58	60.38	42.58	30.69	90.72	100.00	100.00	42.58	42.58	0.00	42.58	42.58
Natural Area	Evaluate potential impact to Natural Area	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Nature Preserve	Evaluate potential impact to Nature Preserve	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Air Quality	Evaluate potential impact on air quality.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score.	60.00	0.00	20.00	30.77	38.46	23.08	0.00	69.23	0.00	7.69	23.08	30.77	15.38	30.77	30.77
Wetlands	Evaluate potential impacts to wetlands using Floristic Quality Index (FQI).	79.92	29.27	0.00	45.02	17.75	68.62	67.17	69.94	67.65	90.54	0.00	36.55	25.33	68.62	82.54
Threatened & Endangered Species and/or Habitat	Evaluate potential impacts to T&E species by type	0.00	100.00	0.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Forest Areas	Evaluate potential impact on forested areas	89.41	43.80	0.00	92.66	0.00	92.66	84.56	41.10	82.94	87.00	41.09	76.01	55.79	92.66	92.66
Prairies	Evaluate potential impact on prairies	100.00	100.00	100.00	100.00	100.00	100.00	100.00	0.00	100.00	100.00	90.12	100.00	0.00	100.00	100.00
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types.	94.71	72.03	0.00	79.87	0.00	82.32	72.31	24.93	88.70	84.08	42.45	62.83	37.75	82.30	83.79
Cost		69.01	0.00	50.52	41.41	41.50	40.64	49.15	81.29	25.20	34.32	21.80	39.15	16.69	42.10	54.57
		Rank: 1	Rank: 3	Rank: 2	Rank: 7	Rank: 6	Rank: 8	Rank: 4	Rank: 1	Rank: 11	Rank: 10	Rank: 12	Rank: 9	Rank: 13	Rank: 5	Rank: 3
Project Cost	Opinion of probable cost for construction & land acquistion.	35.82	0.00	45.41	30.21	26.10	29.58	40.73	53.49	20.07	34.32	8.38	25.58	0.00	29.50	44.06
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles.	33.19	0.00	5.11	11.20	15.40	11.06	8.42	27.81	5.13	0.00	13.42	13.57	16.69	12.59	10.51
CORRIDOR OVERALL RANK TOTALS		6 Rank Pts	10 Rank Pts	8 Rank Pts	25 Rank Pts	29 Rank Pts	26 Rank Pts	29 Rank Pts	26 Rank Pts	33 Rank Pts	34 Rank Pts	32 Rank Pts	24 Rank Pts	28 Rank Pts	18 Rank Pts	23 Rank Pts
OVERALL CORRIDOR RANK		Rank: 1	Rank: 3	Rank: 2	Rank: 4	Rank: 9	Rank: 5	Rank: 9	Rank: 5	Rank: 12	Rank: 13	Rank: 11	Rank: 3	Rank: 7	Rank: 1	Rank: 2

Max Normalized Score: 100

10/21/2008

Results & Ranking

- First we need to find a way to compare different types of things with a similar type of score.



- Then we can compare scores to see how one corridor ranks against the others.

NORMALIZING

- "*Normalization*" is a statistical method of converting different types of numbers into a common scale.
- In other words, normalization converts apples to apples & oranges to apples.
- Allows us to objectively compare different things in a meaningful way.
- Think of normalized scores as percentages.
- The worst score is 0 …. the best possible is 100.

NORMALIZED SCORES IN THE MATRIX

Evaluation Factor	Definition/Clarification	Indicators	INFORMATION SUMMARY SECTION 1 1A	INFORMATION SUMMARY SECTION 1 1B	INFORMATION SUMMARY SECTION 1 1C	RANKINGS SHEET SECTION 1 1A	RANKINGS SHEET SECTION 1 1B	RANKINGS SHEET SECTION 1 1C
Agricultural Land Severance	Evaluate corridors relative to Farm Severance	# Severed (Diagonal)	0	7	4	100.00	0.00	42.86
Floodplain	Evaluate potential impact on Floodplains	Area Affected (Acres)	141.45	316.17	193.22	55.26	0.00	38.89

Rankings for 4 Categories

Environmental Sensitivity - Social and Economic Criteria		1A	1B	1C
		314.03	**346.15**	**378.69**
		Rank: 3	**Rank: 2**	**Rank: 1**
Property Impacts	Evaluate magnitude of property acquisitions by Type.	14.03	0.00	8.91
Agricultural Land Impacts	Evaluate corridors relative to Longitudinal Farm Severance	100.00	100.00	100.00
Agricultural Land Impacts	Evaluate corridors relative to Diagonal Farm Severance	100.00	0.00	42.86
Displacements/Structural Impacts	Evaluate displacements/structural impacts by Type.	0.00	46.15	26.92
Centennial Farm Impacts	Evaluate corridors relative to disturbance of Centennial Farms	0.00	100.00	100.00
Economic Sustainability	Evaluate potential to sustain the economic Viability of the Communities	100.00	100.00	100.00

Highest Score is #1

Add Scores to get Category Scores

Corridor Rankings

	1A	1B	1C
Traffic & Safety	**Rank: 1**	**Rank: 3**	**Rank: 2**
Environmental Sensitivity - Social and Economic Criteria	**Rank: 3**	**Rank: 2**	**Rank: 1**
Environmental Sensitivity - Additional Criteria	**Rank: 1**	**Rank: 2**	**Rank: 3**
Cost	**Rank: 1**	**Rank: 3**	**Rank: 2**

Add Ranks to get Corridor Rank Totals

CORRIDOR OVERALL RANK TOTALS	**6 Rank Pts**	**10 Rank Pts**	**8 Rank Pts**
OVERALL CORRIDOR RANK	**Rank: 1**	**Rank: 3**	**Rank: 2**

Lowest Rank Total is #1

BREAK

SCREENING PROCESS RESULTS, SCORES, & RANKING

Section 1

- 1A –ranked #1 (6 points)
- 1C –ranked #2 (8 points)
- 1B –ranked #3 (10 points)

Corridors Showing Distinct Advantages

- ❑Corridors 1A & 1C

Section 2

- 2L ranked #1 (18 points)
- 2M, 2J & 2A ranked #2, 3, & 4 (23, 24 & 25 points)
- 2C & 2E ranked #5 (26 points)
- The remaining corridors in Section 2 had 28 points and higher

Corridor Showing Distinct Advantages

- ❑Corridor 2L

Section 3

- 3C , 3D, & 3E all ranked #1 (10 points)
- 3B ranked #4 (11 points)
- 3G ranked #5 (16 points)

Corridors Showing Distinct Advantages

- ❑Corridor 3B, 3C, 3D & 3E

Corridors Retained by the PSG for further consideration and input by the CAG

Steps 7 & 8

- Section 1 – 1A & 1C
- Section 2 –2L & 2E
- Section 3 – 3B, 3C, 3D & 3E
- Section 4 – 4B

CAG Exercise
Discussion of Corridors

- Preferred Corridor(s)
  - Primary Reasons
  - Remaining Concerns
  - Additional Issues to address
- Group Discussion

The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, compromises safety, mobility and reduces the quality of life of the adjacent communities. There is a need for improved economic development and accessibility to the region while preserving agricultural and environmentally significant areas.

Consensus on CAG Preferred Corridor(s) to Recommend to PSG

Next Steps

- Take Recommendations to PSG
- PSG will select Preferred Corridor(s)
- Notify CAG of Preferred Corridor(s)
- Meet with Stakeholder Groups
- Public Meeting
- Study Alignments within Preferred Corridor(s)

Project Timeline

1 - Study Area reduced to Select Corridors
2 - Environmental & Design Report Initiated
3 - Preferred Corridor(s) Selected
4 - Alternative Alignments Developed
5 - Preferred Alignment Selected
6 - Environmental & Design Report Complete

July 2003

Corridor Study

November 2008

We are Here

PHASE I
Preliminary Design and Environmental Study
(Estimated Completion time 60 Months)

March 2012

1 2 3 4 5 6

Project Complete

Community Advisory Group Participation

First Public Informational Meeting

Second Public Informational Meeting December 2008

Third Public Informational Meeting Mid 2009

Open House Public Hearing Mid 2010

PHASE II
Final Design and Construction Bid Documents
Not – yet funded

PHASE III
Construction
Not – yet funded

PHASE IV
Maintenance
Upon Project Completion

Illinois Department of Transportation

Thank You For Your Ongoing Support!

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company