



# Illinois Department of Transportation



U.S. ROUTE 30 EIS & PHASE I DESIGN REPORT  
 WHITESIDE COUNTY NATURAL AREA GUARDIANS  
 JUNE 11, 2009 - ODELL COMMUNITY CENTER/LIBRARY  
 6:00p.m.

Attendees:

Name	Phone	Address	Email
Kandy Rideout	772-4117	517 N. Geneva	
MARIANNE+			
BILL BIAGI	956-0222	604 GREENWOOD	
Beth Dinges Hofus		Po Box 6 Fenton	
Marie Smith	772-2996	Morrison, Ill.	
C Rambo	↓ -7317	" "	
Nancy Anderson	772-9699	503 E. Dorr St.	
Bob Stone	3048874691	Fulton, Ill	
Chant Knudden	815-626-5757	10080 Bull Rd Rock Falls, Ill.	cknu@thowisp.net
Carolyn Kellen	815-626-4759	1716 W. 4th Stealing	
Anna Wheat	815-537-5218	13272 Blackhawk Rd. Pittsboro	
Donna Dwyer	815-718-5072	" "	
Tabor Kellen	626-4759	1716 W 4th Stealing	
Elisa Rideout	815-772-4117	517 N. Geneva St	
Margo Quinn	815 625-7671	19396 Noel Ct Morrison	owano@att.net
Alex Becker	815 772 7555	16020 Stoney Rd	

IDOT – Becky Marruffo, Dawn Perkins, Mark Nardini, Cassandra Rodgers  
 Volkert & Associates – Mike Walton, Bridgett Jacquot  
 H.R. Green Company – Jon Estrem, Gil Janes  
 Kaskaskia Engineering Group – Mary Lou Goodpaster

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This meeting was held in order to provide the Whiteside County Natural Area Guardians (NAG) an update on the U.S. 30 project. The NAGs were provided with a copy of the presentation.

Dawn Perkins of IDOT kicked off the meeting by welcoming and thanking the NAGs for attending the meeting.

### **Purpose & Need**

Mike Walton went on to provide an overview of the Purpose & Need for the project which is to reduce traffic congestion, improve traffic capacity, improve safety, accommodate freight, and establish roadway continuity.

### **Environmental Survey Results to be Discussed in the Draft Environmental Impact Statement (DEIS)**

Mary Lou Goodpaster provided the details of the environmental survey results for the biological, wetlands, cultural, and special waste issues that will be discussed in detail in the Draft Environmental Impact Statement (DEIS). During her discussion of the biological survey results, she explained that no federally listed threatened or endangered species were collected during the studies conducted for the US 30 project. However, there are historic records of federally listed species for the study area, and the project team will continue to coordinate with US Fish & Wildlife Service.

*It was not stated in the meeting but for informational purposes two additional Myotis individuals (a post-lactating female and a juvenile) exhibited some, but not all, the diagnostic features characteristic of the Indiana bat. Thus, although a definitive identification was not made, it is possible that an Indiana bat maternity colony inhabits the riparian corridor or island on the west side of the Rock River. No Indiana bats were caught at this site in 2008. We have to assume they are present.*

During the wetlands discussion, Mary Lou explained that about 80 wetlands had been confirmed in the study area. Based on the vegetation present within the wetlands, there are no "high quality" wetlands. *After the meeting it was determined that there are three sedge meadows and one wet meadow that are of considered high quality wetlands.*

The better quality wetlands in the study area are sedge meadows. In addition, Mary Lou explained that other issues that will be discussed in the DEIS are agriculture, socio-economic, air, and noise. All of the completed biological reports are available on the U.S. 30 website <http://www.dot.il.gov/us30/index1.html> . *In addition, a hard copy of the reports were given to Elisa Rideout after the meeting for the NAG group.*

The environmental surveys are conducted by the Illinois Natural History Survey (INHS), Illinois State Geological Survey (ISGS), and the Illinois Transportation Archaeological Research Program (ITARP). The environmental survey results are coordinated with the Illinois Department of Natural Resources (IDNR), Illinois Department of Agriculture (IDOA), Illinois Environmental Protection Agency (IEPA), Illinois Historic Preservation Agency (IHPA), U.S. Fish & Wildlife Service (USFWS), U.S. Environmental Protection Agency (USEPA), and the Army Corps of Engineers (COE).

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The National Environmental Policy Act (NEPA) process is the process that IDOT and FHWA are required to follow for this project. NEPA states that government agencies must be responsible for their actions and impacts to the environment. The purpose of NEPA is to avoid, minimize, and mitigate environmental impacts.

The DEIS will include documentation of the affected environment (description of the environment within the project study area), environmental consequences (description of the environmental impacts associated with each alternative), and the measures that are being taken to minimize harm to the environment. Documentation will be prepared for: social/economic, agriculture, cultural resources, air quality, noise, groundwater resources, surface water & aquatic resources, wetlands, floodplains, natural resources, wildlife resources, threatened & endangered species, special lands, special waste, permits/certifications, and visual resources.

### **Corridors to Alignments**

Jon Estrem presented the corridor and alignment portion of the presentation. The project started with corridors that were approximately 1400 feet wide and the project has progressed to the development of alternative alignments of approximately 200 feet wide; this would be width required for a four lane highway, which is what was assumed when developing the footprints for the alternative alignments. Six initial alignments were created.

Adjustments to the six initial alignments were made in order to avoid or minimize impacts. The following adjustments were made with the assumption of a cross section of a divided 4-lane:

- Center of each corridor
- Use of existing highway and right of way (ROW)
- Other adjustments that include: environmental resources, houses, farms, businesses, potential historic properties, cemeteries, use of existing bridges, and improved locations for stream crossings.

The entire length of each alignment was studied to find potential adjustments. The NAG was shown an example of an adjustment to avoid structures south of Morrison.

After the adjustments were made, the six alternative alignments were screened in a matrix against 23 factors within four major categories: traffic & safety, social & economic, environmental, and cost. The alignments were then scored and ranked. *The NAGs were provided a copy of the matrix in the presentation handout.*

### **Description of the six alternative alignments**

Each alignment as described below starts on the west end of the project at IL 136/Frog Pond Road and continues east to the Moline Road intersection.

- The alignments west of Morrison go either north of U.S. 30 or stay on existing U.S. 30

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- The alignments continue and go either north or south of Morrison
  - The alignments east of Morrison go either south of U.S. 30 or stay on existing U.S. 30 until Moline Road
  - From the Moline Road intersection, all alignments continue on existing U.S 30 to the IL 40 intersection.
    - Alignment #1 North, North, Existing
    - Alignment #2 North, South, Existing
    - Alignment#3 North, South, South
    - Alignment #4 Existing, North, Existing
    - Alignment #5 Existing, South, Existing
    - Alignment#6 Existing, South, South

### **Rankings**

Alternatives 4 and 5 ranked #1

Alternative 6 ranked #3

Alternative 1 ranked #4

Alternative 2 and 3 ranked #5

### **Potential Environmental Impacts**

Potential environmental impacts associated with the six alignments were discussed. It was pointed out that the alignments have been adjusted to avoid and minimize environmental impacts. As the alignments move forward in the study, the alignments will continue to be refined to avoid as many environmental impacts as possible.

- Currently there are impacts to agricultural ground and are severances to farm properties. Impacts of these alignments and eventually the preferred will be discussed in a separate agricultural technical report and summarized in the DEIS.
- Centennial and Sesquicentennial farms have been identified within the project study area and a few are currently impacted.
- There are some impacts to special waste sites. Special waste can be mitigated either prior to or during construction.
- There are a number of city parks and Morrison Rockwood State Park within the project study area. Currently there are no direct impacts to parks.
- 27 potential historic structures have been identified by the Illinois Historic Preservation Agency (IHPA). If any of these structures are impacted, a separate report will need to be produced and coordinated with the IHPA for signature.
- There are no impacts to the Lyndon Agnew Nature Preserve. IDNR does not allow impacts to nature preserves unless in very unique situations. At this point in time, no impacts are expected.
- There are minimal impacts to wetlands. Any impacts to wetlands will require mitigation. Due to the location of these wetlands within an agricultural community, a majority of the wetlands are degraded and most likely will require a low ratio of mitigation.
- 100 year floodplains, forests, wildlife habitat, and prairies have been identified. Currently there are no impacts to prairie.
- Displacements are also considered an environmental issue as part of the human environment. Currently there are a number of displacements associated with the alternative alignments. Twice as many displacements would occur with Alternatives #1 and #4.

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## Timeline

The completion of Phase I is anticipated for June 2012.

## Comments, Question & Response

Question: What is NEPA? Response: National Environmental Policy Act; it will be explained later in the presentation.

Question: What area has been studied for environmental resources? Response: The area is highlighted on the map. It is approximately 10 miles wide and 25 miles long.

Question: What are visual resources? Response: An example would be the bluffs north of the Quad Cities; you would not want to ruin that view with a roadway that is not designed to be sensitive to the visual quality of an area.

Question: Is USGS involved? The Illinois State Geological Survey (ISGS) conducts some of the environmental surveys.

Question: What about the covered bridge? Response: Alternative #4 currently goes north of the covered bridge.

Question: Are bike trails being considered? Response: Yes, bike trails must be considered under IDOT policy and therefore will be considered as part of this project.

Question: Which environmental impact is considered more significant: a noise impact or a wetland impact? Response: Wetlands have stronger laws to protect them but at this point, we have not done the in-depth studies to make that type of decision at this time.

Question: Where did the costs come from? Response: The cost analysis was done in-house and includes maintenance costs.

Question: What is the traffic volume just east of Morrison? Response: Currently 6,000 to 8,000 ADT and 11,000-12,000 in the City of Morrison with 11-25% of that being truck traffic.

Question: Will trucks (mainly local carrying grain and cattle) be able to access the roadway? Response: There will be limited access and to secondary roadways; similar to IL 2.

Comment: The discussion of area geology and visual resources should include a discussion of the Paha glacial features west of Morrison. Response: We will look into it.

Question: Is the floodplain mapping based on FEMA? Concerns were expressed about the accuracy of that mapping as evidenced by recent flooding in New Orleans and Cedar Rapids. Response: We are required to use the FEMA mapping as the basis for our floodplain analysis under NEPA. However, detailed hydrologic modeling will be conducted during design for the selected alternative.

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Comment: The presenter discussed the generally low quality of the wetlands in the study area, but that quality could be greatly improved by proper management. Response: That is true, and is one of the reasons that state and federal law protect all wetlands, regardless of quality. However, the mitigation requirements established under the Illinois Interagency Wetlands Policy Act are based, in part, on the existing wetland quality.

Question: Can wetland mitigation for this project take place anywhere in Illinois. Responses: Except under very special circumstances, mitigation must be conducted within the same major watershed area as the impact. There are two wetland mitigation banks in District 2 (one in the Rock River Basin and one in the Mississippi River Basin) that are doing very well and wetland impacts from this project (if any) may be mitigated at these locations. Alternatively, a mitigation site may be selected within the project study area.

Comment: Alternative 4 goes between Morrison and the State Park. Concerns were expressed about the impacts, especially noise, to the park from a nearby major transportation facility. In addition there were concerns about “destroying” the park and separating the park from the city of Morrison. How will these impacts be taken into account, and has any coordination occurred with the Morrison State Park staff? Response: A meeting has been held with representatives of the State Park. While they noted that a highway facility near the park would provide better visibility and access for the park, they also noted some concerns. The impacts of this alternative, including potential increases in traffic noise, will be fully evaluated and additional coordination will occur with the park representatives.

Question: Why are you in the north? Response: NEPA requires that we look at all viable alternatives and the one to the north is still a viable alternative.

Question: Has coordination with the railroads taken place – what are their opinions about the alternatives? Response: We have had only limited coordination with the railroads to date. The project team is very experienced in working with railroads. The railroad companies are generally not interested in being highly engaged in the early stages of highway planning. We will contact them when we have an appropriate level of information to share with them.

Question: How old are the traffic and accident data that were used in the development of the project’s Purpose and Need? Have changes in the economy affected the need for an improved facility? Response: The analysis of need was initially based on 2007 data; traffic and accident data are updated every two years and we expect to have the new data shortly. These data will continue to be updated throughout the course of the study. The traffic and crash analyses are available on the US 30 website.

Comment: Getting semis off of our nation’s highways should be a high priority for transportation planning.

Question: Will local traffic be able to access the new US 30? Response: The study is based on the assumption that this facility would be an expressway, not a freeway. Access would be more limited than it is now, but at grade intersections will likely be provided for every crossroad.

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Question: Will all secondary roads have intersections? Response: At this time we have no plans to close any county or township roads.

Question: What about overall US 30 system continuity – what is Iowa doing about its sections of two-lane US 30. Response: Gil Janes discussed the status of upgrading US 30 within Iowa.

Question: What is considered special waste? Response: Any hazardous waste site such as the landfill, gas stations and certain factories.

Question: What about impacts to businesses in Morrison from construction of a bypass? Response: The socioeconomic impacts of the alternatives, including impacts to businesses inside Morrison, will be assessed as part of the EIS process.

Question: Has any consideration been given to the presence of the ancient Mississippi River channel west of Morrison? Response: This will be part of the floodplain analysis.

Question: What takes precedence, impact to agricultural land or impact to buildings? Response: In the NEPA process the Natural Environment outweighs the Human Environment.

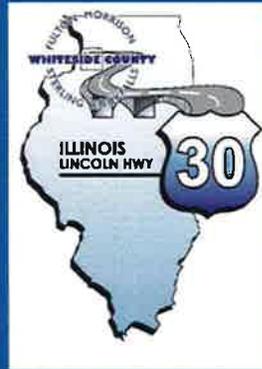
Comment by Consultant Team: Under NEPA the Natural Environment does outweigh the Human Environment but substantial opposition from the public can cause an alignment to be eliminated.

Question: What is the ROD? Response: Record of Decision.



Illinois Department of Transportation

**U.S. ROUTE 30  
ENVIRONMENTAL IMPACT  
STATEMENT & PHASE I DESIGN  
REPORT**



**WHITESIDE COUNTY  
NATURAL AREA GUARDIANS  
June 11, 2009**

# AGENDA

- 1) Purpose & Need
- 2) Environmental Survey Results to be discussed in the EIS
- 3) NEPA Process
- 4) DEIS Outline
- 5) Corridors to Alignments
- 6) Adjustments to Alignments
- 7) Alternative Alignments evaluated in Matrix
- 8) Matrix Information Summary Sheet & Rankings
- 9) Potential Environmental Impacts
- 10) Timeline



# Purpose & Need

- **Reduce Traffic Congestion**
  - Based on existing & projected traffic volumes
- **Improve Traffic Capacity**
  - Based on existing & projected Level of Service
- **Improve Safety**
  - Based on crashes & roadway deficiencies
- **Accommodate Freight**
  - Not ideal for designation as a Class II Truck Route
- **Establish Roadway Continuity**
  - Provide system linkage in the northwestern portion of the State and within the local transportation network



# Environmental Survey Results to be discussed in the EIS

- **Biological**
  - Creeks & Rivers - 22 stream sites
    - 19 sites are poor, 3 sites are fair, None were ranked good or excellent
  - Floodplain: 100 year and 500 year
  - No Threatened & Endangered species or habitat
  - Nature Preserve/Natural Areas
- **Wetlands**
  - 114 wetland site determinations; 293 acres of wetland; 75 wetland sites
    - Majority are Marshes; severely degraded
    - Four high quality wetland meadows
- **Cultural**
  - 27 structures have been deemed potential NRHP eligible by IHPA
  - Section 4f/6f sites include historic sites, Morrison State Park, and City parks
  - Centennial Farms
- **Special Waste**
  - Preliminary Waste Assessment Reports have been completed
  - Seven sites identified as sites with special waste concerns



# Other Environmental Issues to be discussed in the EIS

In addition to the environmental issues discussed on the previous slide:

- Agriculture
- Socio-Economic
- Air
- Noise



# Biological Resources Technical Report

➤ On website

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



# Who conducts the environmental surveys?

- Illinois Natural History Survey (INHS)
- Illinois State Geological Survey (ISGS)
- Illinois Transportation Archaeological Research Program (ITARP)



# What environmental regulatory agencies must these results be coordinated with?

- Illinois Department of Natural Resources (IDNR)
- Illinois Department of Agriculture (IDOA)
- Illinois Environmental Protection Agency (IEPA)
- Illinois Historic Preservation Agency (IHPA)
- U.S. Fish & Wildlife Service (USFWS)
- U.S. Environmental Protection Agency (USEPA)
- Army Corps of Engineers (COE)



# NEPA PROCESS

- National Environmental Policy Act
- Government agencies must be responsible for their actions and impacts to the environment
- Avoid, minimize & mitigate



# DEIS outline

## Affected Environment, Environmental Consequences:, & Measures to Minimize Harm

### Social/Economic

- Communities
- Demographics
- Employment
- Businesses
- Property Taxes
- Neighborhoods
- Public Facilities/Services
- Land Use & Zoning
- Environmental Justice

### ▪ Agriculture

- Whiteside Co. statistics
- CRP/CREP
- Centennial Farms
- Soils
- Prime/Unique/Important Farmland
- Impacts to Farm Operations

### Cultural Resources

- Historic Resources
- Archeological Resources

### Air Quality

- Microscale Analysis
- Conformity
- Mobile Source Air Toxics
- Construction Related Particulate Matter

### Noise

- Noise levels
- Evaluation of Abatement Measures

### Groundwater Resources

- Aquifers
- Groundwater Quality

### Geology & Soils



# DEIS Outline

## Affected Environment, Environmental Consequences, & Measures to Minimize Harm

### Surface Water & Aquatic Resources

- Watershed Characteristics
- Physical & Biological Parameters
- Water Quality

### Wetlands

- Wetland Plant Community
- Wetland Functions

### Floodplains

- 100 year floodplain
- Natural & Beneficial Floodplain Values
- Floodways

### Natural Resources

- Natural Divisions
- Cover Types
- Upland Forest
- Invasive Species

### Wildlife Resources

- Forested Habitat
- Grassland Habitat
- Important Wildlife Areas

### Threatened & Endangered Species

- State & Federal Species and Habitat

### Special Lands

- Section 6f Lands
- OSLAD Act Lands

### Special Waste

- Hazardous
- Nonhazardous

### Permits/Certifications

### Visual Resources

- Existing US 30
- Relocated US 30



# Corridors (1400 feet wide) to Alignments (200 feet wide)

## EXAMPLE OF PROCESS

### HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

THE EXAMPLE BELOW ILLUSTRATES THE PROCESS OF SELECTING A FINAL ROADWAY ALIGNMENT ONCE A NEED HAS BEEN SHOWN FOR ITS CONSTRUCTION.



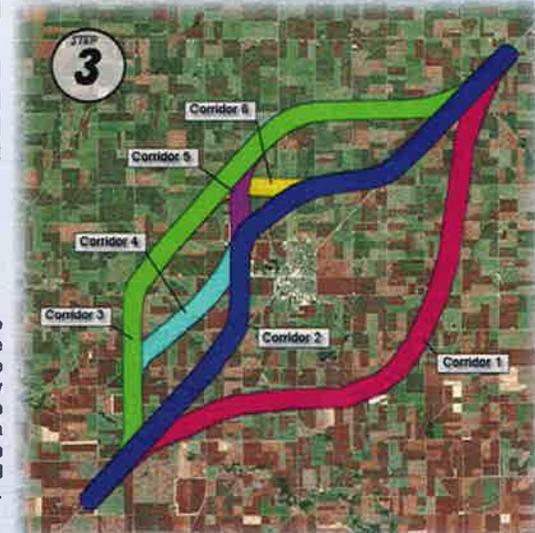
Local officials work in coordination with the Illinois Department of Transportation to initiate roadway improvement studies. Traffic congestion and safety concerns for an existing roadway (highlighted with a red dashed line) prompt a need to study alternative transportation improvements.



The study bands define the outer limits of possible transportation improvement. Based on the information collected, potential transportation corridors can be identified within one or both of these bands.

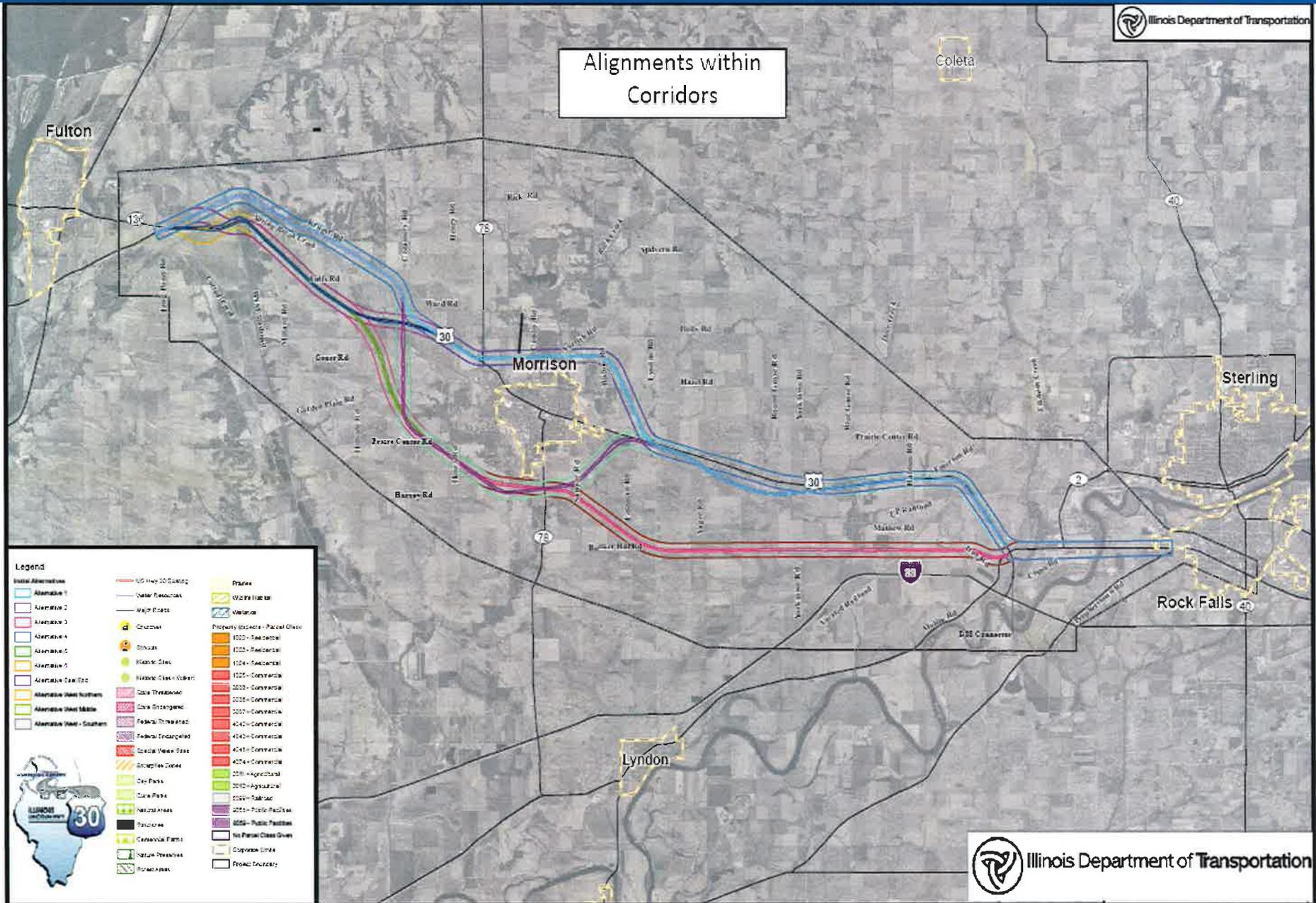


Alternative Alignments are developed within the study corridors that offer the least relative impacts while achieving the greatest transportation benefits. The alignments represent the actual location of a proposed roadway. The information is refined further still to determine the specific impacts each roadway could have. Additionally, this phase includes the detailed analysis of construction costs of the highway. From these alignments, one will be selected to move forward to the final design phase for construction.



Study Corridors are defined within the study bands. Numerous corridors are studied to define and narrow available options. Information collected for the study bands is further refined at this point. From this, potential impacts of construction of a transportation improvement within each corridor can be determined and compared.

# Alignments within Corridors



**Legend**

Initial Alternative	US Hwy 50 Guiding	Prairie
Alternative 1	Water Protection	US 50 Right-of-Way
Alternative 2	Water Easement	Wetland
Alternative 3	Construction	Property Interest - Parcel Class
Alternative 4	Drainage	0200 - Residential
Alternative 5	Historic Sites	0203 - Residential
Alternative 6	Historic Sites - Other	0204 - Residential
Alternative 7	State Threatened	0205 - Commercial
Alternative 8	State Endangered	0206 - Commercial
Alternative 9	Federal Threatened	0207 - Commercial
Alternative 10	Federal Endangered	0208 - Commercial
Alternative 11	Special Value Area	0209 - Commercial
Alternative 12	Scenic View Corridor	0210 - Commercial
Alternative 13	State Park	0211 - Agricultural
Alternative 14	State Park	0212 - Agricultural
Alternative 15	Natural Area	0213 - Public
Alternative 16	Trails	0214 - Public
Alternative 17	Conservation Easement	0215 - Public
Alternative 18	Natural Resource	0216 - Public
Alternative 19	Historic Landmark	0217 - Public
		0218 - Public
		0219 - Public
		0220 - Public
		0221 - Public
		0222 - Public
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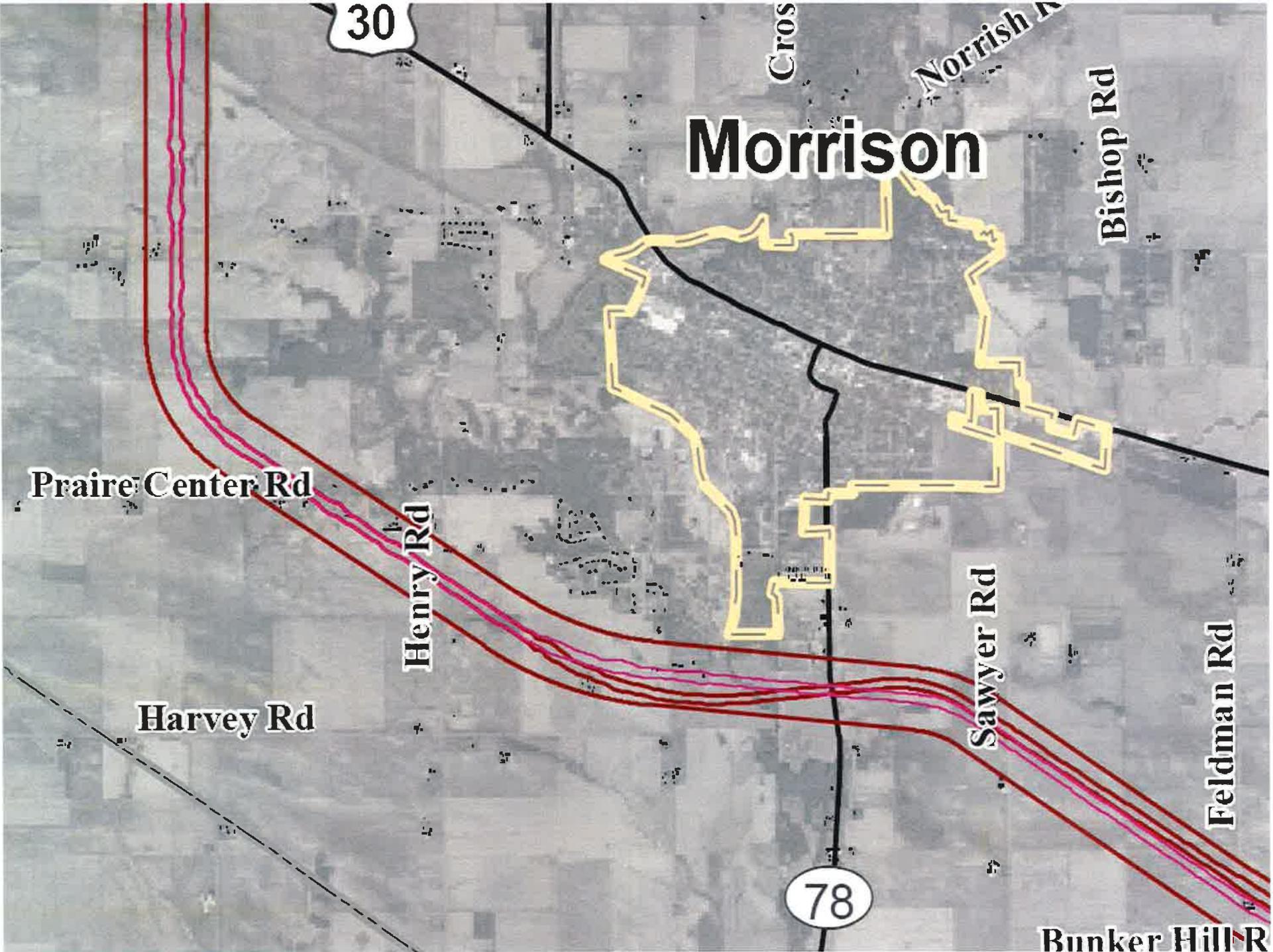
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# Adjustments to Initial Alignments to Avoid or Minimize Impacts

- Assumed Cross Section: Divided 4-Lane
- Initial Alignments: Center of Each Corridor
- Initial Adjustments: Use of Existing Highway & ROW
- Other Adjustments:
  - Environmental Resources
  - Houses, Farms & Businesses
  - Potential Historic Properties
  - Cemeteries
  - Use of Existing Bridges
  - Improved Locations for Stream Crossings
- The entire length of each alignment was studied to find potential adjustments.



**\*Map on next slide shows an example utilizing Alternative 3\***



30

Morrison

Cros

Norrish R

Bishop Rd

Praire Center Rd

Henry Rd

Harvey Rd

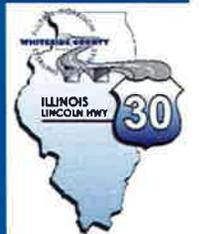
Sawyer Rd

Feldman Rd

78

Bunker Hill R

# BREAK



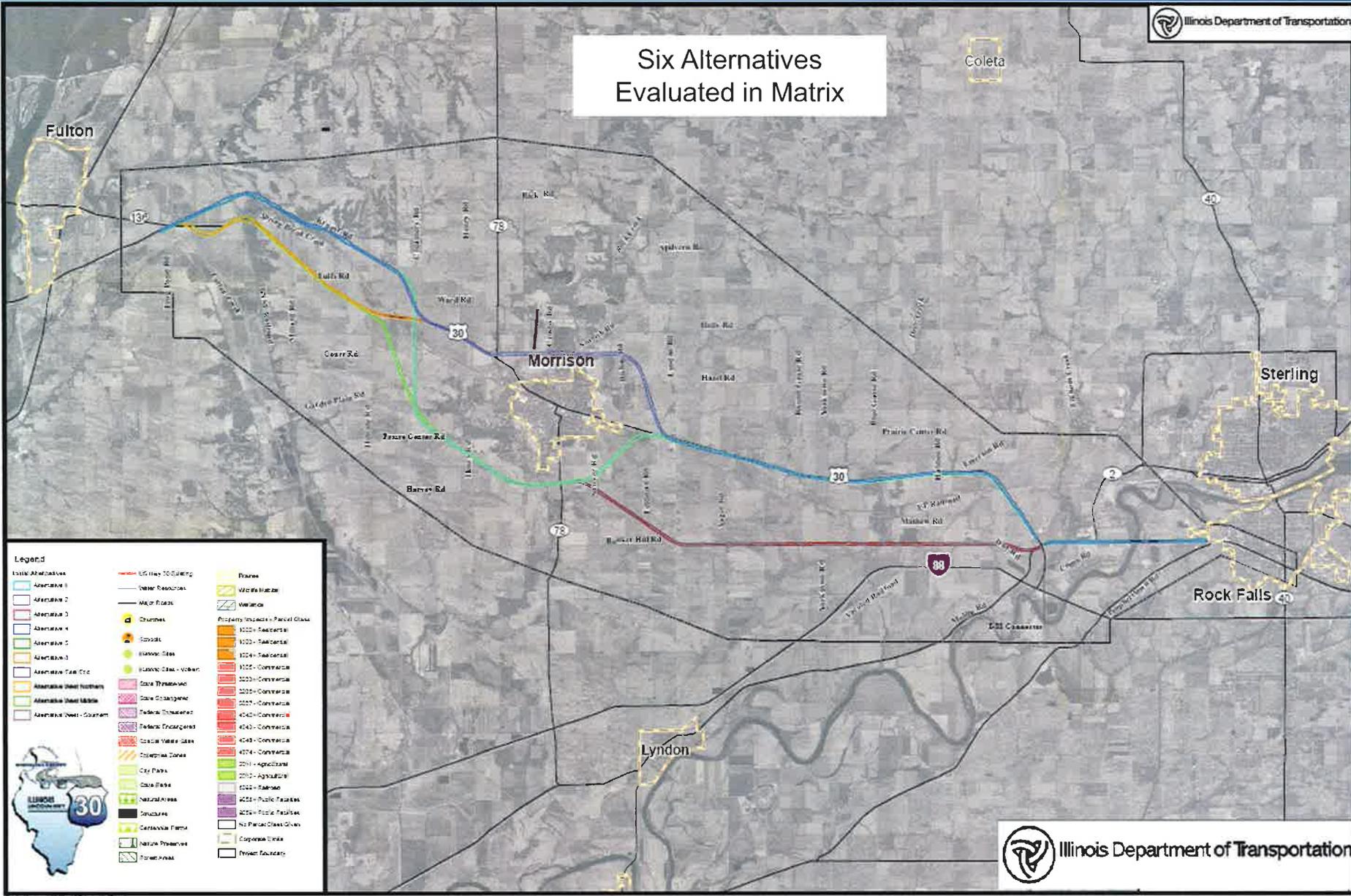
# Alternatives Evaluated in Matrix

- Six (6) Alternative alignments were screened against 23 factors within four (4) major categories:
  - Traffic & Safety
  - Social & Economic
  - Environmental
  - Cost
- The alignments were then scored and ranked

**\*Map on next slide illustrates the six (6) alternative alignments screened in the matrix\***



# Six Alternatives Evaluated in Matrix



Map showing 2010 Aerial Data 10/11/11

**US Route 30 - Whiteside County  
Information Summary**

Evaluation Factor	Definition/Classification	Justification	ALTERNATIVES					
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
<b>Traffic &amp; Safety</b>								
Travel Operations / Congestion Point	Evaluate alternatives from a traffic operations standpoint based on Level of Service (LOS A to F) compared to peak volume 18th Street viaduct from total for each alternative for comparison	roadway segment LOS (Level of Service)	1	1	1	1	1	1
Capacity of Interchanges	Interchange LOS using existing US 30 to design year	Existing Roadway LOS in 2032 under segment capacity	1.93	1.75	2.76	1.69	1.92	2.28
Potential for Crash Reduction	Evaluate proposed countermeasures effectiveness based on traffic volumes from US 30 Corridor OD study and average crash reduction values as given in the FHWA study "Effects of the conversion of Four-Lane Roadways to Four-Lane Roadways"	Crash Reduction Factor (CRF) based on analysis on both-line roadway and existing roadway including from proposed alternative	05	91	70	66	80	68
<b>Environmental Sensitivity - Social and Economic Criteria</b>								
Property Impacts	Evaluate potential property impacts	Commercial/Industrial (acres)	4.83	7.94	1.01	4.46	8.24	0.24
		Public Facilities (acres)	39.47	8.44	0.50	10.44	3.44	0.59
		Agricultural Ground (acres)	381.19	422.48	437.94	288.26	343.02	814.29
		Residential (acres)	34.93	15.01	22.60	21.59	33.79	27.22
		Total (acres)	491.32	454.86	523.04	368.83	378.57	832.94
Agricultural Land Disturbance	Evaluate alternatives relative to Farm Land Disturbance	Number of farms severed/impacted	19	9	9	12	2	4
		Number of farms converted to agriculture	21	32	21	9	28	26
Displacements	Evaluate potential displacements	Charities (acres)	0	0	0	0	0	0
		Commercial/Industrial (acres)	1	4	1	2	3	0
		Schools (acres)	0	0	0	0	0	0
		Public Facilities (acres)	0	0	0	0	0	0
		Residential (acres)	13	40	7	11	12	6
Confidential Farms/Impacts	Evaluate alternatives for disturbance to confidential farms	Area of confidential farms affected (acres)	3.32	1.47	11.88	8.97	13.60	17.73
Economic Viability	Evaluate potential to sustain the economic viability of the jurisdiction	Percentage ROP from Enterprise Zone (acres)	11.56	20.87	7.28	11.56	20.43	3.37
<b>Environmental Sensitivity - Additional Criteria</b>								
Special Woods	Evaluate potential impact on special woods sites	Number of sites affected (acres)	3	1	0	0	2	1
Section 404 Properties	Evaluate potential impact on section 404 properties (aquatic, wetlands, etc.)	Number of sites affected (acres)	3	2	0	9	3	0
Floodplain	Evaluate potential impact on floodplains	Area of floodplain affected - agricultural (acres)	2.86	0.00	0.00	11.07	39.45	45.49
Nature Area	Evaluate potential impact on Nature Areas	Area of floodplain affected - residential (acres)	27.99	37.43	40.54	14.39	23.95	11.97
Nature Preserve	Evaluate potential impact on Nature Preserves	Number of sites affected (acres)	0	0	0	0	0	0
Air Quality	Evaluate potential impact on air quality	Total point source for LOS under Traffic Operations Congestion Point reduction (acres)	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 alternative crosses stream assigned point value	14	17	10	14	17	10
Wetlands	Evaluate potential impacts to wetlands using FWSHA Quality Rating of GO. Point values assigned to each site based on FQI. Point values range from 1 to 4 with 1 being severely degraded & 4 being at or above significant natural area	Area of sites affected (acres & impervious point source)	0.85	3.20	1.10	0.47	1.40	0.10
Threatened & Endangered Species and/or Habitat	Evaluate potential impacts to T&E species by type	State Threatened - Number of sites affected	1	1	1	1	1	1
		State Endangered - Number of sites affected	0	0	0	0	0	0
		Federal Threatened - Number of sites affected	0	0	0	0	0	0
		Federal Endangered - Number of sites affected	0	0	0	0	0	0
		Total	1	1	1	1	1	1
Forest Areas	Evaluate potential impact on forested areas	Area of sites affected (acres)	26.54	28.29	11.64	11.23	1.96	7.46
Prairies	Evaluate potential impact on prairies	Area of sites affected (acres)	0.00	0.00	0.00	0.00	0.00	0.00
Wetland Habitat	Evaluate potential impacts to high quality wetland habitat	Area of sites affected (acres)	42.54	38.28	44.78	20.62	64.25	19.64
<b>Cost</b>								
Construction Cost	Determine of probable construction cost	Total Construction Cost	\$218,826,000	\$252,748,000	\$227,081,000	\$225,826,000	\$223,200,000	\$231,002,000
Land Acquisition Cost	Determine of probable land acquisition cost	Single Family Homes	\$1,452,222	\$658,923	\$690,450	\$1,527,363	\$551,456	\$719,021
		Farm Buildings	\$797,106	\$596,120	\$281,098	\$994,679	\$396,430	\$891,186
		Commercial Buildings	\$40,261	\$180,000	\$60,764	\$41,884	\$1,262,722	\$0
		Residential Property Impacts	\$178,844	\$134,702	\$11,416	\$154,799	\$149,747	\$179,388
		Agricultural Property Impacts	\$1,755,840	\$2,112,257	\$3,489,889	\$1,303,589	\$1,703,106	\$2,173,942
		Commercial Property Impacts	\$16,363	\$32,840	\$4,270	\$17,002	\$28,874	\$889
Total Land Acquisition Cost	\$4,760,736	\$5,680,848	\$5,890,980	\$5,209,618	\$5,960,475	\$5,974,130		
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles. Assumes a direct comparison between total lane miles & operational/maintenance costs	Length of proposed alignment (lane miles) Length of resulting existing roadway not in alternative lane mi. Total Length Lane Miles	60.28 25.15 350.43	35.28 22.01 398.36	62.39 37.55 325.25	78.20 9.82 88.03	62.15 15.57 97.72	79.66 21.11 198.77



**US Route 30 - Whiteside County  
Rankings**

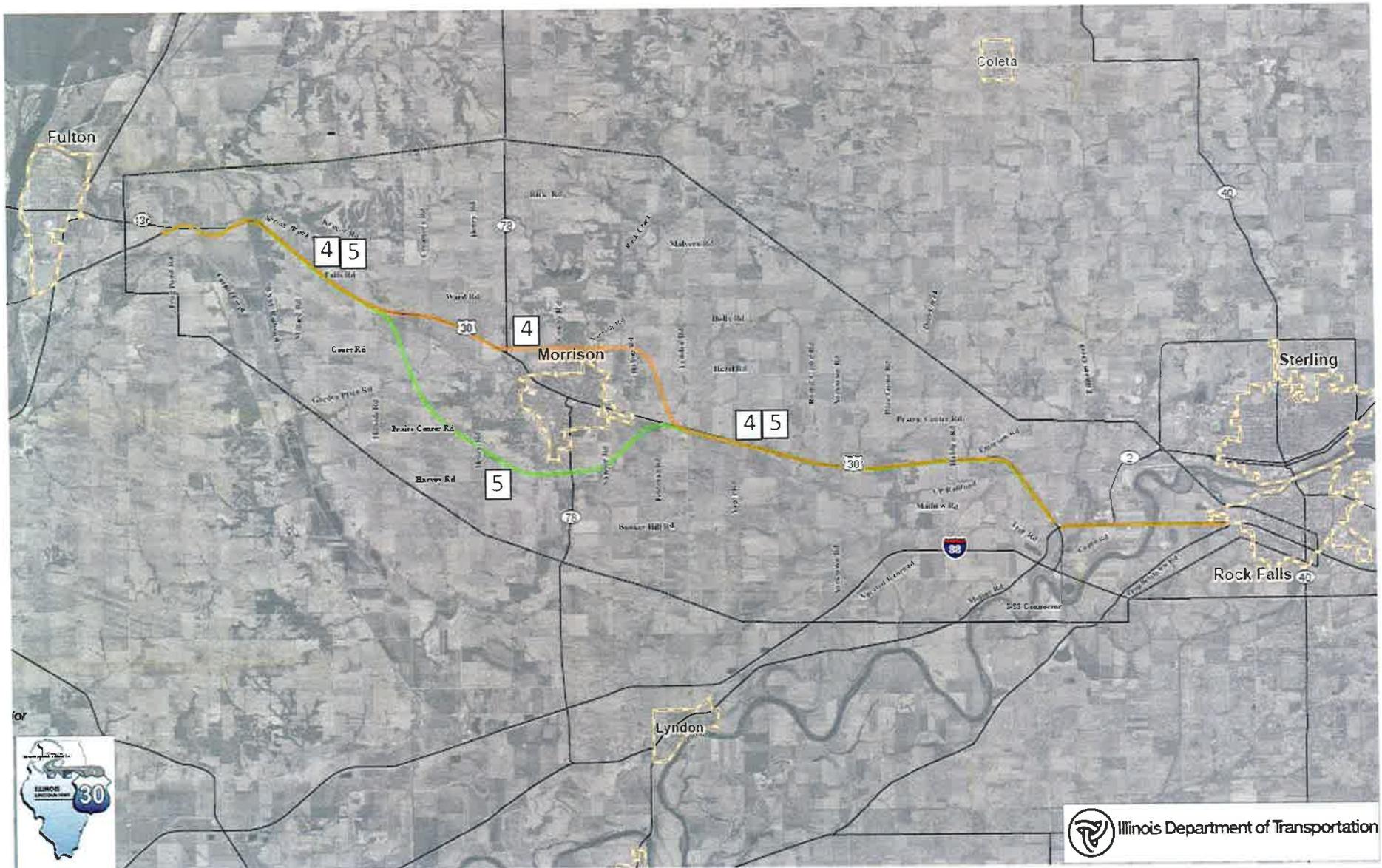
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Evaluation Factor	Definition / Clarification	ALTERNATIVES					
		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
<b>Traffic &amp; Safety</b>		215.00	224.00	194.80	222.20	229.60	204.80
		Rank: 4	Rank: 2	Rank: 6	Rank: 3	Rank: 1	Rank: 5
Traffic Operations / Congestion Relief	Evaluate alternatives from traffic ops standpoint using LOS LOS point values (1-6) totaled for each alternative	100.00	100.00	100.00	100.00	100.00	100.00
Utilization of Improvements	Reduction of ADT along existing US 30 in design year	81.60	85.00	64.60	85.20	89.60	72.80
Potential for Crash Reduction	Evaluate based on crash reduction factors. Point values totaled for each alternative	34.00	39.00	30.00	35.00	40.00	32.00
<b>Environmental Sensitivity - Social and Economic Criteria</b>		162.01	207.20	248.05	251.40	235.95	272.39
		Rank: 5	Rank: 6	Rank: 3	Rank: 2	Rank: 4	Rank: 1
Property Impacts	Evaluate magnitude of property acquisitions by type	23.40	13.19	0.00	41.82	29.35	16.49
Agricultural Land Impacts	Evaluate alternatives relative to Longitudinal Farm Severance	0.00	55.56	55.56	33.33	88.89	77.78
	Evaluate alternatives relative to Diagonal Farm Severance	34.38	0.00	3.13	100.00	12.50	21.88
Displacements/Structural Impacts	Evaluate displacements/structural impacts by type	0.00	31.25	56.25	0.00	31.25	56.25
Centennial Farm Impacts	Evaluate alternatives relative to disturbance of centennial farms	80.95	57.31	33.16	62.96	23.65	0.00
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	13.28	50.00	99.97	13.29	50.11	100.00
<b>Environmental Sensitivity - Additional Criteria</b>		792.66	791.66	854.56	816.77	900.03	977.70
		Rank: 5	Rank: 6	Rank: 3	Rank: 4	Rank: 2	Rank: 1
Special Waste	Evaluate potential impact on special waste sites	40.00	80.00	100.00	0.00	80.00	80.00
Section 4(f) Properties	Evaluate potential impact on 4(f) properties (parkland, recreational land, historic sites)	40.00	60.00	100.00	0.00	80.00	100.00
Floodplain	Evaluate potential impact on floodplains - longitudinal	94.15	100.00	100.00	27.30	33.07	0.00
Floodplain	Evaluate potential impact on floodplains - diagonal	31.06	7.87	0.00	84.87	40.92	70.48
Natural Area	Evaluate potential impact to Natural Areas	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
Air Quality	Evaluate potential impact on air quality	100.00	100.00	100.00	100.00	100.00	100.00
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score	22.22	5.56	0.00	22.22	5.56	0.00
Wetlands	Evaluate potential impacts to wetlands using Functional Quality Index (FQI)	60.31	0.00	54.10	80.22	37.88	82.20
Threatened & Endangered Species and/or Habitat	Evaluate potential impacts to T&E species by type	100.00	100.00	100.00	100.00	100.00	100.00
Forest Areas	Evaluate potential impact on forested areas	0.00	26.18	10.48	88.22	94.44	78.90
Primes	Evaluate potential impact on primes	100.00	100.00	100.00	100.00	100.00	100.00
Wetland Habitat	Evaluate potential impacts to high quality wetland cover types	4.93	12.24	0.00	53.93	68.16	58.12
<b>Cost</b>		30.16	10.69	6.32	38.36	27.46	21.06
		Rank: 2	Rank: 5	Rank: 6	Rank: 1	Rank: 3	Rank: 4
Project Cost	Opinion of probable cost for construction & land acquisition	12.91	0.00	6.32	11.73	7.99	12.33
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles	17.24	10.69	0.00	26.63	19.48	8.72
<b>OVERALL RANK TOTALS</b>		17 Rank Pts	18 Rank Pts	18 Rank Pts	10 Rank Pts	10 Rank Pts	11 Rank Pts
<b>OVERALL RANK OF ALTERNATIVE</b>		Rank: 4	Rank: 5	Rank: 5	Rank: 1	Rank: 1	Rank: 3



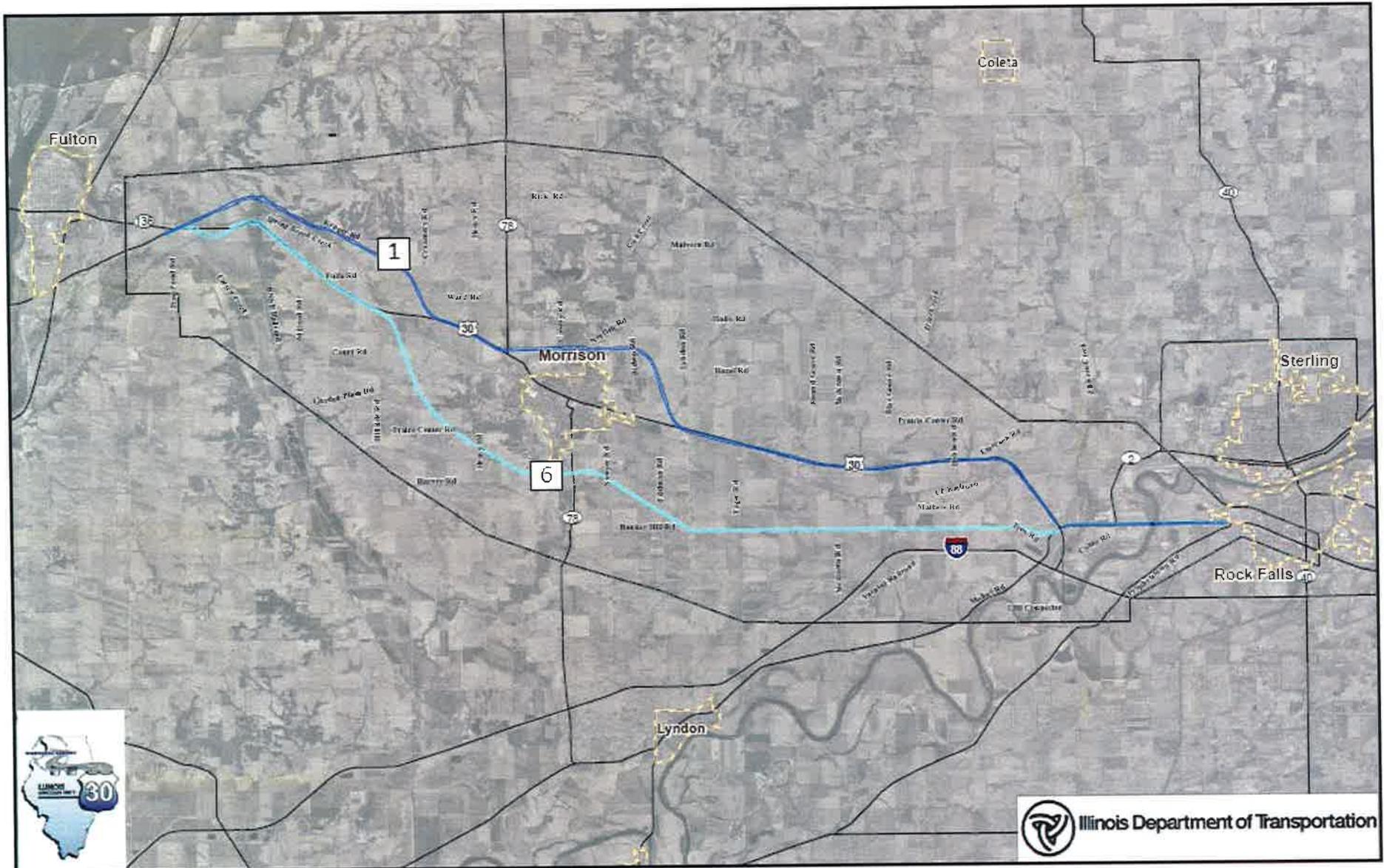
# Alternative 4 ranked #1

# Alternative 5 Ranked #1



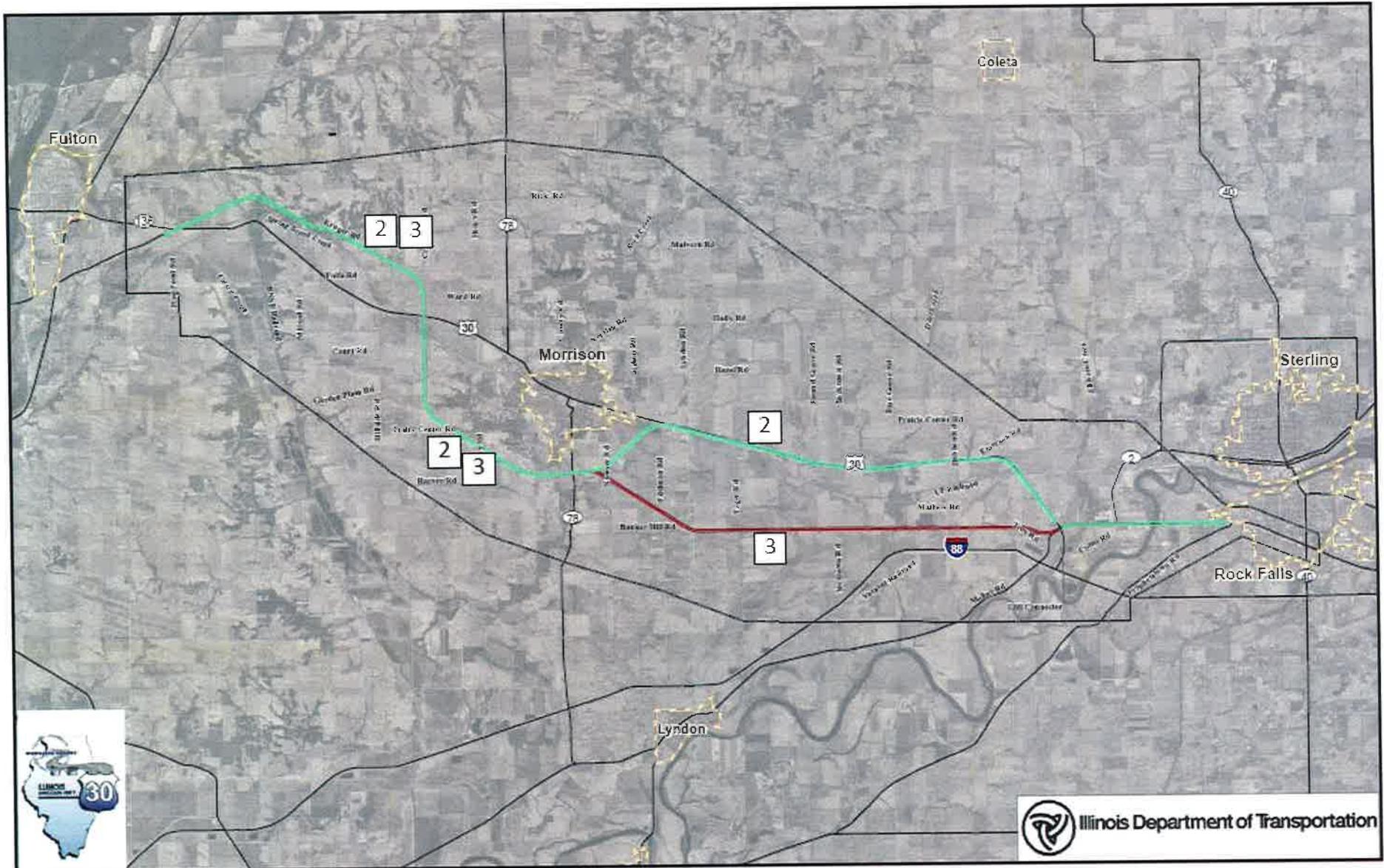
Alternative 6 ranked #3

Alternative 1 Ranked #4



Alternative 2 ranked # 5

Alternative 3 ranked #5



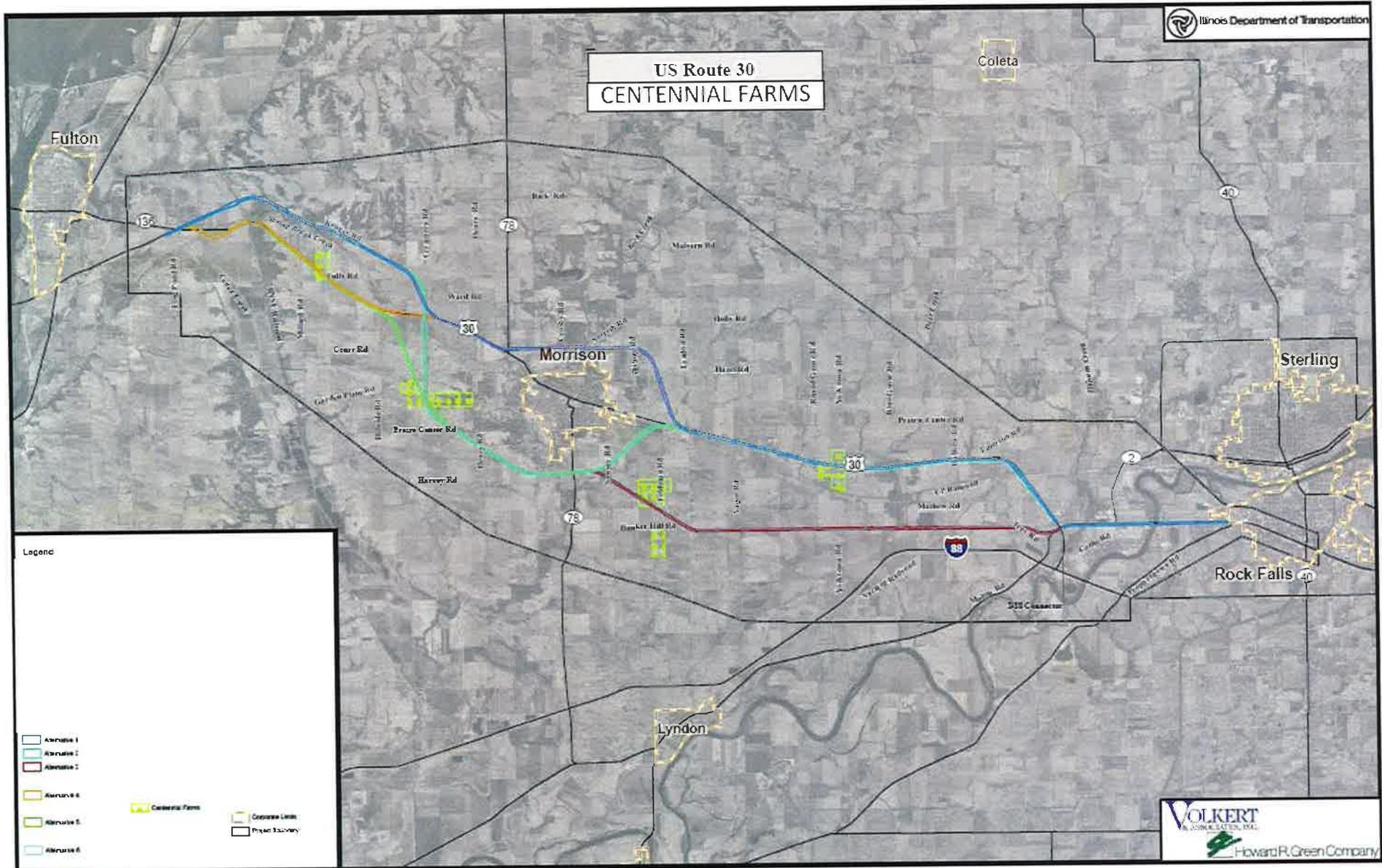
# Potential Environmental Impacts

- Alignments have been adjusted to avoid and minimize environmental impacts.
- As alignments move forward in the study, they will continue to be refined to avoid as many environmental impacts as possible.

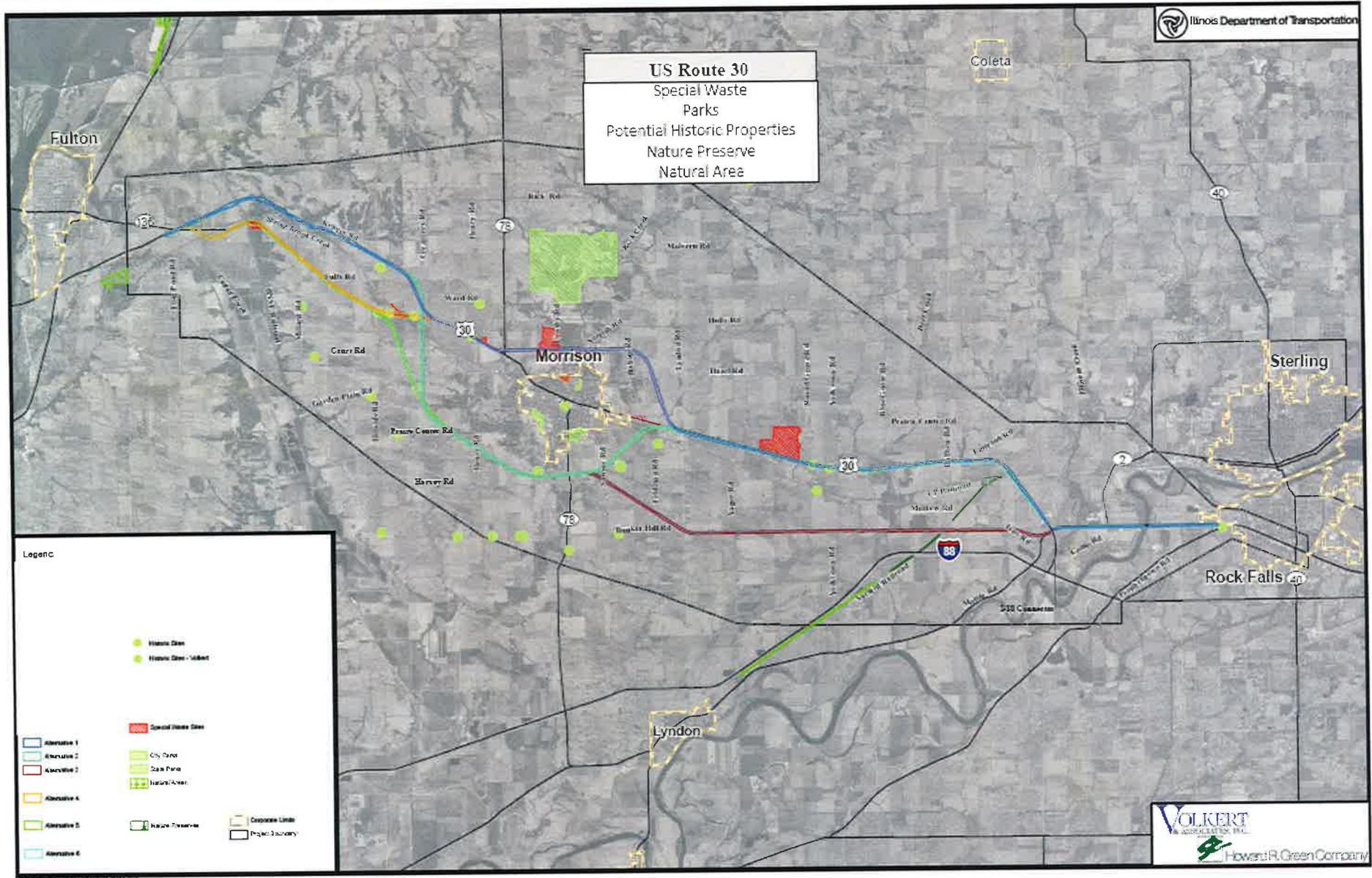




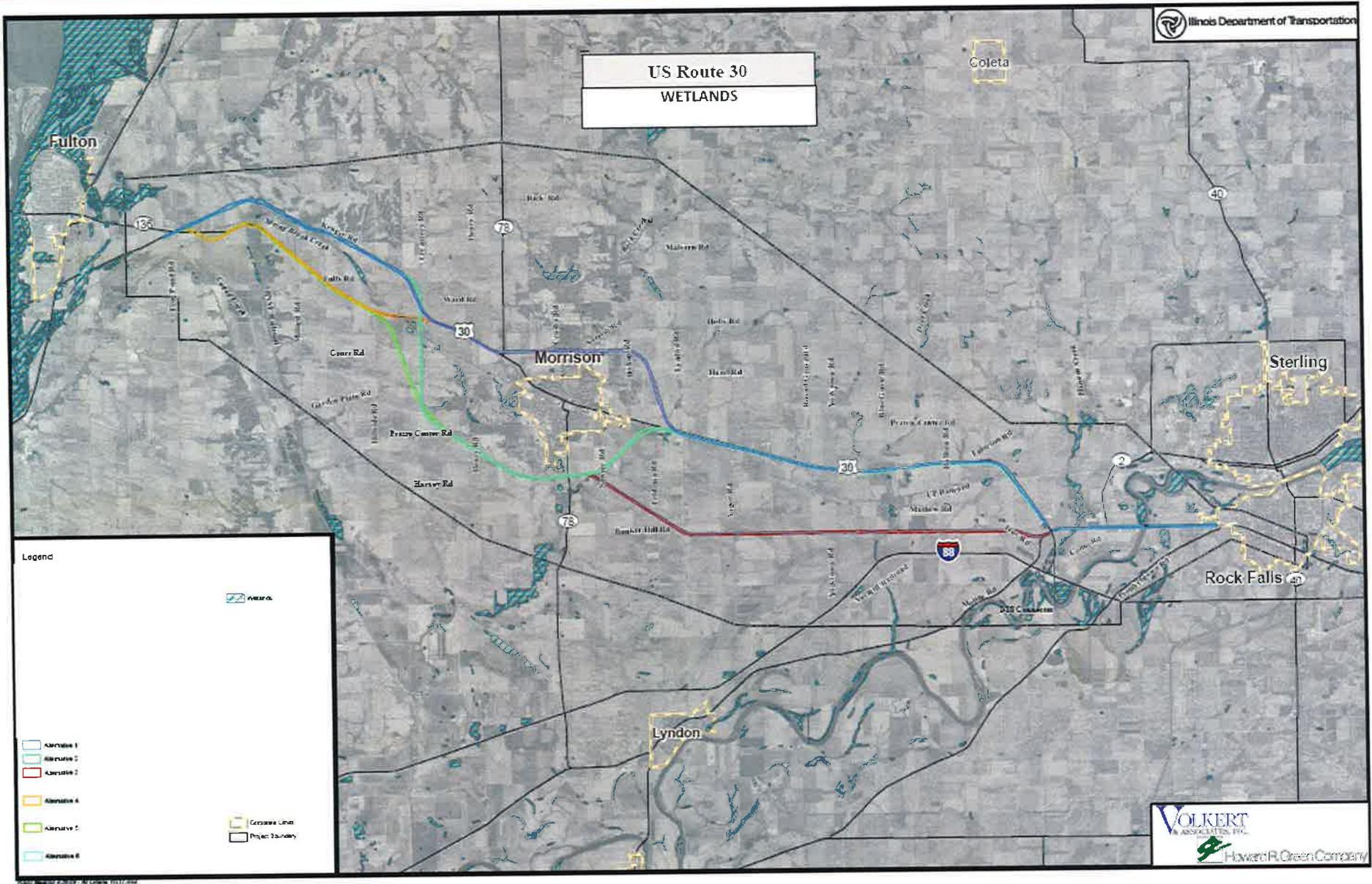
# Centennial Farms



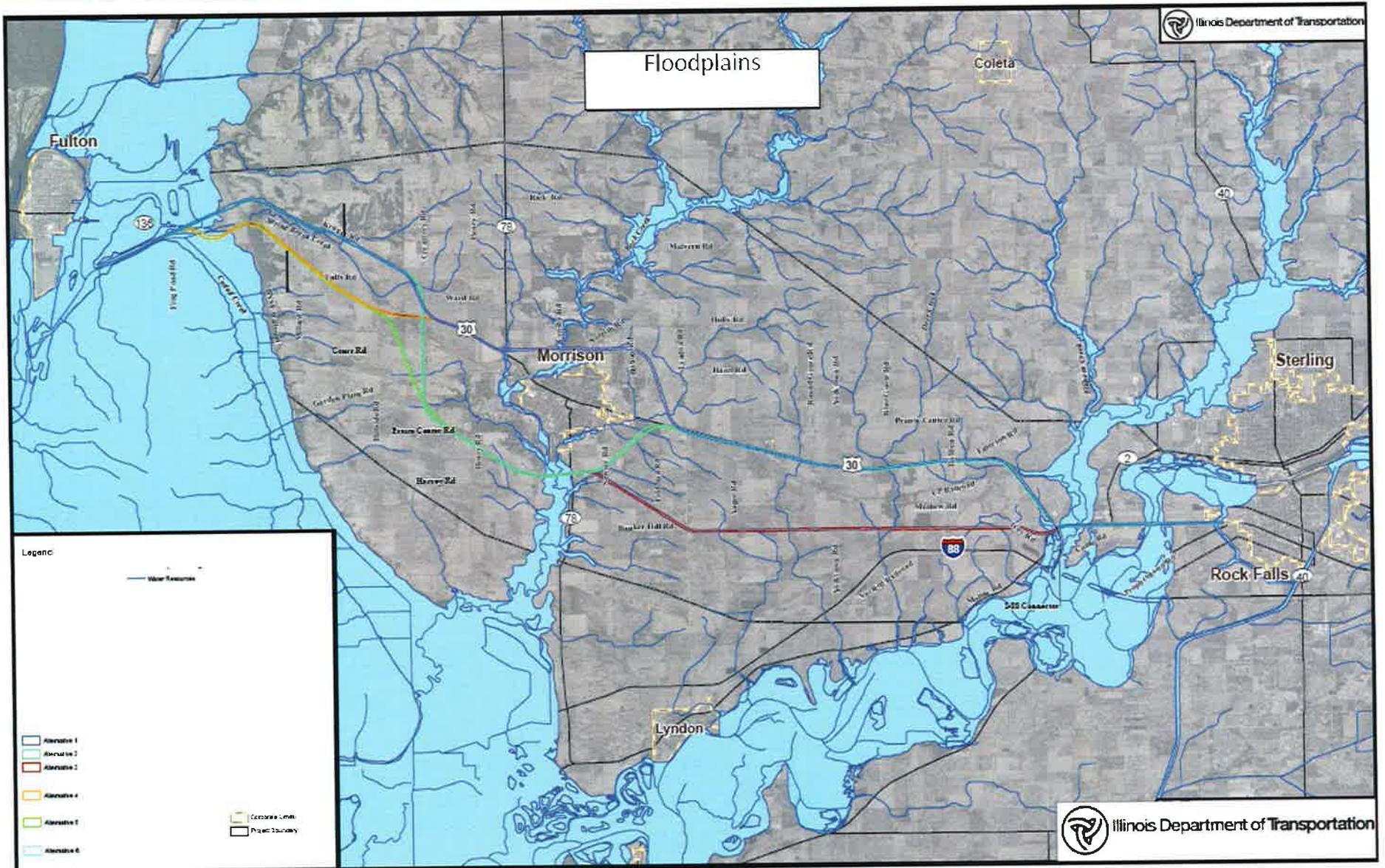
# Special Waste/Parks/Potential Historic Properties/ Nature Preserves/Natural Areas



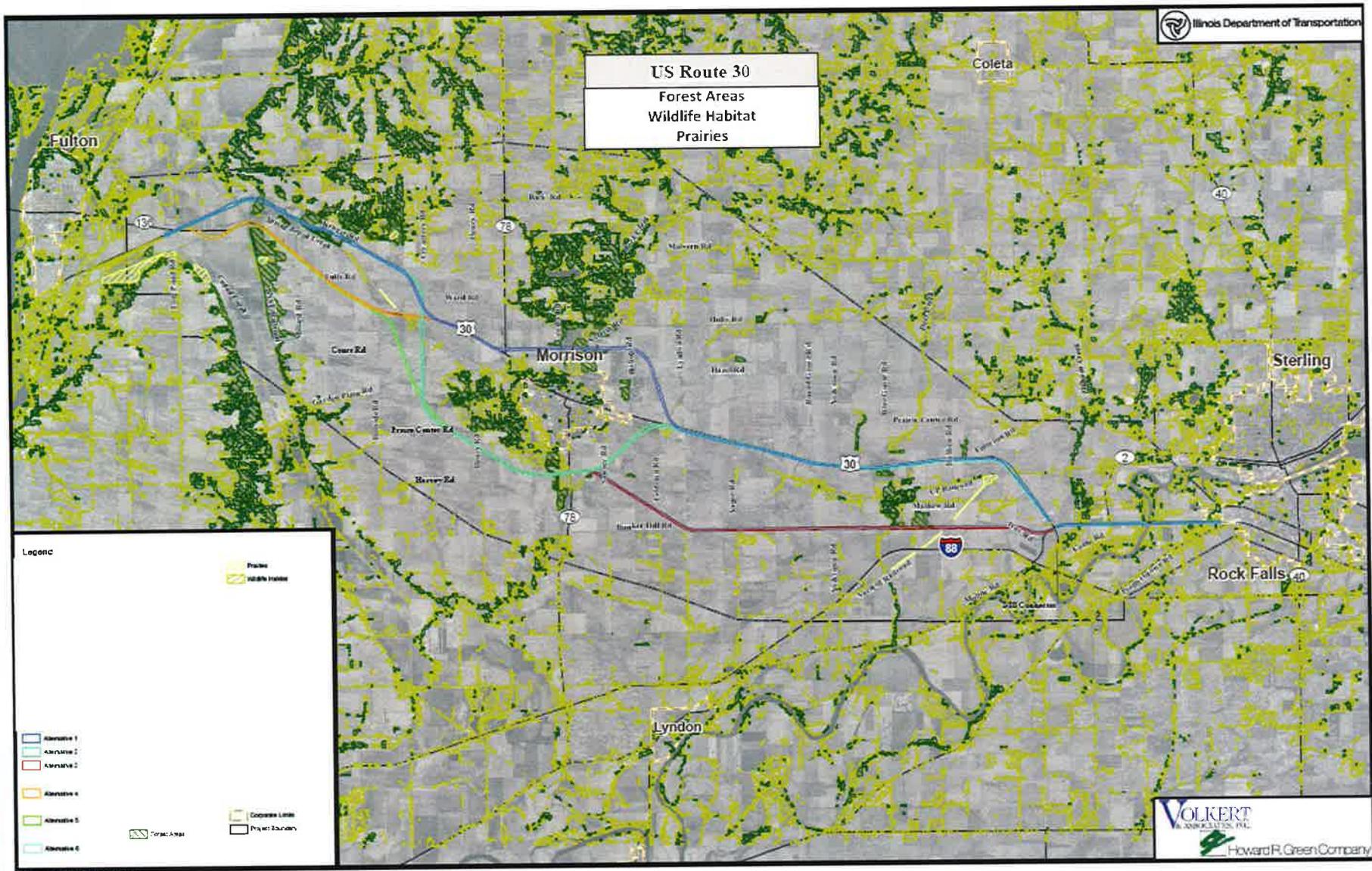
# Wetlands



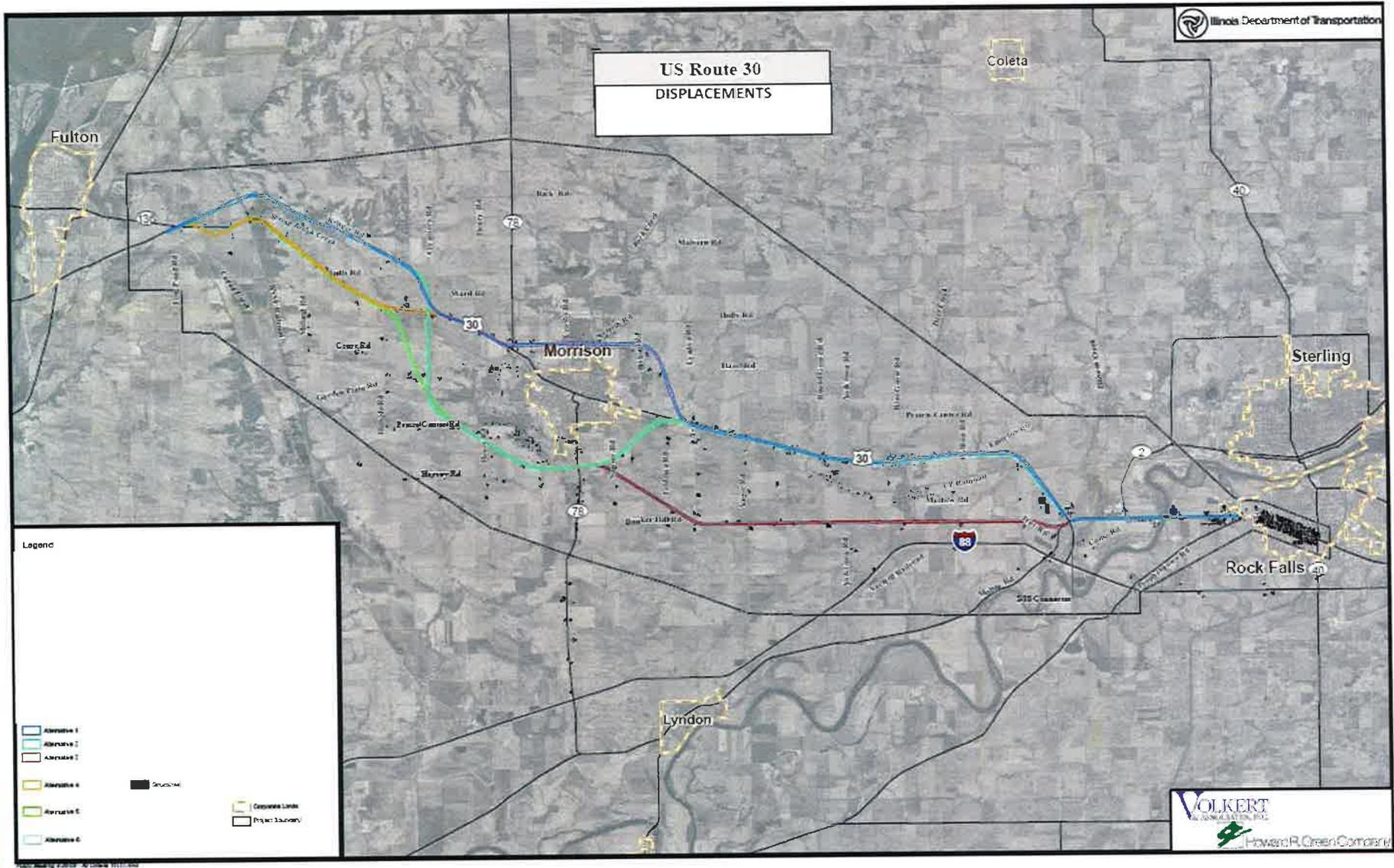
# Floodplains



# Forest/Wildlife Habitat/Prairies



# Displacements



# Timeline

- Begin in-depth study of six alternative alignments:  
**June 2009**
- DEIS Chapters on Affected Environment and Alternatives to IDOT:  
**July 2009**
- NEPA/404 Merger Meeting: **September 2009**
- PSG & CAG Identify Alternative for Detailed Study: **Nov 2009**
- Public Informational Open House #3: **January 2010**
- NEPA/404 Merger Meeting: **February 2010**
- DEIS signed: **October 2010**
- Public Hearing: **January 2011**
- FEIS signed: **January 2012**
- ROD signed: **June 2012**



Thank You  
for your Continued Support !!!!

