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Appendix D

Agency Coordination and Public Involvement Materials

State and Federal Agency Coordination

NEPA/404 Process

a cover letter should be included in the submission itself. Similarly, to the extent possible, any attachments to the submission should be included in the same file as the submission itself, and not as separate files.

Information or advice contained in a comment submitted, other than business confidential information, may be determined by USTR to be confidential in accordance with section 135(g)(2) of the Trade Act of 1974 (19 U.S.C. 2155(g)(2)). If the submitter believes that information or advice may qualify as such, the submitter—

(1) Must so designate the information or advice;

(2) Must clearly mark the material as "SUBMITTED IN CONFIDENCE" in a contrasting color ink at the top of each page of each copy, or appropriately name the electronic file submitted containing such material; and

(3) Is encouraged to provide a non-confidential summary of the information or advice.

Pursuant to section 127(e) of the URAA (19 U.S.C. 3537(e)), USTR will maintain a file on this dispute settlement proceeding, accessible to the public, in the USTR Reading Room, which is located at 1724 F Street, NW., Washington, DC 20508. The public file will include non-confidential comments received by USTR from the public with respect to the dispute; if a dispute settlement panel is convened, the U.S. submissions to that panel, the submissions, or non-confidential summaries of submissions, to the panel received from other participants in the dispute, as well as the report of the panel; and, if applicable, the report of the Appellate Body. An appointment to review the public file (Docket WTO/DS-275, Venezuela Import Licensing Dispute) may be made by calling the USTR Reading Room at (202) 395-6186. The USTR Reading Room is open to the public from 9:30 a.m. to 12 noon and 1 p.m. to 4 p.m., Monday through Friday.

Daniel Brinza,

Assistant United States Trade Representative for Monitoring and Enforcement.

[FR Doc. 03-2706 Filed 2-4-03; 8:45 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Peoria, Fulton, and McDonough Counties, Illinois

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the construction of a proposed four-lane highway in west central Illinois through portions of Peoria, Fulton, and McDonough Counties. The proposed highway, Illinois 336 (FAP 315), will extend from Peoria to Macomb, Illinois.

FOR FURTHER INFORMATION CONTACT:

Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600.

Joseph E. Crowe, P.E., District Engineer, Illinois Department of Transportation, 401 Main Street, Peoria, Illinois 61602-1111, Phone: (309) 671-3333.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation will prepare an Environmental Impact Statement (EIS) on a proposal to develop a four-lane highway between Peoria and Macomb Illinois. Three feasible corridors previously identified by Illinois DOT will be re-evaluated and one corridor will be selected for further study. The selected corridor will be presented at a public hearing. Alternate alignments will be studied within the selected corridor once it has been identified. Alternates studied will address engineering and environmental concerns in order to determine an alignment location that meets the transportation needs of the region and minimizes the impacts to the environment. Alignment studies will determine one preferred alignment location and address types of facility, preliminary interchange geometrics and engineering, and identify environmental impacts. Preliminary measures to minimize harm, probable construction cost estimates, and estimated right-of-way requirements will be developed. A second hearing will be held to present the final preferred alignment.

The proposed action will enhance travel efficiency within the study area, improve transportation continuity, improve rural access, and help reduce further economic and population decline in the counties served by this highway. Several alignment alternatives, including the no-action alternative, will be evaluated for the proposed project. Intersections/interchanges will be provided at all major high-volume roadways. Primary resources that may be affected are agricultural and, property tax income, wetlands, and woodlands.

The scoping process undertaken as part of this project will include the distribution of a scoping informational packet, coordination with appropriate Federal, State, and local agencies, and review sessions, as needed. A study group comprised of local officials will be established to provide input during development and refinement of alternatives. A scoping packet may be obtained from one of the contact people listed above.

To ensure that the full range of issues related to this proposed action are addressed, and all substantive issues are identified, public involvement activities will be conducted as part of this study. Public informational meetings, public hearings, newsletters and interest group meetings will provide opportunities for public involvement. The project's Draft EIS will be available for public and agency review prior to the public hearing. The time and location of the public hearings will be announced in local newspapers. Comments or questions concerning this proposed action and the Draft EIS should be directed to FHWA or the Illinois Department of Transportation at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Dated: January 30, 2003.

J.D. Stevenson,

(FHWA Signature Line).

[FR Doc. 03-2785 Filed 2-4-03; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2002-14181]

Insurance Cost Information Regulation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of availability.

SUMMARY: This notice announces publication by NHTSA of the 2003 text and data for the annual insurance cost information booklet that all car dealers must make available to prospective purchasers, pursuant to 49 CFR 582.4. This information is intended to assist prospective purchasers in comparing differences in passenger vehicle collision loss experience that could affect auto insurance costs.

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

September 9, 2005

SUBJECT

NEPA/404 Meeting

TO

Mike McLuckie

A meeting was held on the above date in the FHWA Illinois office in Springfield for two concurrence points for the project: Purpose and Need and Alternatives to Be Carried Forward. In attendance:

<u>Name</u>	<u>Representing</u>
Maureen Addis	IDOT
Mike McLuckie	IDOT
Greg Larson	IDOT
Tamara Christion	FHWA-IL
J. D. Stevenson	FHWA-IL
Newton Ellis	USEPA
Ken Westlake	USEPA
Mike Daily	USACE-STL
Keith A. McMullen	USACE-STL
John Betker	USACE-Rock Island
Pat Malone	IDNR
Charles Perino	IDOT
Scott Stitt	IDOT
Jeff South	IDOT
Eric Harm	IDOT
Randy Strang	FHWA
Greg Piland	FHWA
Michael Hine	IDOT-BDE
Barbara Stevens	IDOT-BDE
Terry Savko	IDOA-BLWR
Tom Brooks	IDOT-BDE



Steve Hamer	IDNR
Jon-Paul Kohler	FHWA
Mitch Isoe	USACE
Robert Andrews	URS
Mary Hagerty	URS

PURPOSE AND NEED

URS summarized the previous NEPA/404 presentation for the project from April 2003, and activities that have occurred since, in a PowerPoint presentation. Stevenson asked for concurrence on Purpose and Need, and concurrence was granted. US Fish & Wildlife was not in the meeting. They will be contacted later for input/concurrence.

ALTERNATIVES TO BE CARRIED FORWARD

Using presentation boards with alignments on aerial photographs, URS (Andrews) summarized the material from the information packet that had been distributed to the group in August. He summarized the rationale for reducing the proposed alternatives to be carried forward from the multiple alternatives presented at the December 2004 public meeting (Exhibit 1-7 in the information packet) to those shown in Exhibit 1-9 of the packet. Impacts for the December 2004 alternatives were shown in Exhibit 1-8 of the packet, and impacts for the proposed alternatives to be carried forward were shown in Exhibit 1-10.

IEPA asked why the IL 116 alignment was dropped. URS/IDOT responded that there are more relocations along that alignment because there are many homes and businesses along the two lane highway. Widening the two-lane highway into a four-lane divided highway creates many relocations and proximity impacts for those remaining structures.

Some parties felt there was insufficient documentation in the packet to justify elimination of alternatives. Not all impacts itemized in Exhibit 1-10 were included in Exhibit 1-8. An Army Corps of Engineers representative felt that, in particular, 404 issues were not addressed in the process of elimination of alternatives, and requested a comparison that included tabulation/assessment impacts to wetlands, water quality, stream crossings and floodplains. Some felt that the change in color designations and section breaks from Exhibits 1-7 and 1-8 to Exhibits 1-9 and 1-10 was confusing. No one present voiced specific concerns about impacts of the proposed alignments to be carried forward.

Concurrence was not granted for the alternatives to be carried forward, based on insufficient documentation of alternatives proposed for elimination.

ACTIONS

It is anticipated that concurrence will be granted after the requested documentation is provided and reviewed. The following actions are planned:

- URS/IDOT will prepare a table similar to Exhibit 1-10 that shows impacts of each of the December 04 (Exhibit 1-7) alignments.
- URS/IDOT will prepare a narrative discussing relative impacts and detailing the rationale for eliminating alignments from further study.
- The above information will be sent to the NEPA/404 group in attendance, plus the U.S. Fish and Wildlife representative, by mail or e-mail.
- Once the information is received, the NEPA/404 group will decide how to grant concurrence, if appropriate. (by phone/email or another meeting).



Respectfully submitted,

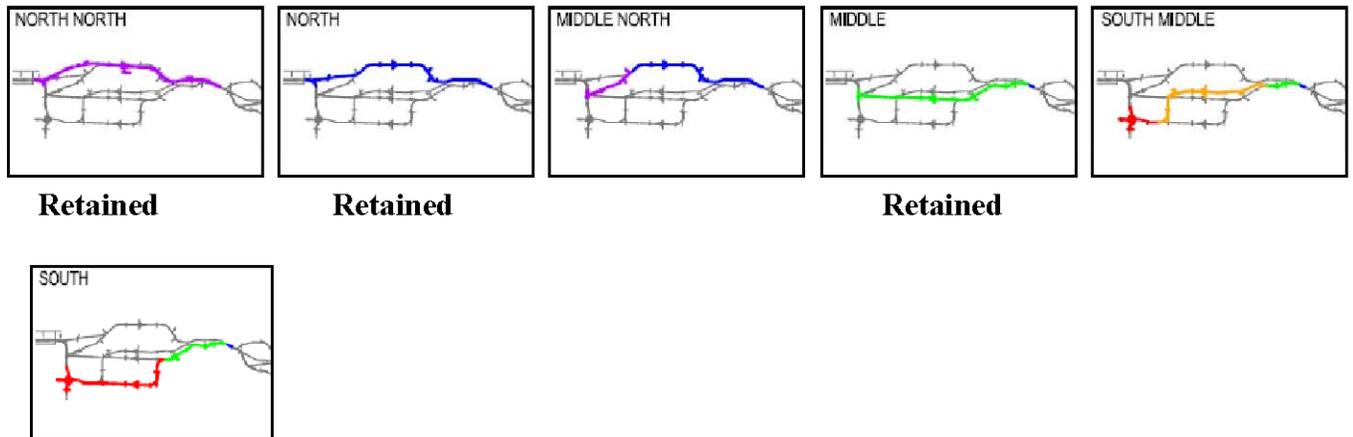
URS

A handwritten signature in black ink, reading "Robert J. Andrews", with a long horizontal flourish extending to the right.

Robert J. Andrews, PE
Project Manager

Section 1—Macomb Bypass to 1.5 Miles East of Marietta

Section 1



An additional alignment in Section One, has been added for evaluation since the NEPA meeting held on September 9, 2005. This additional alignment is north of the 1-North alignment presented at the September meeting. This alignment was introduced to reduce the floodplain and wetland impacts associated with the East Fork of the Lamoine River while still addressing the Purpose and Need for the project and addressing the public support for the preference of a northern alignment.

The alignments in Section 1 were split into two groups based on one or more of the following reasons: similarities in impacts; geographic location; and/or ability to address the Purpose and Need for the project. Group One (the northern part of this section) includes three alignments: 1-North North, 1-North and 1-Middle North. Group Two (the southern part of this section) includes three alignments: 1-Middle, 1-South Middle and 1-South.

The northern alignments were grouped together into Group One due to their similarities in addressing the Purpose and Need, impacts and public support. This project is based on the need for improved system linkage, enhanced economic stability and greater travel efficiency. Part of the system linkage component of the project Purpose and Need is providing an important connection between central Illinois towns and markets in western Illinois. In Section 1 Bushnell is the largest community outside of Macomb, and is a community with an active manufacturing base. Since the northern alignments are located closer to Bushnell they provide the best linkage and highest travel efficiency for the community, thereby providing the highest opportunity in maintaining the economic viability of the town.

These northern alternatives share identical alignments in the eastern $\frac{3}{4}$ of Section 1 and diverge from each other in the western $\frac{1}{4}$ of this section. Therefore they have identical impacts and benefits in the eastern portion of this section. A variance in impacts appear only in the western $\frac{1}{4}$ of the section.

In addition during the public involvement process, the local community (Bushnell) expressed support for a northern alignment close to Bushnell as best for providing transportation for people and products.

The southern three alignments in this section, 1-Middle, 1-South Middle and 1-South, while further to the south in this section of the corridor, are in the same proximity of each other, have similar impacts to each other and provide similar performance in meeting the Purpose and Need for the project. These similarities are the reasons these alignments were grouped into Group Two.

General characteristics of each of these two groups can be summarized as follows:

Group One Alignments (1-North North, 1-North and 1-Middle North):

- more direct route
- addresses economic stability component of the project Purpose and Need
- less impacts on cropland (which is almost all prime farmland)
- fewer relocations

Group Two Alignments (1-Middle, 1-South Middle and 1-South) have:

- fewer impacts on wetlands
- fewer impacts on wooded areas
- fewer impacts on floodplains
- fewer stream crossings

The following table summarizes the impacts of each alignment:

ALIGNMENT ALTERNATIVES		Section 1					
		Macomb Bypass to 1.5 Mi. East of Marietta					
		Group One			Group Two		
		<i>1-North North</i> Retained	<i>1-North Retained</i>	<i>1-Middle North</i>	<i>1-Middle Retained</i>	<i>1-South Middle</i>	<i>1-South</i>
Land Required (acres)	Existing Road R.O.W used	70	72	45	127	125	105
	New ROW Required	631	604	805	498	1,030	1,080
	Total R.O.W. Required	701	676	850	625	1,155	1,185
(each)	Severances (para. & diag.)	26	22	28	9	14	10
(acres)	Land Locked Parcels	15	37	0	0	6	6
(number)	Wetlands	2	10	7	3	6	3
(acres)	Wetlands	1.2	13.5	7.7	0.3	1.5	0.1
(acres)	Cropland	540	488	665	422	865	925
(acres)	Wooded Land	50	57	90	39	80	70
(acres)	Grassland	34	52	0	29	0	0
(acres)	Other	8	7	50	8	85	85
(each)	Residential Relocations	1	1	9	6	18	12
(each)	Commercial Relocations	1	0	3	0	6	7
(each)	Stream Crossings	18	18	16	6	13	11
(acres)	Floodplain Encroachment	25	47	18	0	2	0
(each)	Threatened & Endangered	0	0	1	0	1	0
(each)	Historic Properties	0	0	0	0	1	1
(miles)	Length	15.0	15.3	15.3	14.4	15.8	15.7
2004 \$'s	Const. Cost (Expressway)	\$ 165M	\$165M	\$155M	\$128M	\$148M	\$143M
2004 \$'s	Const. Cost (Freeway)	\$ 180M	\$179M	\$169M	\$142M	\$162M	\$157M

No alignments impact:

- Quality Upland Forest
- 4(f) Land
- except for historic structures
- IDNR Property

- * Other includes: residential lawns, open water and urban areas
- * Retained alignments are shaded in gray
- * Highest impacts are shaded in yellow

The following describes the reasons behind retaining or eliminating alignments in Group One. These comparisons are inclusive to the Group One alignments.

The 1-North North alignment was retained for the following reasons:

- route efficiency (e.g., travelers from Macomb and west traveling to the east along IL 336 would continue more directly east along this alignment)
- no potential impact to endangered species
- addresses Bushnell's need for better access. During public involvement, the community of Bushnell expressed its support for an alignment close to its community.
- lowest wetland impacts
- lowest residential relocations
- lowest woodland impact

The 1-North alignment was retained for further evaluation because of the following reasons:

- route efficiency (e.g., travelers from Macomb and west traveling to the east along IL 336 would continue more directly east along this alignment)
- no potential impact to endangered species
- addresses Bushnell's need for better access and thus had higher public support than the 1-North Middle alignment. During public involvement, the community of Bushnell expressed its support for an alignment close to its community.
- lowest cropland impact
- lowest residential relocations
- lowest commercial relocations

The 1-Middle North Alignment was eliminated because of the following reasons:

- route inefficiency (e.g., travelers from Macomb and west traveling to the east along IL 336 are required to go south along the Macomb bypass and then back to the northeast along this alignment)
- it would impact a high quality privately held prairie/woodland restoration area in which an Illinois endangered Northern Harrier was found during the biological survey
- public support was less for this alignment than for the 1-North alignment.
- highest residential relocations
- highest woodland impact
- least amount of existing right-of-way utilized
- highest severances
- highest cropland impact
- highest amount of new right-of-way needed

Based on these factors, the 1-North North alignment and the 1-North alignment in Group One will be carried forward.

Group Two Alignments (1-Middle, 1-South Middle and 1-South)

As summarized earlier and quantified in Exhibit 1-8R, the Group Two alignments (1-Middle, 1-South Middle, and 1-South) are not in close proximity to Bushnell and thus do not address Bushnell's need for better access as well as the Group One Alignments and do not have as much public support as the Group One alignments. However, it is felt that one of the Group Two alignments should be retained through the next public informational meeting to allow the public a wider range of alternatives on which to voice their opinion.

Group Two alignments (1-Middle, 1-South Middle, and 1-South) have the following general characteristics in comparison with the Group One alignments:

- fewer impacts on wetlands
- fewer impacts on wooded areas
- fewer stream crossings
- fewer floodplain encroachments
- do not address Bushnell's need for better access and thus do not address the Purpose and Need for the project as well as the Group One Alignments.

In terms of the above characteristics, the Group Two alignments are differentiated from the Group One alignments. However each of the Group Two Alignments are very similar to each other. Therefore, one alignment from this group was chosen to represent the group: 1-Middle. The following summarizes the reasons for this decision. These comparisons are inclusive to the Group Two Alignments.

The 1-Middle Alignment was retained for further evaluation because of the following reasons:

- most direct route
- fewest impacts on cropland
- fewest relocations
- most public support
- no impact historic structures

The 1-South and 1-South Middle alignments were eliminated because of the following reasons:

- both would impact structures judged to be potentially eligible for the National Register of Historic Places.
- higher new right-of-way required
- The City of Macomb believes a south interchange would contribute to traffic problems and did not support the South or South Middle alignments.
- least public support
- highest residential and commercial relocations
- substantially higher impact to cropland (more than twice as much)
- highest number of stream crossings
- highest woodland impacts

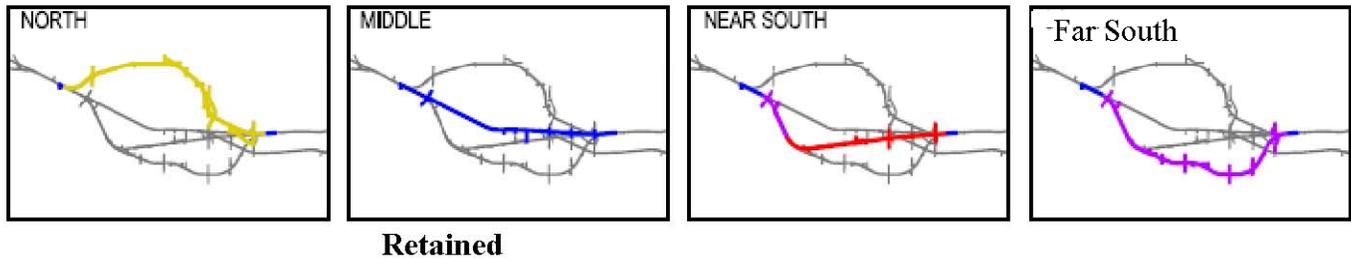
Based on this analysis of the Group Two alignments, the 1-Middle alignment will be carried forward.

In conclusion, for Section 1, the 1-North North, 1-North, and the 1-Middle alignments will be carried forward for further evaluation.

Identification of Alternatives to Be Carried Forward

Section 2—1.5 Miles East of Marietta to 1.5 Miles East of Smithfield

Section 2



Initially, one alignment was developed in the Spoon River area. This single alignment, the 2-Middle alignment, used the existing IL 95 right-of-way for the construction of much of the new roadway. This approach resulted in fewer impacts to the natural environment than creating a new alignment and roadway. When IDOT learned in August, 2004 that a proposed new nature preserve abutting IL 95 was under consideration, additional alignments were developed as alternatives to avoid the potential nature preserve area. Alignment 2-North goes north of the proposed nature preserve; 2-Near South and 2-Far South both go south of the potential nature preserve area.

These four alignments were presented to the public in December of 2004. The status of the proposed nature preserve along IL 95 was unknown at the time of the last NEPA merger meeting. At that time alignments 2-North, 2-Middle and 2-Far South were proposed to be carried forward. Alignments 2-North and 2-Far South were being carried forward to avoid this proposed nature preserve until the dedication of the nature preserve was either denied or confirmed. On October 18th, 2005 the Illinois Nature Preserves Commission denied the proposal to dedicate this nature preserve.

The following table summarizes the impacts of each alignment.

ALIGNMENT ALTERNATIVES		Section 2			
		1.5 East of Marietta to 1.5 East of Smithfield			
		2-North	2-Middle <u>Retained</u>	2-Near South	2-Far South
Land Required (acres)	Existing Road R.O.W used	60	105	55	65
	New ROW Required	320	240	310	355
	Total R.O.W. Required	380	345	365	420
(each)	Severances (para. & diag.)	11	0	8	9
(acres)	Land Locked Parcels	0	0	0	0
(number)	Wetlands	5	3	6	3
(acres)	Wetlands	2.7	1.6	2.3	1.6
(acres)	Cropland	265	155	205	280
(acres)	Wooded Land	35	65	85	55
(acres)	Grassland	10	10	10	10
(acres)	Other	10	10	10	10
(each)	Residential Relocations	6	15	6	5
(each)	Commercial Relocations	0	4	2	0
(each)	Stream Crossings -	5	4	8	4
(acres)	Floodplain Encroachment	26	8	15	15
(each)	Threatened & Endangered	0	0	0	0
(each)	Historic Properties -	0	0	0	0
(miles)	Length -	5.7	5.1	5.6	6.1
2004 \$'s	Const. Cost (Expressway)	\$57M	\$51M	\$71M	\$81M
2004 \$'s	Const. Cost (Freeway)	\$62M	\$56M	\$77M	\$88M

No alignments impact:

Quality Upland Forest

4(f) Land

IDNR Property

* Other includes: residential lawns, open water and urban areas.

* Retained Alignment highlighted in gray

* Highest impacts highlighted in yellow

The 2-Middle (IL 95) alignment was retained because:

- least new right-of-way since the existing IL 95 land is incorporated into the design.
- no farm severances. These severances create two separate fields where there is now one, and this reduces the efficiency of farm operations and can cause adverse travel because of access issues.
- fewer impacts to wetlands
- least floodplain impacts
- The other alignments would result in the introduction of a new crossing of the Spoon River, which is listed as a candidate to the National Wild and Scenic Rivers list, thereby possibly resulting in additional environmental impacts and further habitat fragmentation.
- least disruptive to the local road network and grid because this alignment follows an existing roadway which would maintain existing entrances and the side road network.

The 2-North alignment was eliminated because of the following reason:

- an avoidance alternative for the proposed nature preserve is no longer needed because the INPC denied the dedication proposal.
- as indicated in the table above, the 2-North alignment causes the same or more impacts to new ROW needed, severances, land locked parcels, wetlands, croplands, grassland, stream crossings, floodplain encroachment, T&E, and historic properties than the 2-Middle alignment.

The 2-Far South alignment was eliminated because of the following reason:

- an avoidance alternative for the proposed nature preserve is no longer needed because the INPC denied the dedication proposal.
- as indicated in the table above, the 2-North alignment causes the same or more impacts to new ROW needed, severances, land locked parcels, wetlands, croplands, grassland, stream crossings, floodplain encroachment, T&E, and historic properties than the 2-Middle alignment.

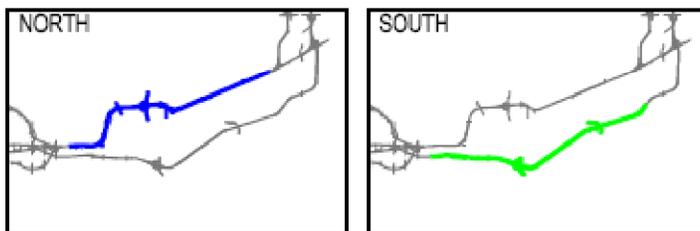
The 2-Near South alignment was eliminated because:

- an avoidance alternative for the proposed nature preserve is no longer needed because the INPC denied the dedication proposal.
- as indicated in the table above, the 2-North alignment causes the same or more impacts to new ROW needed, severances, land locked parcels, wetlands, croplands, grassland, stream crossings, floodplain encroachment, T&E, and historic properties than the 2-Middle alignment.

In conclusion, for Section 2, the 2-Middle alignment will be carried forward for further evaluation.

Section 3—1.5 Miles East of Smithfield to 2.0 Miles South of Canton

Section 3



Retained

In this section, two alignments were evaluated and presented to the public at the December 2004 public meeting, the 3-North and 3-South alignments. The 3-North alignment follows an existing roadway that is the most direct route between Cuba and Canton. The 3-South alignment goes south of Cuba and crosses public property owned by the Metropolitan Sanitary District.

The following table summarizes the impacts of each alignment.

ALIGNMENT ALTERNATIVES		Section 3	
		1.5 Mi. East of Smithfield to 2.0 Mi. South of Canton	
		3-North <i>Retained</i>	3-South
ALIGNMENT ALTERNATIVES DECEMBER 2004 ALIGNMENTS	Existing Road R.O.W used	95	25
	New ROW Required	390	485
	Total R.O.W. Required	485	510
(each)	Severances (para. & diag.)	15	5
(acres)	Land Locked Parcels	0	0
(number)	Wetlands	13	19
(acres)	Wetlands	4.2	10.0
(acres)	Cropland	250	230
(acres)	Wooded Land	25	125
(acres)	Grassland	85	100
(acres)	Other	30	30
(each)	Residential Relocations	13	2
(each)	Commercial Relocations	1	0
(each)	Stream Crossings	0	3
(acres)	Floodplain Encroachment	2	0
(each)	Threatened & Endangered	0	0
(each)	Historic Properties	0	0
(miles)	Length	9.8	9.9
2004 \$'s	Const. Cost (Expressway)	\$128M	\$219M
2004 \$'s	Const. Cost (Freeway)	\$135M	\$229M

No alignments impact:

Quality Upland Forest

4(f) Land

IDNR Property

* Other includes: residential lawns, open water and urban areas.

* Retained alignment highlighted in gray

* Highest impacts highlighted in yellow

The 3-North alignment was retained for further evaluation because of the following reasons:

- serves the community of Cuba better
- most public support
- estimated to cost 42% less
- less than half the wetland impacts
- one-fifth of the woodland impacts
- fewer grassland impacts
- no stream crossings
- does not separate the town of Cuba from the school, golf course, or park

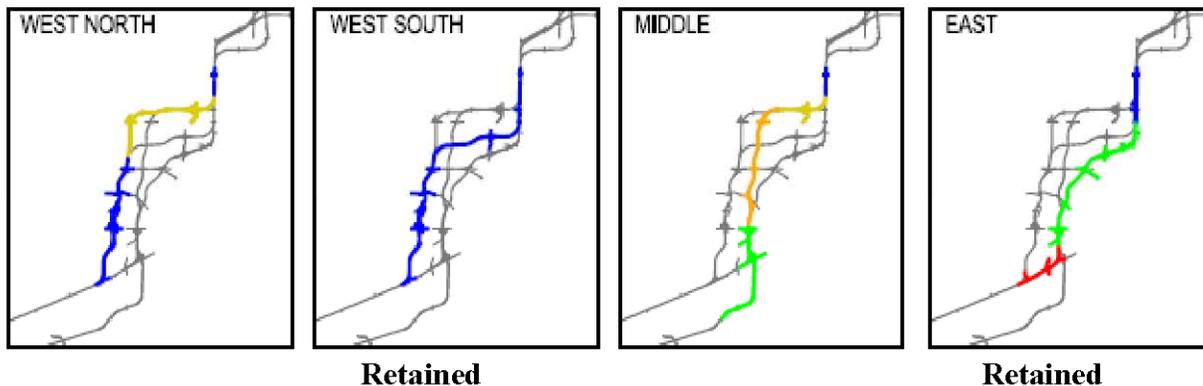
The 3-South alignment was eliminated because of the following reasons:

- least public support because it separates Cuba from a newly constructed school, the golf course, and the park.
- estimated to cost 42% more than the 3-North
- twice as much wetland acreage impact
- 5 times as many acres of woodland impacted
- more stream crossings
- more grassland impacts
- crosses extensively strip mined ground

In conclusion, for Section 3, the 3-North alignment will be carried forward for further evaluation.

Section 4—2.0 Miles South of Canton to 2.5 Miles South of Farmington

Section 4



Four alignments were evaluated in this section and were presented to the public at the December 2004 public meeting, 4-West North, 4-West South, 4-Middle and 4-East. Overall in this section, as shown in the table below, cropland impacts decrease from west to east, but impacts to wetlands, grasslands, and stream crossings increase from west to east.

The following table summarizes impacts of each alignment.

ALIGNMENT ALTERNATIVES		Section 4			
		2.0 Mi. South of Canton to 2.5 Mi. South of Farmington			
		4-West North	4-West South <i>Retained</i>	4-Middle	4-East <i>Retained</i>
ALIGNMENT ALTERNATIVES DECEMBER 2004 ALIGNMENTS	Existing Road R.O.W used	65	65	70	90
	New ROW Required	640	615	745	570
	Total R.O.W. Required	705	680	815	660
(each)	Severances (para. & diag.)	18	18	11	5
(acres)	Land Locked Parcels	0	3	5	2
(number)	Wetlands	9	17	22	29
(acres)	Wetlands	4.9	8.6	13.6	17.3
(acres)	Cropland	460	445	345	245
(acres)	Wooded Land	100	85	185	80
(acres)	Grassland	30	20	95	125
(acres)	Other	50	65	120	120
(each)	Residential Relocations	18	16	34	18
(each)	Commercial Relocations	1	1	16	16
(each)	Stream Crossings -	2	2	5	5
(acres)	Floodplain Encroachment	0	0	0	0
(each)	Threatened & Endangered	0	0	0	0
(each)	Historic Properties -	0	0	0	0
(miles)	Length -	12.7	12.5	13.8	11.9
2004 \$'s	Const. Cost (Expressway)	\$192M	\$229M	\$302M	\$218M
2004 \$'s	Const. Cost (Freeway)	\$203M	\$240M	\$317M	\$230M

No alignments impact:

Quality Upland Forest

4(f) Land

IDNR Property

* Other includes: residential lawns, open water and urban areas

* Retained alignments are highlighted in gray

* Highest impacts are highlighted in yellow

The two western alignments, 4-West North and 4-West South, are identical except for the northern portions of the alignment. In this area the two alignments separate and run parallel in close proximity to each other. These two alignments essentially provide the same service. Therefore one of these two

alignments was chosen as a representative alignment. The following describes the reasons the 4-West South alignment was chosen to be retained over the 4-West North alignment.

The 4-West South Alignment was retained because of the following reasons:

- impacts 15 acres less cropland
- impacts 15 acres less woodland
- impacts 10 acres less grassland
- closer to the city of Canton

The 4-West North Alignment was eliminated for the following reasons:

- impacts 15 acres more cropland
- impacts 15 acres more woodland
- impacts 10 acres more grassland

Although the 4-East Alignment does have the most wetland impacts and more residential relocations than 4-West South (retained for further study), it was also retained because of the following reasons:

- closest to the city of Canton, thereby addressing the economic stability component of the Purpose and Need
- least cropland impacts
- least woodland impacts
- shortest in length and therefore provides the most efficient route to connect to Peoria
- preferred by the city of Canton

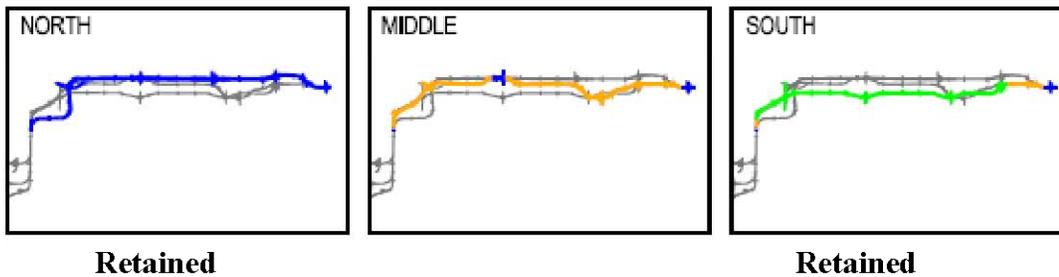
The 4-Middle Alignment was eliminated for the following reasons:

- has substantially more woodland impacts than any of the other alignments
- bisects a proposed residential development
- substantially more expensive than any of the others

In conclusion, for Section 4, the 4-West South and 4-East alignments will be carried forward for further evaluation.

Section 5—2.5 Miles South of Farmington to I-474 at Peoria

Section 5



In this section three alignments were evaluated and presented to the public at the December 2004 public meeting: 5-Middle is along existing IL 116, 5-North is north of IL 116, and 5-South is south of IL 116.

The following table summarizes the impacts of each alignment.

ALIGNMENT ALTERNATIVES		Section 5		
		2.5 Mi. South of Farmington to I-474 at Peoria		
		5-North <u>Retained</u>	5-Middle	5-South <u>Retained</u>
ALIGNMENT ALTERNATIVES DECEMBER 2004 ALIGNMENTS	Existing Road R.O.W used	60	150	60
	New ROW Required	1,010	890	980
	Total R.O.W. Required	1,070	1,040	1,040
(each)	Severances (para. & diag.)	58	27	24
(acres)	Land Locked Parcels	0	0	0
(number)	Wetlands	6	1	1
(acres)	Wetlands	4.9	0.0	0.1
(acres)	Cropland	870	790	900
(acres)	Wooded Land	90	30	30
(acres)	Grassland	0	0	0
(acres)	Other	50	70	50
(each)	Residential Relocations	35	60	43
(each)	Commercial Relocations	0	0	7
(each)	Stream Crossings -	2	1	1
(acres)	Floodplain Encroachment	12	3	0
(each)	Threatened & Endangered	0	0	0
(each)	Historic Properties -	0	0	0
(miles)	Length -	19.2	18.7	18.2
2004 \$'s	Const. Cost (Expressway)	\$155M	\$155M	\$145M
2004 \$'s	Const. Cost (Freeway)	\$170M	\$170M	\$155M

No alignments impact:

Quality Upland Forest

4(f) Land

IDNR Property

* Other includes: residential lawns, open water and urban areas

* Retained alignments are highlighted in gray

* Highest impacts are highlighted in yellow

Due to their being located in relatively open space, the 5-North and 5-South alignments offer the most opportunity to avoid human and natural environmental resources, while still meeting the Purpose and Need. As the chart indicates, the 5-North alignment, while impacting more wetlands, woodlands, and

floodplains, would impact fewer acres of cropland. While the 5-South alignment would impact more acres of cropland, it would impact fewer acres of wetlands, woodlands and floodplain. Both the 5-North and 5-South alignments will be retained for further study.

The 5-North Alignment (retained) impacts compared to the 5-South Alignment:

- impacts 30 acres less farmland
- has 8 fewer residential relocations

The 5-South Alignment (retained) impacts compared to the 5-North Alignment:

- impacts no acres of floodplain
- only has one small stream crossing
- impacts only 0.1 acres of wetland
- impacts 60 acres less woodland

The 5-Middle alignment follows existing IL 116 and passes through the communities of Hanna City and Trivoli. This part of the project area is much more developed than the rest of the corridor. An estimated 60 residences along IL 116 would be relocated by the project, and many others would be impacted by a new highway in their front yards. Because of the development along the existing IL 116, with the 5-Middle alignment there is very little opportunity to reduce the number of relocations.

The 5-Middle Alignment was eliminated because of the following reasons:

- more developed area, and therefore has numerous impacts to residences and commercial establishments.
- most relocations, 60 residences
- since it is located on existing alignment it creates the most disruptions to communities along IL 116

In conclusion, for Section 5, the 5-North and 5-South alignments will be carried forward for further evaluation.

ILLINOIS 336 Peoria to Macomb Highway Study

West-Central Illinois
Peoria, Fulton and McDonough Counties



URS Team Personnel

- **Robert Andrews**, URS Project Manager
- **Mary Hagerty**, URS Environmental Lead
- **Sue Laue**, URS Public Involvement

Milestones Since Last NEPA Meeting

- **April 2003** Last NEPA Meeting
- **February 2004** Corridor Public Hearing
- **June 2004** Corridor Report Approved
- **December 2004** Public Meeting Presenting Alignments

Process

- Part 1-- Corridor Re-evaluation -- completed
- Part 2 -- Design Report and EIS -- in progress

Background

1970 Plan Supplemental Freeway F-7 Quincy to Peoria

The Last Part of the 1970 Plan Peoria to Macomb

- I-474 at West Edge of Peoria to Proposed Macomb Bypass at East Edge of Macomb
- Area about 60 miles x 22 miles

Environmental Features of Study Area

- Illinois River Valley borders south side-- several wildlife refuges/other protected areas
- All corridors cross the Spoon river
- Prime farmland
- Wetlands
- Other parks and protected areas

Communities

- Peoria County--Peoria, pop. 113,000
- Fulton County--Canton, pop. 15,000
- McDonough County--Macomb, pop. 19,000
- Other towns with population over 1,500:
Bartonville, Bellevue, Bushnell, Farmington, and
Lewistown
- Several smaller villages

2003 Corridors



Part 1 Corridor Re-evaluation

Selected Corridor



Corridor Selection – First Corridor C Eliminated:

- Little public support
- Didn't serve Canton or Macomb well
- Highest potential for impacts to Section 4 (f) and 6 (f) properties, wetlands, floodplains, streams, archaeological resources and T&E species
- Substantially higher cost than A or B
- 30% more relocations than A or B
- No real advantages over A or B

Corridor Selection – Evaluation of A and B – AB Selected:

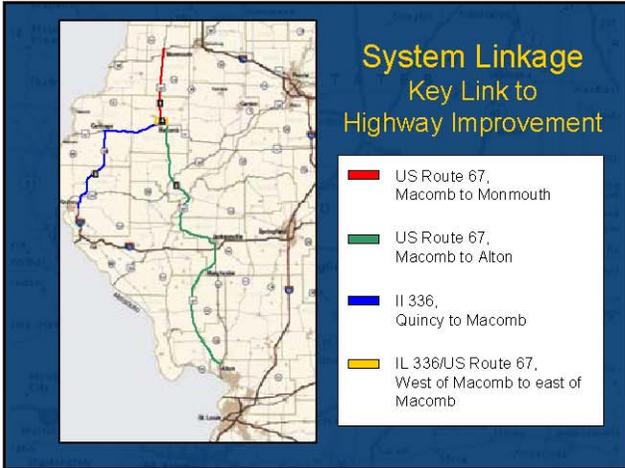
- Most public support
- Preferable for traffic
- Provides access for Farmington
- Similar to other A – B combinations for environmental impacts
- Was selected in 1970s and there are no changed conditions great enough to make other corridors preferable

Public Involvement in Part 1

- Advisory Council meetings (3 meetings)
- Individual meetings
- Public Meeting (1 meeting)
- Public Hearing (1 meeting)
- 336 Coalition (3 meetings)
- Newsletters
- News Releases
- Library Repositories
- Project Mailing List

Purpose and Need

- System Linkage
- Need for Economic Stability
- Travel Efficiency



- ## System Linkage
- Improved regional transportation continuity
 - Enhanced linkage of west central Illinois to major economic markets
 - Project has independent utility

- ## Need for Economic Stability
- Unemployment: all three counties above state average; in Fulton County, 47% higher than state average (International Harvester plant closed in 1983; many mines closed around the same time period)
 - Population: declining in Fulton and McDonough Counties
 - Median household income: McDonough 31% below state average; Fulton 27% below
 - Poverty: McDonough nearly 2x state average

- ## Travel Efficiency
- The project would provide:
- Improved travel times and safety between Macomb, Canton, and Peoria
 - Improved vertical and horizontal alignment
 - Passing lanes
 - Reduction of vehicle conflicts at intersections, railroad crossings, and access points

Concurrence Point One: Purpose and Need

Part 2--Design Report and EIS

- Identification of Alternative Alignments within Selected Corridor
- Alternatives Analysis/Draft EIS
- Identification of Selected Alternative/Final EIS
- Record of Decision
- 3 ½ year time frame

First Phase Part 2

- Develop Preliminary Alignments – Began Spring 04
- Environmental Studies (Biological Report)
- Public Involvement
 - Advisory Group, Other Stakeholders
 - December 04 Public Meetings
- Eliminate Some Alignments – Spring 05
- Determine Freeway/expressway limits
- Public Meetings – Oct/Nov 05
- Select Preferred Alignment – Spring 06
- Public Hearing – Fall 07

Dec. 04 Meeting Alignments



Section 1 – Macomb to Marietta

- South and South Middle (red and orange) eliminated: lack of support and route efficiency; high displacements and ag impacts; potential historic structure impacts.
- Middle North (purple connector) eliminated: low route efficiency, impacted native plantings, little support.
- North (blue) retained: least ag impact, highest route efficiency, fewest relocations, access for Bushnell.
- Middle (green) retained: shortest, least wetland and stream impacts, lowest cost.

Section 2 – Marietta to Norris

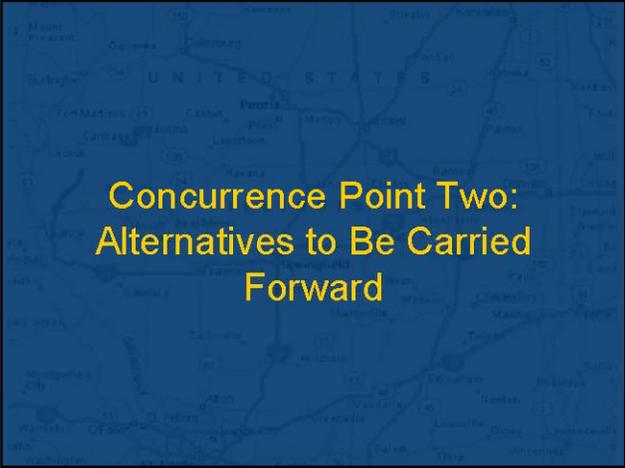
- South East and South Middle (red and green) eliminated: lack of support, do not serve Cuba-Canton traffic well.
- North North (yellow) eliminated: high ag impacts, too far from Canton.
- North Middle (orange) eliminated: lake and strip mine impacts, too far north of Canton.
- North West (blue) retained: has support, fits between strip mines and ag land.
- North East (green) retained: has support, is close to Canton.

Section 2 –Norris to Peoria

- Middle (orange) eliminated: high relocations and other residential/business impacts.
- North (blue) retained: high public support, most direct, lower relocations.
- South (green) retained: good public support, lower relocations.

Current Alignments & Freeway Limits





**Concurrence Point Two:
Alternatives to Be Carried
Forward**

THANK YOU

Illinois Department of Transportation



PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

November 14, 2006

SUBJECT

NEPA/404 Meeting

TO

Mike McLuckie

A meeting was held on the above date in the IDOT District 1 Office for the purpose of presenting IDOT’s preliminary preferred alignment and to solicit input. In attendance:

<u>Name</u>	<u>Representing</u>
Maureen Addis	IDOT D4
Mike McLuckie	IDOT D4
Greg Larson	IDOT D4
Matt Fuller	FHWA-IL
Newton Ellens	USEPA
Shawn Cirton	USFWS
John Betker	USACE-Rock Island
Heidi Woeber	USFWS—Rock Island
J. P. Varma	FHWA-IL
Warren Lutz	FHWA-IL
Walt Zyzniewski	IDOT-BDE
Terry Savko	IL Dept Agriculture
Pam Heimsness	FHWA-IL
Steve Hamer	IDNR
Robert Andrews	URS
Mary Hagerty	URS

GENERAL

Matt Fuller (FHWA-IL) noted that there would be some changes in FHWA’s policy for the NEPA/404 process. Proposed changes would be submitted for comment during the first half of 2007, with plans to finalize the changes around August 2007.

PRELIMINARY PREFERRED ALIGNMENT

URS distributed an updated information packet—it was the same packet that had been distributed to the group prior to the meeting, but with more detailed wetland tables added. Hagerty summarized the current project status: alignments that had been presented at the September 2005 NEPA meeting were presented to the public in March 2006, with the addition of a new alignment in Section 1 at the west side of the project (North North alignment). Since the March 2006 public meetings IDOT has identified a preliminary preferred alignment and has made some small changes to the alignment to reduce impacts. Using presentation boards with alignments on aerial photographs, Andrews summarized each alignment section and the rationale for identification of the preliminary preferred alignment.

Terry Savko (IL Dept. of Agriculture) wanted to know what lands were included in the “Other Lands” category in the tables. Andrews said examples were the land associated with a relocated residence and open water.

After the presentation, John Betker (USACE) made positive comments about the presentation of information and the relatively low impacts on wetlands. He noted farm land impacts were relatively high. Savko said she did not have a problem with the alignment location and was glad to see that severances were minimized.

There were no objections or negative comments about the preliminary preferred alignment from any of the NEPA agencies

OTHER

Fuller noted that Section 4 of the draft EIS would include only the preferred alignment (note: this is the traditional Section 4, Environmental Consequences; in the draft EIS the traditional Sections 3 and 4 will be combined into Section 3, Affected Environment and Environmental Consequences). Greg Larson (IDOT D4) said the draft EIS may be available in July or August 2007 if everything goes well.

Respectfully submitted,

URS



Robert J. Andrews, PE
Project Manager

Attachment: Meeting handout

**IL 336 – PEORIA TO MACOMB
Peoria, Fulton and McDonough Counties
Job. No. P-94-025-00
Catalog No. 0322583-00P**

November 14, 2006 NEPA/404 Merger Meeting

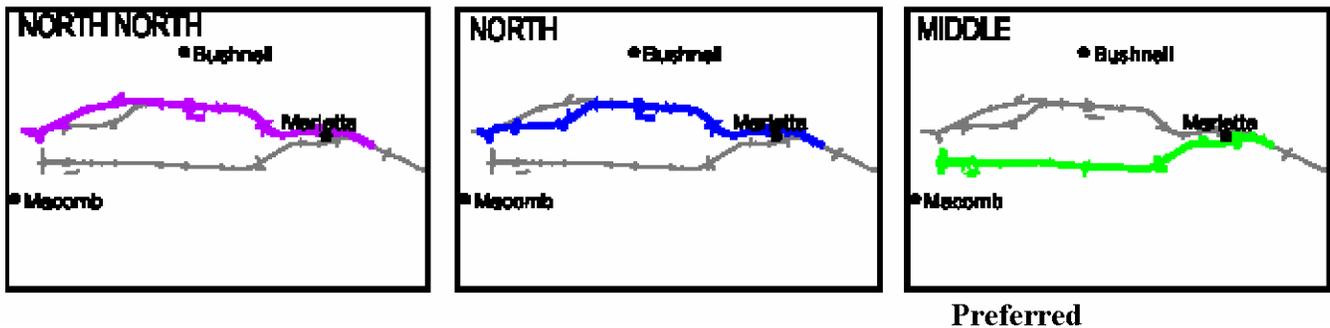
This handout summarizes the rationale for IDOT's identification of a preliminary preferred alignment for the proposed IL 336 Peoria to Macomb highway project. It summarizes the transition from the alignments presented at the March 2006 public meetings to IDOT's current preliminary preferred alignment. In addition to considering eliminating all but a single alignment, IDOT has made some minor alignment and intersection changes in response to public comment and to reduce impacts.

The alignments presented at the March 2006 public meetings were essentially the same as those presented in the September 2005 NEPA meeting, with the addition of the alignment that was added at the west and north side of the project (North North), in response to agency comments from the September 2005 NEPA meeting.

The handout includes tabulated impacts, including more details of wetland impacts, based on more recent INHS studies focused on the March 2006 alignments.

At the November NEPA meeting IDOT's preliminary preferred alignment, along with the other alignments presented at the March 2006 public meetings, will be presented on large-scale aerial photo based boards. The purpose of the meeting will be to present the preliminary preferred alignment in more detail and to solicit initial input on the alignment from the NEPA agencies

Section 1



An additional alignment in Section 1 (North North) was added in response to agency concerns expressed through the NEPA process leading up to the March 2006 public meetings. This alignment was introduced to reduce North alignment impacts on the floodplains and wetlands associated with the East Fork of the La Moine River, while still addressing the Purpose and Need for the project and the public support for a northern alignment. As a result of avoiding floodplains and wetlands, however, the North North alignment resulted in more farmland impacts, particularly diagonal severances.

Up through the March 2006 public meetings a group of stakeholders from the Bushnell area strongly supported alignments as close to Bushnell as possible. For example, of the 93 comments IDOT received following the December 2004 public meetings, 58 supported a north alignment, with the remaining 35 were split between the Middle alignment and a southern alignment that was still under consideration. (Most of those 35 supported the Middle alignment.)

Following the March 2006 public meetings, support for the north alignments began to change. Immediately following the meetings IDOT received about 25 comments in support of the north alignments. But soon after that an organized effort against the north alignments developed, led by affected farmers who believed that the impacts to their properties and their farm operations far outweighed the benefits of having the alignment slightly closer to Bushnell. Based on public input to IDOT, there now appears to be little or no support for the north alignments. IDOT has recently received 48 comments either supporting the Middle alignment or opposing the north alignments. IDOT has also received a petition with 159 signatures that opposes the north alignments. The Bushnell city council and Bushnell Economic Development Corp., both of whom previously supported a north alignment, now support the Middle alignment.

The following summarizes the rationale for retaining or eliminating alignments in Section 1.

The North North alignment was eliminated for the following reasons:

- As noted above, there no longer appears to be public support for a north alignment.
- It has the most farm severances (26) of any of the Section 1 alignments.
- It has the second highest acreage of land locked parcels (15 ac.).
- It impacts the most cropland (540 ac.).
- It has the highest new ROW requirement (631 ac.).
- It is more disruptive to the existing road network than the other two alignments.
- It has a high number of stream crossings (18) and floodplain encroachment (25 ac.).
- It is tied for highest cost with the North alignment.

The North alignment was eliminated for the following reasons:

- As noted above, there no longer appears to be public support for a north alignment.
- It has a large number of farm severances (22).
- It has the highest amount of landlocked parcels (37 ac.).
- It has the highest impact to wetlands (13.5 ac.).
- It has the second highest cropland impacts (488 ac.).
- It has the highest impact to wooded land (57 ac.).
- It has a high number of stream crossings (18) and highest floodplain encroachment (47 ac.).
- It is tied for highest cost with North North alignment.

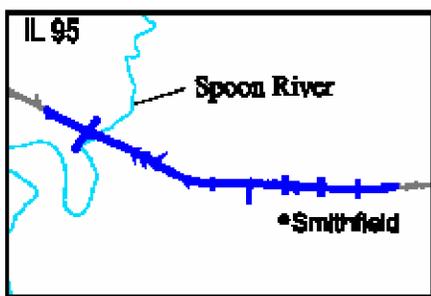
The Middle Alignment is preferred for the following reasons:

- As noted above, the Middle alignment now has the most public support.
- It requires the least amount of new ROW (100 acres less than the others).
- It results in the fewest farm severances (9).
- It has the least impact to cropland (66 acres less than the others).
- It has the fewest stream crossings. In addition the streams in this area are much smaller than those near the La Moine River that are crossed by the north alignments.
- It has essentially no wetland or floodplain impacts.
- It is the least costly of the three alignments, by \$40M. The lower cost results primarily from having an at-grade intersection at IL 41. Providing an intersection instead on interchange reduces land requirements and costs.

In summary, when compared with the Middle alignment, the north alignments are costlier, have less public support, and have higher impacts to farmland, wetlands, floodplains, wooded land, and streams. The only real benefit of the northern alignments is that neither has residential relocations. The Middle alignment requires 6 residential relocations.

Section 2—1.5 Miles East of Marietta to 1.5 Miles East of Smithfield

Section 2



Preferred

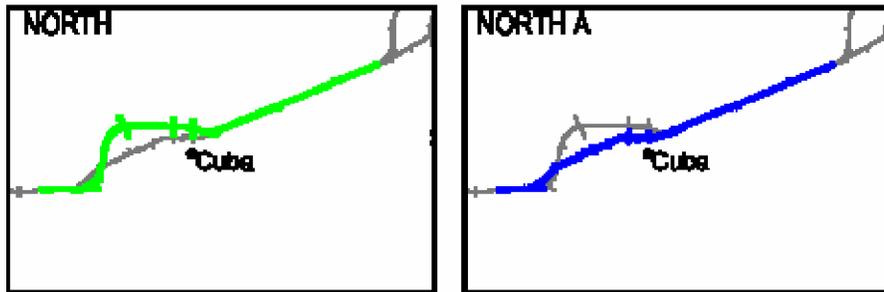
Initially, only the IL 95 alignment, shown above, was developed in the Spoon River area. This single alignment uses the existing IL 95 right-of-way for the construction of much of the new roadway. This approach results in fewer impacts to the natural environment than creating a new alignment and roadway. When IDOT learned in August, 2004 that a proposed new nature preserve abutting IL 95 was under consideration, additional alignments were developed as alternatives to avoid the potential nature preserve area. These additional alignments were carried forward in the event the nature preserve was actually dedicated. On October 18th, 2005 the Illinois Nature Preserves Commission denied the proposal to

dedicate this nature preserve. After that date, only the IL 95 alignment was presented to the NEPA agencies and the public as an alignment to carry forward.

In conclusion, for Section 2, the IL 95 alignment is preferred.

Section 3—1.5 Miles East of Smithfield to 2.0 Miles South of Canton

Section 3



Preferred

Development of both alignments under consideration has continued since the public meetings in March of 2006. Based on some public comments, the North A alignment was adjusted to be more like the North alignment where it separates from IL 95 at the west end of this section. Further details were developed regarding existing road grid impacts and the need for frontage roads for both alignments. Based on comments from Cuba officials, the 7th street/10th street connections to IL 336 east of IL 97 were reversed for both alignments. As presented at the public meetings, for both alignments, 7th connected to IL 336 and 10th was closed. Access was modified to keep 10th open and close 7th. As part of that change, access to the northwest quadrant of Cuba was analyzed in more detail, and street connectors have been added to route around the closures. The North A alignment goes through more of the north part of Cuba and causes both 3rd Street and 7th Street to be closed. The North alignment is north of the end of 3rd Street, so only 7th Street is closed. Even at 7th Street, fewer people are affected by the North alignment because it is north of the city. Public comments were essentially split, with six people favoring North and 8 favoring North A.

A result of these modifications is that both alignments have been improved, but their relative impacts have changed since the March 2006 public meetings. The updated impact tables is presented below.

Summary of impacts:

	North	North(A)	
Severances	9	6	Same as public meeting
Residential relocations	4	9	Reduced from 10 to 9 on North A
Commercial relocations	0	1	Same as public meeting
Row crop land (acres)	165	151	We broke cropland into hay and row
Hay crop land (acres)	20	4	crops. Proportions did not change from
			public meeting.

In the impact table presented at the public meetings, “crop land” was a single category. To better discriminate true impacts, the table above breaks crop land into two categories, row crop land and hay crop land. While the North alignment has more impact on crop land overall, much of the impact is on low-quality formerly stripped mined land used for hay. This land is usually poorly drained and hilly. Some of it is used for pasture or hay because it will not economically support row crops. The North(A) alignment splits 5 large, rectangular parcels into pieces. It is apparent from the aerial

photographs that this land has never been strip mined and is flat. Some of the verbal input received in the public meetings supports the conclusion that the North alignment has fewer agricultural impact than the North(A) alignment.

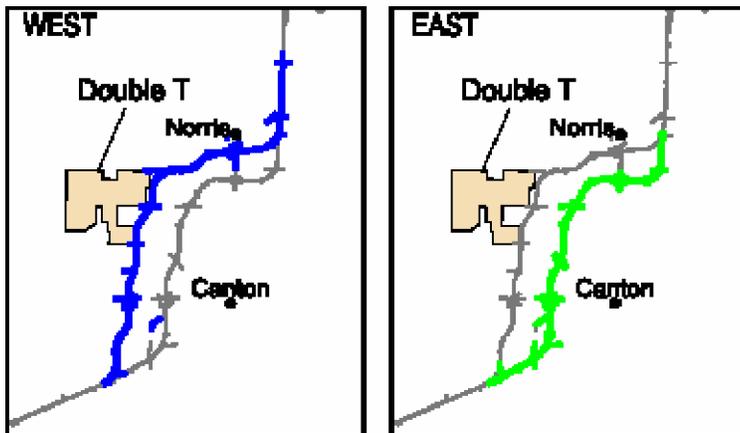
The North alignment is preferred over North A for the following reasons:

- The North alignment has fewer relocations.
- The North alignment is less disruptive to the Cuba street system in the northeast quadrant of the city.
- It has less impact on agriculture.

In conclusion, for Section 3, the North alignment is preferred.

Section 4—2.0 Miles South of Canton to 2.5 Miles South of Farmington

Section 4



Preferred

Both alignments are west of Canton in an area in between the Canton parks on the east and the IDNR Double Tee property on the west. In the middle of this area along IL 9 are the Canton airport and an Illinois State prison. Also located in the middle of this area is former strip-mined ground that is now covered with lakes and grassland. These former strip-mined areas are currently used for recreational purposes and parts are being redeveloped for residential use.

The East alignment is west of Canton and east of the airport and prison. It goes through an industrial park, a planned (though not platted) residential subdivision, the strip mined land and lakes and some investment property known as Double Cluck.

The West alignment is west of the airport and prison and is east of the IDNR property. It goes along the border between the agricultural land and the strip mined land. Cropland is taken for new ROW, but mostly from edges of farms. Less of the alignment is through lakes and uncompacted fill left from mining operations.

Public comments were split in this section with 24 people favoring East and 27 West.

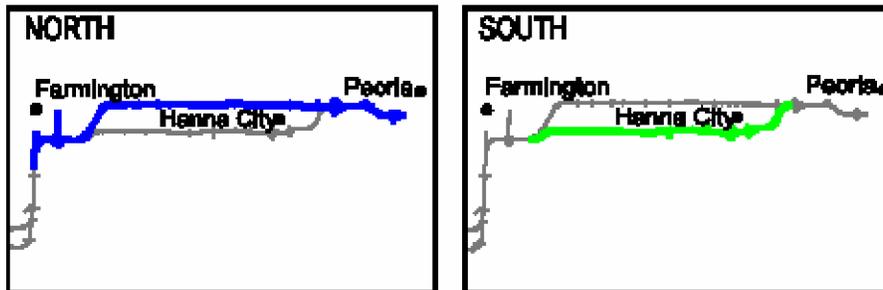
The West Alignment is preferred for the following reasons:

- As a planning issue, the new expressway does not separate Canton from its airport. It also is less restrictive for redevelopment than the East alignment by being slightly further from the city.
- It reduces the amount of construction through lakes and strip mined land. Construction in strip mined land is a concern because it is:
 - Difficult and expensive due to compaction problems.
 - Could have unintended consequences relating to the water table. Many of the lake surfaces are at different elevations and are connected through the ground water system. Consolidating embankments could disrupt the existing systems in unknown ways.
 - Could create water quality problems. When disturbed these soils can produce acid runoff and impact streams, lakes and water quality.
- It has about one-third the wetland impacts than the east alignment.
- It costs \$36M less mostly due to less difficult construction requirements.
- It has one-fourth the relocations of the East alignment due to avoiding the industrial park.

In conclusion, for Section 4, the West alignment is preferred because it is less costly, is better for long range planning, has fewer relocations and less wetland impacts.

Section 5—2.5 Miles South of Farmington to I-474 at Peoria

Section 5



Preferred

Both alignments are identical from the eastern beginning of the project at Maxwell Road west to the Taylor Road interchange. (The South alignment is not shown where it is identical with the North.)

The North alignment, which lies north of IL 116, would be constructed as freeway from the east end at I-474 to Taylor Road about 4 miles to the west. No further interchanges are located on the North alignment until it rejoins the South alignment east of Farmington. Based on traffic/development patterns and the more rugged character of the ground north of Hanna City an interchange with Hanna City Glasford Road (CH 78) is not needed. Most of the traffic on Hanna City Glasford Road is south of IL 116.

The South alignment, which lies south of IL 116, would be constructed as freeway for about 7.5 miles on the east end, to west of the interchange with the Hanna City Glasford Road (CH 78). Based on traffic/development patterns and the more developable character of the ground south of Hanna City an interchange with Hanna City Glasford Road (CH 78) is needed and the freeway limits were extended to maintain traffic flow and reduce accidents.

The North Alignment was eliminated for the following reasons:

- There are more farm land severances on the North alignment.
- Although there is somewhat less cropland used by the North alignment, the South alignment seems to be better for the agricultural community if both severances and cropland take are considered. Part of the difference in cropland between the two alignments results from the South alignment having one more interchange than the North.
- The North alignment has twice as many residential relocations as the South.
- The North alignment has almost four times as much floodplain encroachment as the South.
- The North alignment takes more grassland than the South.
- The North alignment takes more wooded land than the South.
- The North alignment does not support the transportation needs in the more heavily traveled east side of the Section as well as the South, particularly around Hanna City.

In conclusion, for Section 5, the South alignment is preferred because it has less impacts and better serves the transportation needs of the area.

IMPACT DESCRIPTION	SECTION 1			SECTION 2		SECTION 3			SECTION 4			SECTION 5			Preferred
	Macomb Bypass to 1.5 Mi. East of Marietta			1.5 Mi. E. of Marietta to 1.5 Mi. E. of Smithfield		1.5 Mi. East of Smithfield to 2.0 Mi. South of Canton			2.0 Mi. South of Canton to 2.5 Mi. South of Farmington			2.5 Mi. South of Farmington to 474 at Peoria			Macomb to Peoria
	NORTH	NORTH	PREFERRED MIDDLE	PREFERRED	IL 95	PREFERRED NORTH	PREFERRED NORTH(A)	PREFERRED WEST	PREFERRED EAST	NORTH	PREFERRED SOUTH	TOTALS			
EXISTING ROAD ROW USED	72	70	127	66		113	110	87	102	58	65	458			
NEW ROW REQUIRED	604	631	498	139		285	255	522	510	904	920	2,364			
TOTAL ROW	676	701	625	205		398	365	609	612	962	985	2,822			
SEVERANCES (parallel & diagonal)	22	26	9	0		9	6	14	6	51	32	64			
LAND LOCKED PARCELS	37	15	0	0		0	0	0	0	0	0	0			
NUMBER	21	6	3	1		15	10	6	17	4	2	27			
WETLANDS	15.4	★ 0.5	0.2	0.1		1.4	0.7	2.8	3.7	0.2	0.5	5			
ACRES	488	540	422	99		185	155	407	235	754	878	1,991			
WOODED LAND	57	50	39	22		6	6	47	50	71	0	114			
GRASS LAND	52	34	29	13		73	79	61	173	48	28	204			
OTHER LAND	7	8	8	5		21	15	7	52	31	14	55			
RESIDENTIAL RELOCATIONS	1	1	6	1		4	9	5	12	24	11	27			
COMMERCIAL RELOCATIONS	0	1	0	3		0	1	1	14	0	0	4			
STREAM CROSSINGS	18	18	6	3		0	0	3	5	2	0	12			
FLOODPLAIN ENCROACHMENT	47	25	0	9		0	0	0	0	19	5	14			
LENGTH	15.0	15.0	14.4	5.1		9.8	9.2	12.1	12.1	19.0	18.8	60			
CONSTRUCTION COST \$MILLION	\$208	\$205	\$168	\$47		\$109	\$100	\$148	\$184	\$178	\$168	\$640			

★ Field delineated wetland data for the full length of this alignment has not yet been furnished to the study team.
 Data presented in this table for this alignment is probably lower than actual amounts. The NWI maps show 1.2 acres for this alignment which is probably closer to the actual amount.

IMPACT DESCRIPTION	SECTION 1		SECTION 2		SECTION 3		SECTION 4		SECTION 5		Preferred						
	NORTH	NORTH	PREFERRED NORTH	MIDDLE	1.5 MI. E. of Marietta to 1.5 MI. E. of Smithfield	PREFERRED IL 95	1.5 MI. East of Smithfield to 2.0 MI. South of Canton	PREFERRED NORTH	NORTH(A)	2.0 MI. South of Canton to 2.5 MI. South of Farmington	PREFERRED WEST	EAST	2.5 MI. South of Farmington to 474 at Peoria	PREFERRED NORTH	SOUTH	TOTALS	
Additional Details on Wetland Impacts																	
IMPACTS BY WETLAND TYPE																	
ACRES	unknown - N/A				0.00									0.00	0.00		0.10
ACRES	WET MEADOW	9.53	0.21			0.08								0.24	0.00		0.08
ACRES	FORESTED WETLAND	4.27				0.31											0.59
ACRES	SEDGE MEADOW	1.35															0.00
ACRES	MARSH	0.17	0.22							0.38	0.38						0.39
ACRES	SHRUB-SCRUB WETLAND									0.17	0.17						0.71
ACRES	WETLAND POND	0.03	0.04							0.34	0.19						2.87
ACRES	FARMED WETLAND																0.12
FQI RANGES AS CATEGORIZED BY INHS																	
	unknown - N/A																
0 - 5	VERY LOW	0.03	0.04							0.10				0.03	0.46		0.72
5 - 10	LOW	6.73															0.00
10 - 19	MODERATE	2.96	0.09							0.13	0.05			0.19			0.31
> 20	ENVIRONMENTAL ASSET	5.63	0.34							1.15	0.69			0.02			3.83
WETLAND SIZE																	
EACH	0 - 0.2	9	6	3	1	12	9							4	1		20
EACH	0.2 - 1	8		0	0	3	1							0	1		7
EACH	> 1	4			0	0	0							0	0		0

ALL WETLAND IMPACTS

D 42

SECTION 1

NORTH				NORTH NORTH				MIDDLE						
ID#	Type	FQI	IMPACT	AREA	ID#	Type	FQI	IMPACT	AREA	ID#	Type	FQI	IMPACT	AREA
115	Forested Wetland	17.9	1.17	5.54	114	Wet Meadow	11.4	0.02	0.02	148	Wetland Pond	5.1	0.11	0.35
115	Forested Wetland	17.9	0.35	1.12	112	Wet Meadow	11.5	0.01	0.01	13	Wetland Pond	11.3	0.04	0.12
114	Wet Meadow	11.4	0.02	0.02	112	Wet Meadow	11.5	0.00	0.00	4	Wetland Pond	8.1	0.00	0.27
112	Wet Meadow	11.5	0.01	0.01	112	Wet Meadow	11.5	0.03	0.03					
112	Wet Meadow	11.5	0.00	0.00	112	Wet Meadow	11.5	0.06	0.06					
112	Wet Meadow	11.5	0.03	0.03	111	Marsh	11.5	0.15	0.15					
112	Wet Meadow	11.5	0.06	0.06	152	Wet Meadow (seep)	8.5	0.09	0.10					
111	Marsh	11.5	0.10	0.15	154	Marsh (seep)	10.6	0.07	0.07					
121	Sedge Meadow	15.5	0.00	0.75	13	Wetland Pond	11.3	0.04	0.12					
121	Sedge Meadow	15.5	0.02	0.25										
119	Wet Meadow	10.4	0.18	1.48										
120	Wet Meadow	7.9	1.76	2.76										
131	Sedge Meadow	11.9	0.98	1.26										
121	Sedge Meadow	15.5	0.35	0.76										
124	Wet Meadow	8.2	0.32	0.91										
125	Forested Wetland	8.5	0.47	1.01										
128	Forested Wetland	10.0	0.32	0.51										
129	Wet Meadow	4.7	6.73	8.92										
130	Forested Wetland	12.5	1.15	2.94										
130	Forested Wetland	12.5	0.76	1.75										
130	Forested Wetland	12.5	0.02	0.76										
130	Forested Wetland	12.5	0.03	1.21										
152	Wet Meadow (seep)	8.5	0.09	0.10										
154	Marsh (seep)	10.6	0.07	0.07										
142	Wet Meadow	17.6	0.33	3.61										
13	Wetland Pond	11.3	0.03	0.12										
			TOTAL	15.35				TOTAL	0.47				TOTAL	0.15

SECTION 2

IL 95				
ID#	Type	FQI	IMPACT	AREA
22	Farmed Wetland	4.2	0.12	0.29
			TOTAL	0.12

Note: Impacts listed as zero in these tables are impacted areas less than 0.005 acres and therefore round to zero to two decimal places. AREA is the total area of an individual wetland. IMPACT is the area impacted by an alignment.

SECTION 3									
NORTH			NORTH (A)						
ID#	Type	FQI	IMPACT	AREA	ID#	Type	FQI	IMPACT	AREA
195	Wetland Pond	12.2	0.02	0.37	195	Wetland Pond	12.2	0.01	0.37
196	Wetland Pond	13.3	0.06	0.92	196	Wetland Pond	13.3	0.03	0.92
197	Wetland Pond	12.6	0.11	1.13	197	Wetland Pond	12.6	0.06	1.13
201	Marsh	7.3	0.02	0.23	201	Marsh	7.3	0.02	0.23
206	Shrub-scrub Wetland	10.7	0.05	0.41	206	Shrub-scrub Wetland	10.7	0.05	0.41
206	Shrub-scrub Wetland	10.7	0.02	0.62	206	Shrub-scrub Wetland	10.7	0.02	0.62
206	Shrub-scrub Wetland	10.7	0.08	0.08	206	Shrub-scrub Wetland	10.7	0.08	0.08
211	Wetland Pond	8.7	0.03	0.99	211	Wetland Pond	8.7	0.03	0.99
179	Forested Wetland	11.0	0.31	0.59	202	Marsh	14.0	0.36	0.37
202	Marsh	14.0	0.36	0.37	208	Wetland Pond	11.5	0.06	0.12
208	Wetland Pond	11.5	0.06	0.12	207	Shrub-scrub Wetland	13.1	0.01	0.21
207	Shrub-scrub Wetland	13.1	0.01	0.21	210	Shrub-scrub Wetland	14.6	0.01	0.98
210	Shrub-scrub Wetland	14.6	0.01	0.98					
175	Wet Meadow	5.4	0.08	0.23					
173	Wetland Pond	12.5	0.06	0.13					
	Unknown		0.10	0.59					
TOTAL				1.38					0.74

SECTION 4									
WEST			EAST						
ID#	Type	FQI	IMPACT	AREA	ID#	Type	FQI	IMPACT	AREA
220	Marsh	9.7	0.01	0.05	263	Wet Meadow	10.8	0.09	0.28
228	Wetland Pond	15.2	0.97	2.23	252	Wet Meadow	5.4	0.02	0.02
227	Forested Wetland	13.8	0.16	1.04	267	Wetland Pond	14.3	0.01	0.34
227	Forested Wetland	13.8	0.06	0.06	270	Wetland Pond	13.4	0.05	0.43
230	Shrub-scrub Wetland	10.2	0.54	1.13	282	Wet Meadow	4.8	0.14	0.14
232	Forested Wetland	8.0	0.06	0.16	299	Wet Meadow	3.5	0.06	0.06
237	Wetland Pond	16.7	0.95	1.21	297	Wet Meadow	2.1	0.02	0.02
					296	Wet Meadow	4.0	0.11	0.11
					305	Forested Wetland	13.3	0.02	0.22
					266	Wetland Pond	10.3	0.18	0.26
					261	Wetland Pond	10	0.15	0.15
					258	Wet Meadow	15	1.79	4.24
					260	Wet Meadow	7.8	0.08	0.08
					238	Marsh	6	0.01	0.53
					277	Shrub-scrub Wetland	10.9	0.34	1.97
					276	Wetland Pond	4.6	0.37	0.49
					272	Wet Meadow	8.3	0.29	0.46
TOTAL				2.75					3.73

SECTION 5									
NORTH			SOUTH						
ID#	Type	FQI	IMPACT	AREA	ID#	Type	FQI	IMPACT	AREA
77	Wetland Pond	9.8	0.00	0.99	15	Wet Meadow		0.00	0.11
76	Wet Meadow	11.8	0.03	0.26	18	Wetland Pond		0.46	0.46
316	Wet Meadow	7.5	0.19	0.91					
317	Wet Meadow	13.6	0.02	0.15					
TOTAL				0.24					0.46

ILLINOIS 336 Peoria to Macomb Highway Study

West-Central Illinois
Peoria, Fulton and McDonough Counties



Project Milestones

- **April 2003** First NEPA Meeting – Purpose and Need
- **February 2004** Corridor Public Hearing
- **June 2004** Corridor Report Approved
- **December 2004** Public Meeting Presenting Initial Alignments
- **September 2005** NEPA Meeting – Purpose and Need plus Alternatives to be Carried Forward
- **March 2006** Public Meeting Alternatives to be Carried Forward
- **November 2006** NEPA Meeting – Preliminary Preferred Alternative

Dec. 04 Meeting Alignments

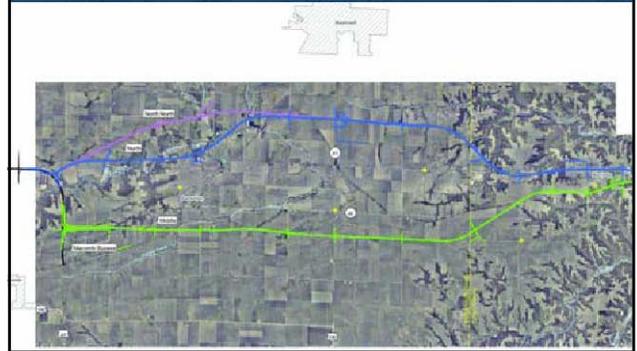


March 06 Alignments & Freeway Limits



Preliminary Preferred Alignments

Section 1



Section 1 North North Alignment Eliminated

- No public support for a north alignment.
- Most farm severances (26)
- Second highest acreage of land locked parcels (15 ac.).
- Impacts the most cropland (540 ac.).
- Highest new ROW requirement (631 ac.).
- More disruptive to the existing road network
- High number of stream crossings (18) and floodplain encroachment (25 ac.).
- Tied for highest cost with the North alignment.

Section 1 North Alignment Eliminated

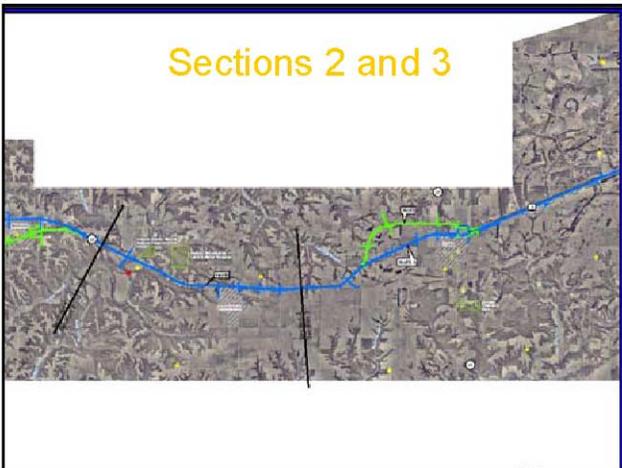
- No public support for a north alignment.
- Large number of farm severances (22).
- Highest amount of landlocked parcels (37 ac.).
- Highest impact to wetlands (13.5 ac.).
- Second highest cropland impacts (488 ac.).
- Highest impact to wooded land (57 ac.).
- High number of stream crossings (18) and highest floodplain encroachment (47 ac.).
- Tied for highest cost with North North alignment.

Section 1 Middle Alignment Preferred

- Most public support.
- Least amount of new ROW (100 acres less than the others).
- Fewest farm severances (9).
- Least impact to cropland (66 acres less than the others).
- Fewest stream crossings.
- Essentially no wetland or floodplain impacts.
- Least costly of the three alignments, by \$40M.

IMPACT DESCRIPTION		SECTION 1		
		Macomb Express to I-5 MI. East of Marquette		
		NORTH	NORTH	PREFERRED MIDDLE
LAND REQ'D (acres)	EXISTING ROAD ROW USED	72	70	127
	NEW ROW REQUIRED	604	631	496
	TOTAL ROW	676	701	625
EACH	SEVERANCES (parallel & diagonal)	22	26	9
ACRES	LAND LOCKED PARCELS	37	15	0
NUMBER	WETLANDS	21	6	3
ACRES	WETLANDS	15.4	0.5	0.2
ACRES	CROPLAND	488	540	422
ACRES	WOODED LAND	57	50	39
ACRES	GRASS LAND	52	34	29
ACRES	OTHER LAND	7	8	8
EACH	RESIDENTIAL RELOCATIONS	1	1	6
EACH	COMMERCIAL RELOCATIONS	0	1	0
EACH	STREAM CROSSINGS	18	18	6
ACRES	FLOODPLAIN ENCROACHMENT	47	25	0
MILE	LENGTH	15.0	15.0	14.4
2005 \$	CONSTRUCTION COST \$ MILLION	\$208	\$205	\$168

Sections 2 and 3



Section 2 IL 95 Alignment Preferred

- Single alignment considered in this section
- Used existing IL 95 right-of-way
- Fewer impacts than creating new alignment & roadway

IMPACT DESCRIPTION		SECTION 2	
		1.5 MI. E. of Marlinton to 1.5 MI. E. of Smithfield	
		PREFERRED	
		IL 95	
	EXISTING ROAD ROW USED	66	
	NEW ROW REQUIRED	139	
	TOTAL ROW	205	
EACH	SEVERANCES (parallel & diagonal)	0	
ACRES	LAND LOCKED PARCELS	0	
NUMBER	WETLANDS	1	
ACRES	WETLANDS	0.1	
ACRES	CROPLAND	99	
ACRES	WOODED LAND	22	
ACRES	GRASS LAND	13	
ACRES	OTHER LAND	5	
EACH	RESIDENTIAL RELOCATIONS	1	
EACH	COMMERCIAL RELOCATIONS	3	
EACH	STREAM CROSSINGS	3	
ACRES	FLOODPLAIN ENCROACHMENT	9	
MILE	LENGTH	5.1	
2005 \$s	CONSTRUCTION COST \$ MILLION	\$47	

Section 3 North Alignment Preferred

- Fewer relocations.
- Less disruptive to the Cuba street system in the northeast quadrant of the city.
- Less impact on agriculture.

IMPACT DESCRIPTION		SECTION 3	
		1.5 MI. East of Smithfield to 2.0 MI. South of Canton	
		PREFERRED	
		NORTH	NORTHA)
	EXISTING ROAD ROW USED	113	110
	NEW ROW REQUIRED	285	255
	TOTAL ROW	398	365
EACH	SEVERANCES (parallel & diagonal)	9	6
ACRES	LAND LOCKED PARCELS	0	0
NUMBER	WETLANDS	15	10
ACRES	WETLANDS	1.4	0.7
ACRES	CROPLAND	185	155
ACRES	WOODED LAND	6	6
ACRES	GRASS LAND	73	79
ACRES	OTHER LAND	21	15
EACH	RESIDENTIAL RELOCATIONS	4	9
EACH	COMMERCIAL RELOCATIONS	0	1
EACH	STREAM CROSSINGS	0	0
ACRES	FLOODPLAIN ENCROACHMENT	0	0
MILE	LENGTH	9.8	9.2
2005 \$s	CONSTRUCTION COST \$ MILLION	\$109	\$100

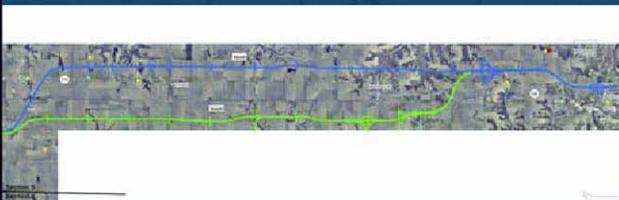
Section 4

Section 4 West Alignment Preferred

- Does not separate Canton from its airport. Less restrictive for redevelopment than the East alignment.
- Reduces the amount of construction through lakes and strip mined land.
 - Difficult and expensive due to compaction problems.
 - Unintended consequences relating to the water table.
 - Could create water quality problems/acid runoff
- One-third the wetland impacts of the east alignment.
- Costs \$36M less.
- One-fourth the relocations of the East alignment.

IMPACT DESCRIPTION		SECTION 4	
		2.0 MI. South of Canton to 2.4 MI. South of Farmington	
		PREFERRED WEST	EAST
LAND REQ'D (acres)	EXISTING ROAD ROW USED	87	102
	NEW ROW REQUIRED	522	510
	TOTAL ROW	609	612
EACH	SEVERANCES (parallel & diagonal)	14	6
ACRES	LAND LOCKED PARCELS	0	0
NUMBER	WETLANDS	6	17
ACRES	WETLANDS	2.8	3.7
ACRES	CROPLAND	407	235
ACRES	WOODED LAND	47	50
ACRES	GRASS LAND	61	173
ACRES	OTHER LAND	7	52
EACH	RESIDENTIAL RELOCATIONS	5	12
EACH	COMMERCIAL RELOCATIONS	1	14
FAH	STEEP CROSSEINGS	3	5
ACRES	FLOODPLAIN ENCROACHMENT	0	0
MILE	LENGTH	12.1	12.1
2005 \$:	CONSTRUCTION COST \$MILLION	\$148	\$184

Section 5



Section 5 South Alignment Preferred

- Less farm land severances.
- Seems to be better for the agricultural community if both severances and cropland take are considered.
- Half as many residential relocations.
- North alignment has almost four times as much floodplain encroachment as the South.
- North alignment takes more grassland and wooded land than the South.
- The North alignment does not support the transportation needs in the more heavily traveled east side of the Section as well as the South, particularly around Hanna City.

IMPACT DESCRIPTION		SECTION 5	
		2.5 MI. South of Farmington to I-474+1 Plover	
		NORTH	PREFERRED SOUTH
LAND REQ'D (Acres)	EXISTING ROAD ROW USED	58	65
	NEW ROW REQUIRED	904	920
	TOTAL ROW	962	985
EACH	SEVERANCES (parallel & diagonal)	51	32
ACRES	LAND LOCKED PARCELS	0	0
NUMBER	WETLANDS	4	2
ACRES	WETLANDS	0.2	0.5
ACRES	CROPLAND	754	878
ACRES	WOODED LAND	71	0
ACRES	GRASS LAND	48	28
ACRES	OTHER LAND	31	14
EACH	RESIDENTIAL RELOCATIONS	24	11
EACH	COMMERCIAL RELOCATIONS	0	0
EACH	STREAM CROSSINGS	2	0
ACRES	FLOODPLAIN ENCROACHMENT	19	5
MILE	LENGTH	19.0	18.8
2005 \$:	CONSTRUCTION COST \$MILLION	\$178	\$168



Other Agency Coordination

ILLINOIS NATURE PRESERVES COMMISSION AGENDA
Minutes of the 183rd Meeting
(subject to approval of Commission at 184th Meeting)

University of Illinois ACES Library
Heritage Room
1101 S. Goodwin Avenue
Urbana, Illinois

Tuesday, August 3, 2004 - 9:00 a.m.

183-1) Call to Order, Roll Call and Introduction of Attendees

At 9:10 a.m., pursuant to the Call to Order of Chair Allread, the meeting began.

Don McFall gave the roll call.

Members present: Jill Allread, Kristi DeLaurentiis, Harry Drucker, Dr. Ronald Flegal, Jill Riddell, Bruce Ross-Shannon, John Schwegman, and John Sommerhof.

Members absent: Dr. Richard Keating.

Others present: Steven Byers, Judy Faulkner Dempsey, Bob Edgin, Randy Heidorn, Tom Lerczak, Don McFall, Angella Moorehouse, John Nelson, Debbie Newman, Debbie Reider, Kim Roman, and Mary Kay Solecki, Illinois Nature Preserves Commission (INPC); Tim Kelley and Patti Reilly, Office of Resource Conservation (ORC), Illinois Department of Natural Resources (IDNR); Penny Snyder, Wildlife, IDNR; Kathi Davis and Brian Reilly, Office of Realty and Environmental Planning (OREP), IDNR; Jonathan Furr, Chief Legal Counsel, IDNR; Randy Nyboer, Endangered Species Protection Board (ESPB) and Illinois Natural History Survey, IDNR; Fran Harty, The Nature Conservancy (TNC); INPC Consultant Marilyn Campbell, Illinois Audubon Society (IAS); Maureen Addis, Sue Dees, and Mike McLuckie, Illinois Department of Transportation (IDOT); INPC Consultant Ken Robertson, Illinois Natural History Survey, IDNR; Former INPC Chair Guy Fraker; INPC Consultant John White, Ecological Services; Deanna Glosser, Environmental Planning Solutions; David Monk, Educational Resources in Environmental Sciences (ERES); and Doris Westfall.

Chair Allread thanked Kevin Cummings, Rob Wiedenmann, and John Taft from the Illinois Natural History Survey for their presentations to the INPC staff on Monday, August 2, 2004. She also thanked Mary Kay Solecki for hosting a reception for the INPC staff on Monday evening, August 2, 2004.

183-2) Adoption of Agenda

Don McFall stated that Item 13 will be presented after Item 11. Item 19 will be presented after Item 20. Representatives from the IDOT have requested to address the Commission regarding the proposed Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve. He also stated that Jonathan Furr, Chief Legal Counsel, IDNR, will address the Commission regarding ethics training.

It was moved by Schwegman, seconded by Flemal, and carried that the Agenda be adopted as amended.

183-3) Approval of the Minutes of the 182nd Meeting, May 4, 2004

It was moved by Ross-Shannon, seconded by Flemal, and carried that the Minutes of the 182nd Meeting, May 4, 2004, be approved as presented.

Chair Allread reported that at the 182nd Meeting of the INPC, held at the Chicago Botanic Garden in Glencoe on May 4, 2004, legal protection for six tracts of land totaling 568 acres was approved by the Commission. Four of the six areas are owned by private individuals or not-for-profit corporations who donated the value of the protection agreement to the public. The dollar value of the tracts of private land is \$251,000, based on conservative estimates of the fair market value of the land. This private land was permanently preserved without acquisition of the land by the State. Private lands protected without State acquisition at the 182nd Meeting of the INPC were an addition to Thistle Hills Nature Preserve, McDonough County, 114 acres; Sibley Grove, Ford County, 50 acres; Nitch addition to Sleepy Hollow Ravine Nature Preserve, Kane County, 1 acre; and Short Fork Seep, McDonough County, 42 acres. A total of 207 acres of private land was protected. Protection of this land came about because the INPC has eight staff in the field working with private landowners. There are now 321 dedicated nature preserves in 79 counties totaling 43,382 acres and 108 land and water reserves in 50 counties totaling 33,789 acres.

183-4) Next Meeting Schedule

Meeting Date Location

184 26 October, 10:00 a.m. - Giant City Lodge, Makanda

183-5) 2005 Proposed Meeting Schedule

1 February, 10:00 a.m. - Illinois Department of Natural Resources, Springfield

3 May, 10:00 a.m. - Western Illinois University, Macomb

2 August, 9:00 a.m. - Morton Arboretum, Lisle

25 October, 10:00 a.m. - Cahokia Mounds State Historic Site, Collinsville

It was moved by Schwegman, seconded by DeLaurentiis, and carried that the proposed meeting schedule be approved as presented.

183-6) Election of Officers - INPC Nominating Committee Report

Chair Allread stated that her term as Chair of the INPC has been a marvelous, yet challenging and rewarding opportunity for her personally. She stated that as she closes out her tenure as Chair, she would like to thank the staff and fellow Commissioners for the support that she was given to increase the public awareness of the INPC over the last six years. She stated that it was her goal to increase the visibility of the INPC, and she feels that she has reached that goal as more people know that the INPC is a valuable asset to the people of Illinois. She encouraged the staff to continue the wonderful work that they have been doing. People throughout

the State rallied behind the INPC, as well as other opportunities to support open space, recreation, and parks by getting the budget restored.

Commissioner Riddell stated that the Committee wishes to place the following nominations for officers before the Commission for consideration: for Chair, Commissioner Harry Drucker; for Vice-Chair, Commissioner Bruce Ross-Shannon; and for Secretary, Commissioner John Schwegman. All have agreed to serve if elected.

Chair Allread asked for any nominations from the floor, and none were offered.

It was moved by Flegal, seconded by Sommerhof, and carried that the following Commissioners be elected as Officers of the Illinois Nature Preserves Commission: Harry Drucker as Chair, Bruce Ross Shannon as Vice-Chair, and John Schwegman as Secretary.

Chair Drucker stated that Commissioner Allread's tenure was unusually busy with milestones to celebrate and difficult challenges. The dedication of the 300th nature preserve occurred under her tenure, along with the 40th anniversary of the INPC. With her background in public relations, Commissioner Allread provided positive media coverage of these events and elevated the extremely important work that the Commission does within the State of Illinois. A particularly difficult challenge faced by Commissioner Allread dealt with the budget crisis, and she was able to inform the people of Illinois about the importance of the Commission. The Commission is thankful to the Governor and the legislators for restoring the funding for the INPC. The Commission will now be able to continue its efforts to protect the natural areas in Illinois.

Chair Drucker presented Commissioner Allread with a framed photo of Heron Pond Nature Preserve with an inscription, "This token of appreciation is presented to Jill Allread in recognition of her outstanding leadership in saving Illinois natural treasures, and with profound gratitude for her exemplary and dedicated service to the Illinois Nature Preserves Commission as its Chair from 2002-2004. Presented this 3rd day of August, 2004."

Commissioner Allread stated that she would like to thank everyone, and even though her tenure as Chair was challenging at times, it was also very rewarding. She stated that the INPC is the most dedicated group of people that she has ever had the privilege of working with and working for. It will be a continued challenge to preserve open space as it becomes more and more valued by those who want to protect it and by those who want to develop it. The Commission's work is not done, and she encouraged everyone to continue the great work. She stated that she will continue to support the Commission.

Don McFall stated that, on behalf of the INPC staff, he would like to thank Jill Allread for everything she has done for the Commission.

183-7) Election of Advisors and Consultants

Commissioner Riddell stated that a list of the nominated advisors and consultants is on the Agenda under Item 7. There are no changes from the current year.

It was moved by Schwegman, seconded by Flemal, and carried that the following be elected as advisors to the Illinois Nature Preserves Commission: Dr. William Shilts, Dr. George Vander Velde, and Dr. Derek Winstanley, and the following be elected as consultants to the Illinois Nature Preserves Commission: Gerald Adelman, Dr. Robert Betz, Bruce Boyd, Marilyn Campbell, John Comerio, Kenneth Fiske, Jerry Paulson, Al Pyott, Dr. Kenneth Robertson, Valerie Spale, John Schmitt, and John White.

Commissioner Allread thanked the Advisors and Consultants for their willingness to serve when called upon, and these people were instrumental in joining a team of others who stepped forth and represented what the INPC and the Natural Areas Acquisition Fund (NAAF) is all about.

183-8) INPC Staff Report

Don McFall stated that the General Assembly passed the State's fiscal year 2005 budget, and it was signed by the Governor. The Commission's budget was approved at \$1,216,000, which is the same amount as it was for fiscal year 2004. This appropriation is a lump sum amount payable from the NAAF. The Commission will be able to function at its current level.

Mr. McFall stated that two new Natural Heritage Landmarks were enrolled into the program. Debbie Newman enrolled Four Our Future, a 33-acre privately owned site in St. Clair County. This site is adjacent to Stemler Cave Woods Nature Preserve. Plum Island Natural Heritage Landmark in La Salle County, in the Illinois River at Starved Rock, is a 50-acre floodplain island owned by the Illinois Audubon Society.

Marilyn Campbell stated that the Illinois Audubon Society would have liked to have placed a higher form of protection on this site, however, the site did not qualify as a land and water reserve or a nature preserve because of easements held on the island by the U.S. Army Corps of Engineers.

John Nelson stated that he was pleased to announce that the situation at Santa Fe Prairie Nature Preserve in Cook County has been resolved. A court date for the criminal case against the three truck drivers that washed out their cement trucks into the Nature Preserve was scheduled for July 15, 2004. The parties settled out of court on July 13, 2004. The written settlement covered both the criminal and civil cases, along with the civil case against Prairie Materials. Prairie Materials has agreed to pay a fine of \$50,000 to Cook County for violation of open dumping. The violation of the Natural Areas Preservation Act (NAPA) was dropped in lieu of this fine. Prairie Materials also agreed to donate \$10,000 to the Nature Preserve's owner, Illinois Michigan Canal Civic Center Authority. The money will be used for management activities to restore the Nature Preserve. He stated that all the parties involved were satisfied with the results. Mr. Nelson stated that he worked closely with the IDNR Conservation Police Officers, the Cook County States Attorney's office, and the volunteers at the Nature Preserve.

Mr. Nelson updated the Commission on the activities at Redwing Slough/Deer Lake Land and Water Reserve in Lake County. A letter of violation of the NAPA was sent to the Pulte Homes Corporation after Brad Semel, Restoration Ecologist with the IDNR, notified the Commission on June 9, 2004 that a large amount of sediment was being discharged into Redwing Slough. The discharge was coming from a residential

development. Consultation was done with Pulte Homes Corporation to properly plan for this development next to the sensitive area, and the consultation went on for four years. When the work was implemented, there was no erosion control. Trees were cleared, dirt was moved, and a drain tile was broken. This allowed the sediment to run into Redwing Slough. A meeting was held at the site with Pulte Homes Corporation two days after the violation letter was issued. The Pulte Homes Corporation staff addressed all the concerns, and they have implemented erosion control and improved the storm water management design on their property. Pulte Homes Corporation will also be doing work on the IDNR property to compensate for the damage.

Mr. Nelson stated that John Steffen, Du Page County Department of Environmental Planning and Development, gave a presentation at the 183rd INPC Meeting regarding a proposal for dam modification at Busse Woods Nature Preserve. After reviewing the file, it was determined that studies were done in 1991 to look at the water table and impacts from the dam on the oak flatwoods community. This data was collected by Applied Ecological Services (AES), but nothing was done with the data. He stated that this historical data will be helpful to Du Page County to assess potential impacts. Du Page County has contracted with AES to collect more data and summarize the historical data. Once this information has been compiled, the issue will be brought back to the Commission.

Mr. Nelson updated the Commission on the status of the implementation of the Bluff Spring Fen Protection Program. The groundwater model is ready for use as a tool to predict impacts of different activities on the landscape.

Commissioner Flemal asked when a staff member enters into negotiations, like in the case with Redwing Slough/Deer Lake Land and Water Reserve violations, does that person go by themselves or with a team of people.

Mr. Nelson stated that in most cases a representative from the IDNR also attends the meetings. He stated that he will also talk with Don McFall prior to the meeting. Chair Drucker stated that this underscores that once a natural area is protected, things can happen to destroy it. The protection efforts and monitoring efforts have to go on. He thanked Mr. Nelson for his efforts.

Mr. Nelson stated that the Cook County States Attorney's office aggressively pursued the issue at Santa Fe Prairie Nature Preserve on the Commission's behalf. The volunteers who witnessed the violation also deserve recognition for their efforts.

Chair Drucker asked Mr. Nelson to draft a letter of recognition to be sent to the Cook County States Attorney's office thanking them for their efforts. Chair Drucker also asked that a letter be sent to recognize the efforts of the volunteers who reported the violation.

Randy Heidorn submitted the following written report to the Commission:

1. Public Use Rules: In January, 2004, the Administrative Rule entitled Regulation of Public Use of Illinois Dedicated Nature Preserves (17 Ill. Admin Code 1510) was revised by staff. This rule was located within the parks section of the Illinois Administrative Code, separate from other rules regarding the Illinois Nature Preserves Commission. The rules were updated to include nature preserve buffer,

clarify some of the confusion as it relates to dogs in nature preserves, incorporate technical changes relating to the formation of the IDNR, and citations of appropriate criminal code statutes relating to the personal conduct of visitors. The revisions were then codified as the Regulation of Public Use of Illinois Dedicated Nature Preserves (17 Ill. Admin. Code 4015). The old rule (17 Ill. Admin Code 1510) has been repealed.

2. Illinois Beach: The remediation and closure of the Johns Manville (JM) property, including work on the Industrial Canal that separated Illinois Beach Nature Preserve from JM, continues. Staff have reviewed plans from JM that would block northward flow of water into the Nature Preserve, but not block southward flow in the swales to the Canal. There is continuing study on exactly how the surface water hydrology works between Dead River and the swales in the Nature Preserve and the Industrial Canal. Observations have documented the water flows either direction depending on Lake Michigan levels, upland storm water flow, groundwater, and whether the Industrial Canal's outfall to Lake Michigan is open. The intention of this design is to address the uncertainty of the hydrology by engineering a solution that can handle both directions of flow and prevent sediment laden or potentially contaminated Canal water from reaching the Nature Preserve. This could prove important during final closure of the Canal. All construction would be on JM property. Since there will be no direct change to the Nature Preserve or its hydrology, INPC approval is not required.

In early July, 2004, there were media reports that friable asbestos containing material (ACM) was found on the beach within North Dunes Nature Preserve (northern unit of Illinois Beach State Park). When investigated by the asbestos abatement contractors hired by the IDNR, it was found that the debris was paper from spent fireworks. However, the contractor found an ACM called transite. Transite is a product that consists of asbestos fibers imbedded into concrete and is generally not considered friable. ACM has been picked up from the shoreline in this region during beach sweeps. Prior to purchase of this property by the IDNR, the area contained houses and other infrastructure that were constructed using transite. It has been speculated that this transite debris may be from the old structures. It is also possible that some of the material was washed down the shoreline from the north through littoral drive, or that during beach nourishment operations, the material was accidentally deposited. The ACM was collected by the contractors in accordance with the IDNR remediation procedures in place to address asbestos that washes up on the beach.

The Attorney General's Asbestos Task Force continues to work on a comprehensive review of the asbestos at Illinois Beach. Additional background sampling has been conducted under the guidance of contractors who specialize in human public/environmental health issues from the University of Illinois-Chicago. The task force met on August 2, 2004.

3. Thirty-first Natural Areas Conference, Chicago: The registration and preliminary program document for the Conference was mailed on July 15, 2004, to approximately 3,500 people. Several INPC staff are participating in the planning and implementation of the conference that will be held October 13-16, 2004. The keynote speaker will be Dr. Eric Freyfogle. Governor Blagojevich and Mayor Daley have been invited to speak at the Conference.

183-9) IDNR Staff Report

Don McFall stated that Todd Strole, Acting Division Chief of Habitat Resources, was unable to attend this meeting. Mr. McFall stated that Brian Anderson, Director of the Office of Resource Conservation, IDNR, left State service on July 6, 2004, to assume the position of Chairman of the Department of Biology and the Physical Sciences with Lincoln Land Community College. Dr. Anderson is also a former Director of the INPC.

Anne Mankowski, Acting Regional Administrator for the Heritage efforts in northwestern, Illinois, has accepted a position as the Midwest Invasive Plan Network Coordinator with The Nature Conservancy in Indiana.

Mr. McFall reported that the budget that was passed for fiscal year 2005 left the Heritage concerns in good position. The funding for the Division Restoration Ecologists has been restored.

Chair Drucker stated that approximately \$5 million was allocated for the operations of the Natural Areas Acquisition Fund, of which a portion funds the INPC and the Division Restoration Ecologists. He stated that the Commission is extremely thankful that this funding was maintained. He stated that \$4.5 million was allocated for the acquisition, preservation, and stewardship of natural areas. This money will be used to do stewardship and protection efforts on existing nature preserves and to acquire new natural areas. Chair Drucker stated that \$6.5 million was reappropriated to cover costs that were under contract or obligated in the prior year. He stated that there were three things that were important. The General Assembly and the Governor demonstrated their long term support for natural area protection by preserving the dedicated funding source for the Commission's activities. The dedicated funding is a percentage of the Real Estate Transfer Tax. The purpose behind this was to take the activities of the Commission to make them less political. Everyone in Illinois should be concerned about their natural heritage. Monies that were unspent last year were reallocated and can be used for the same purposes this year. The last point is that the Commission did receive full funding for its programs. This would not have happened if not for the efforts of those bringing the necessary information to the attention of the decision makers.

Commissioner Allread stated that she would like to reiterate what was said by Chair Drucker. She stated that the Commission is grateful to the Governor and the legislators for putting the funding into the budget. This accomplishment was greatly due to a group, Partners for Parks and Wildlife, that came together after February 19, 2004, when the budget was announced. This was an unprecedented coalition that came together. The Commissioners, as private citizens, were a part of this group. There were a total of 150 different groups and organizations that signed on to support this coalition, and the coalition was able to orchestrate a public education effort. This group wants to stay together. She stated that she would like to acknowledge the efforts of Partners for Parks and Wildlife and their members.

183-10) Schuyler Co. – Williams Creek Bluff Land and Water Reserve, Registration

Tim Kelley presented a proposal to register Williams Creek Bluff Land and Water Reserve. The proposed Williams Creek Bluff Land and Water Reserve, owned by the IDNR, is 75.24 acres in size and is located wholly within the boundaries of Weinberg-King State Park in Schuyler County. The proposed land and water reserve includes the Weinberg-King INAI site (#0246), which is recognized as Category I and VI for its grade B significant sandstone cliff community, grade B eroding bluff community and grade C shale glade, representative of the Galesburg Section of the Western

Forest Prairie Natural Division. The primary goal for this land and water reserve is to preserve the integrity of the unique natural communities on the site. Activities to be undertaken to achieve this goal are limiting off-road, non-designated uses to control erosion and removal and control of exotic and invasive species. Existing hunting activities will continue on the site, and any new programs will follow the site resource planning process with approval by the INPC through a revised management schedule.

Mr. Kelley stated that the registration proposal states that there is an established equestrian trail within the natural area and buffer area around it. This trail will also be maintained.

Mr. Kelley thanked Angella Moorehouse for preparing the registration agreement and reserve design. The slides were also provided by Ms. Moorehouse.

Commissioner Riddell asked if there was any interest from either the IDNR or local groups to provide protection to the areas upstream.

Mr. Kelley stated that the IDNR owns some of the area upstream. Beyond that, he is not aware of any plans for more acquisition.

Chair Drucker asked if the equestrian trail is within the INAI site or just within the larger buffer boundary.

Mr. Kelley stated that the trail is not within the INAI site.

Chair Drucker asked why this site is not being presented for dedication as a nature preserve.

Mr. Kelley stated that the main reason for the land and water reserve designation is to allow some of the historic uses of the site such as hunting and equestrian use.

Chair Drucker stated that he would like to see the INAI site become a nature preserve at some point in the future.

Mr. Kelley stated that the issue could be revisited at some point in the future.

It was moved by Ross-Shannon, seconded by Riddell, and carried that the following resolution be adopted:

The Commission grants approval for the registration of Williams Creek Bluff in Schuyler County as an Illinois land and water reserve, as described in the proposal presented under Item 10 of the Agenda for the 183rd Meeting.

(Resolution 1783)

183-11) Cook Co. – Addition to Sundrop Prairie Nature Preserve, Dedication

Steven Byers presented a proposal for preliminary approval for dedication of an addition to Sundrop Prairie Nature Preserve. The Nature Conservancy proposes to dedicate a 36.3-acre addition to Sundrop Prairie Nature Preserve. This prairie is in an

area known collectively as the Indian Boundary Prairies. The other prairies are Gensburg-Markham Prairie Nature Preserve, Paintbrush Prairie Nature Preserve, and Dropseed Prairie Nature Preserve. The Indian Boundary Prairies are a surviving remnant of a vast prairie that once extended along Lake Michigan in the Chicago Lake Plain Section of the Northeastern Morainal Natural Division of Illinois. Although Sundrop Prairie was not identified on the original INAI, this prairie was included on the INAI in December, 2000, for its significance as part of the Indian Boundary Prairies. Sundrop Prairie received preliminary approval for dedication at the Commission's 145th Meeting in October, 1994 (Resolution # 1249). Final approval for dedication of 53.56 acres as an Illinois nature preserve was granted at the Commission's 166th Meeting in February, 2000 (Resolution # 1522). In February, 2003, the Commission granted final approval for dedication of a 1.34-acre addition to Sundrop Prairie Nature Preserve at its 166th Meeting (Resolution # 1704). This 36.3-acre addition will increase the size of Sundrop Prairie Nature Preserve from 54.9 to 91.2 acres.

Commissioner Riddell asked if Mr. Byers has talked with the Illinois Department of Transportation (IDOT) about management of the right-of-way or the interchange along Interstate 57 in a compatible way that would increase the size and provide some sort of connective tissue.

Mr. Byers stated that he has talked with the IDOT specifically about the alignment of one of the access routes off of Interstate 57 as it might connect with the 294 tollway. Opportunities were also discussed about identifying lots owned by TNC that might be considered trade lands due to the lack of natural resource value. Working with the Tollway Authority and the IDOT to provide additional funding for management was also discussed. Mr. Byers stated that the issue of management of the right-of-way will be revisited and look at ways to include that. He stated that TNC has been aggressively pursuing acquisition of lots adjacent to the 294 tollway to preclude those from being used for locations of large signs.

Commissioner DeLaurentiis stated that she resides within a few miles of this area, and she would like to recognize TNC's stewardship of the area. She stated that moving this property forward for dedication precludes a lot of economic development proposals that are going on in the area.

It was moved by DeLaurentiis, seconded by Riddell, with Drucker abstaining, and carried that the following resolution be adopted:

The Commission grants preliminary approval for the dedication of an addition to Sundrop Prairie Nature Preserve in Cook County, as described in the proposal presented under Item 11 of the Agenda for the 183rd Meeting.

(Resolution 1784)

Chair Drucker stated that other groups such as CorLands and Northeastern Illinois University have also played an important part in protecting sites in this area.

183-12) Fulton Co. – Kedzior Woodlands Addition to Harper-Rector Woods Nature Preserve, Dedication

(Actually presented after Item 13)

Tom Lerczak presented a proposal for preliminary approval for dedication of the Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve. Mr. Lerczak stated that Ken Kedzior proposes to dedicate a 69.3-acre addition, known as Kedzior Woodlands, to Harper-Rector Woods Nature Preserve. The proposed addition is located within the Western Forest-Prairie Natural Division and consists of three tracts within a 302.54-acre site that also includes the 120-acre Kedzior Woodlands Land and Water Reserve. Native plant communities on Mr. Kedzior's land support species that are characteristic of the Western Forest-Prairie Natural Division. The northwestern corner of Tract 1 (33.7 acres) is adjacent to Harper-Rector Woods Nature Preserve. Most of the proposed nature preserve addition consists of second-growth mesic to dry-mesic upland oak-hickory (*Quercus-Carya*) forest within a steep-sided ravine system, part of which drains into the southwestern corner of Harper-Rector Woods Nature Preserve and then into Spoon River. Tract 2 (13.7 acres of early successional woods) is adjacent to and north of State Route 95. Tract 3 of the proposed nature preserve addition (21.9 acres) is separated from the other two proposed nature preserve tracts by State Route 95. Tract 3 supports early successional woodland plus a 2-3-acre open woodland or savanna community that includes hazelnut (*Corylus americana*), New Jersey tea (*Ceanothus americanus*), prairie willow (*Salix humilis*), melic grass (*Melica nitens*), and lead plant (*Amorpha canescens*). This remnant natural community has a good potential for recovery with renewed fire management. Mr. Kedzior wishes to add the three Kedzior Woodlands tracts to Harper-Rector Woods Nature Preserve in order to ensure the protection of the forest and savanna/open woodland communities present on the site, to increase the diversity of community types protected as dedicated Illinois Nature Preserve at the Harper-Rector Woods Nature Preserve, to enhance the protection of the high-quality forest and the Spoon River at Harper-Rector Woods Nature Preserve; and to ensure that a proper restoration management program will maintain natural ecosystem dynamics and processes that are capable of perpetuating natural communities into the future.

Sue Dees, Illinois Department of Transportation (IDOT), Springfield, introduced Mike McLuckie, District 4 IDOT, Peoria. Mr. McLuckie stated that in November, 2003, a five year study was initiated to find a route for a four-line highway between Peoria and Macomb. A corridor study that was done in the late 1960s was also revisited. Through a series of meetings ending on June 23, 2004, an improved corridor was developed. The proposed corridor splits Illinois Route 95 near the proposed Kedzior Woodlands Addition to Harper-Rector Woods Nature Preserve. He presented an aerial photo of the possible alignment for a four-lane highway. Alignments have been under review for the last several months. Several different roadway widths, anywhere from a mile and a half wide to five miles wide, have been discussed. This is being narrowed down to the actual roadway itself. One of the goals is to try to utilize as much of the existing right-of-ways, whether they be State right-of-ways, county or township roads, or old railroad right-of-ways. One of the proposed alignments would follow Illinois Route 95 near the Spoon River. This area of the Spoon River has been nominated as a wild and scenic river. The right-of-way, currently owned by the State in this area, is approximately 100-150 feet wide. If this alignment is chosen, a right-of-way of approximately 300 feet would be needed. Mr. McLuckie stated that the IDOT is interested in working with the INPC on the establishments of the boundaries for this area. Choosing another location for this highway would require another crossing of the Spoon River. Funding was only given to do the corridor study, design report, and environmental impact statement. He stated that it will take another three and one-half years to get this work completed.

Randy Nyboer asked if there is any type of citizens' committee involved in this project.

Mr. McLuckie stated that there is a group of people from the area that are involved with this project. The IDOT meets with this group approximately three times a year, and several more meetings will be scheduled. This group was involved with the project from its beginning. He stated that there is a 336 coalition that has been actively involved. At the inception of this project, numerous people were invited to discuss the economic impacts.

Commissioner Riddell asked how this project is connected with the proposed addition being split by Illinois Route 95.

Mr. McLuckie stated that both of the tracts proposed as an addition to Harper-Rector Woods Nature Preserve are adjacent to Illinois Route 95. Approximately 300 feet of right-of-way is needed to put the highway through there. A determination will need to be made as to the boundaries of this property. The proposed project would only affect the proposed addition to Harper-Rector Woods Nature Preserve.

Commissioner Riddell asked if some type of culvert has been considered to allow the wildlife to safely cross the four-lane highway.

Ms. Dees stated that the consideration of a culvert is part of the normal coordination process with the resource agencies. The IDOT then works with these agencies to avoid impact or minimally impact the resources.

Commissioner DeLaurentiis stated that the IDOT has been discussing a contact sensitive solution plan for future State investments. This site is a natural area and a four-lane highway has been proposed. This area is more of a scenic byway which requires lesser impact on surrounding land. She asked if those new methods for highway alignments have been considered.

Mr. McLuckie stated that the IDOT has always been sensitive to impacts to natural areas. One of the reasons for this particular alignment was to avoid creating another crossing on the Spoon River. The Spoon River takes a big loop as it goes further south, and considering an alignment of the highway through that area may require two crossings. If the alignment is taken to the north, Harper-Rector Woods Nature Preserve comes into play.

Chair Drucker stated that this project presents a dilemma for the INPC. The Commission is considering the dedication of an addition to an existing nature preserve. By law, a nature preserve designation requires the highest and best use of the land. The Commission is wary of setting up a situation where there would be a need to undo a nature preserve dedication through some type of legislative action. Chair Drucker acknowledged the IDOT's efforts to not disturb natural areas, and he stated that this is a balancing act. He thanked Mr. McLuckie for bringing this project to the Commission's attention, and he asked that the IDOT continue to exhaust all the different alternatives before making the decision to place the alignment through this area. Chair Drucker also acknowledged the IDOT's efforts to not disturb the Spoon River.

Mr. McLuckie stated that the IDOT was made aware of this situation just a few days ago and is exploring all possibilities. The IDOT is in the very early stages of the alignment studies, and they will look at each and every alternative.

Marilyn Campbell stated that the Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve is before the Commission today for preliminary approval for dedication. She urged the Commission to move forward with approving the request for preliminary dedication of this site. Commissioner Allread stated that there will be a lot of environmental disruption if there is another roadway put through along with another bridge. She asked what would happen to the existing roadway that goes through this area.

Mr. McLuckie stated that if this alignment were chosen, Illinois Route 95 would become part of the main highway in this area. If another alignment was chosen, the IDOT would prefer to leave the existing Illinois Route 95 open to provide access to that area. The IDOT has not yet decided if this project would be an expressway, which is a four-lane highway with access every half mile to a mile. Another option would be to make this a freeway like I-55 or I-74. The traffic volumes in this area are rather low, and he would be surprised if this becomes a freeway. A freeway causes more access problems.

Commissioner Ross-Shannon stated that he appreciated the fact that Mr. McLuckie attended today's meeting to advise the Commission of this early stage of the planning for this project. This allows a dialogue to take place. He stated that a final recommendation from the Commission will not be made until the final studies have been completed, and the Commission will have to ultimately rely on staff to review the studies and make recommendations. The issue before the Commission today is to consider preliminary approval for dedication of the Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve. It will be up to the Governor to make the final determination for dedication of this addition at some point in the future.

Dave Monk stated that the Federal Department of Transportation has funding for studies for projects like this, and he suggested that this possibility be explored if funding is an issue.

Ms. Dees stated that the IDOT contracts with the Illinois Natural History Survey, and studies have been ongoing since March, 2004, for the entire project. Much time has been spent specifically on the area of the Spoon River because of its recognized importance. She stated that she recently received the first quarterly report, and there are singing Henslow sparrow males in the CRP land owned by Mr. Kedzior. Even through this particular parcel is not proposed for dedication, it is close to the corridor in question. There are also three listed plant species that were found within the general area. At this time, it is unknown if there are any listed species on Mr. Kedzior's land or on the tracts that are being proposed today. She stated that the scientists are at the site to study the area and any other area within the corridor that is deemed important. Prior to that, the District did a search of the Natural Heritage Database with all three proposed corridors. In order to avoid Banner Marsh and other sensitive areas, a compromise was made to consider the corridor that is being presented today. She stated that the biological surveys will continue as long as needed.

Chair Drucker asked if Mr. Kedzior is interested in dedicating the land currently in the CRP program, if the land is suitable, once the maturity date has been reached.

Mr. Lerczak stated that Mr. Kedzior has indicated several times that his long-term goal is to dedicate all of his property.

It was moved by Ross-Shannon, seconded by Allread, and carried that the following resolution be adopted:

The Commission grants preliminary approval for the dedication of the Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve in Fulton County, as described in the proposal presented under Item 12 of the Agenda for the 183rd Meeting.

(Resolution 1785)

Chair Drucker thanked Ms. Dees and Mr. McLuckie for their presentation.

183-13) Jo Daviess Co. - Addition to Hanover Bluff Nature Preserve, Dedication (Actually presented after Item 11)

Angella Moorehouse presented a proposal for final approval for dedication of an addition to Hanover Bluff Nature Preserve. The Nature Conservancy (TNC) proposes to dedicate 48.466 acres as an addition to the 361.7-acre Hanover Bluff Nature Preserve owned by the IDNR. This would increase the size of the Nature Preserve to more than 410 acres. Hanover Bluff Nature Preserve received final approval for dedication at the 113th INPC Meeting in May, 1987 (Resolution #929). The site lies within the Wisconsin Driftless Natural Division in western Jo Daviess County, Illinois. The proposed addition lies within the western portion of the 1,600-acre Hanover Bluff INAI site (#1058), recognized by the INAI as a Category I (high-quality dry dolomite prairie and dry sand prairie), Category II (for the presence of 11 state-endangered and threatened species), and Category III (dedicated nature preserve). One state-listed plant, meadow horsetail (*Equisetum pratense*), has been observed within the proposed addition to Hanover Bluff Nature Preserve. The proposed addition also contains suitable habitat for the state-endangered shadbush (*Amelanchier interior*) and hairy white violet (*Viola incognita*).

It was moved by Allread, seconded by Schwegman, with Drucker abstaining, and carried that the following resolution be adopted:

The Commission grants final approval for the dedication of an addition to Hanover Bluff Nature Preserve in Jo Daviess County, as described in the proposal presented under Item 13 of the Agenda for the 183rd Meeting.

(Resolution 1786)

183-14) Lake Co. - Addition to Hybernia Nature Preserve, Dedication (Actually presented after Item 12)

Steven Byers presented a proposal for final approval for dedication of an addition to Hybernia Nature Preserve. The Hybernia Homeowners Association proposes to dedicate a .46-acre addition, consisting of three lots, to the 27-acre Hybernia Nature Preserve. Hybernia Nature Preserve is located within the Morainal Section of the Northeastern Morainal Natural Division of Illinois in Lake County. The ecological significance of this site was first recognized by the INAI in 1990 for high-quality mesic prairie and sedge meadow plant communities (#1235). These natural plant communities support the state-endangered and federally-threatened Eastern prairie fringed orchid (*Platanthera leucophaea*) and the state-threatened small sundrops (*Oenothera perennis*). Hybernia was dedicated as an Illinois nature preserve by the Red Seal Development Corporation at the 128th INPC Meeting in August, 1990 (Resolution #1050). The adjacent Highmoor Park Nature Preserve received final approval for dedication at the 131st INPC Meeting in May, 1991 (Resolution #1083). The proposed addition is also included within the INAI site and supports high-quality sedge meadow and wet mesic prairie natural communities. Protection of the three lots that comprise this addition are considered critical for the long-term survival of the federally-listed Eastern prairie fringed orchid and were inadvertently excluded from the original dedication of Hybernia Nature Preserve.

It was moved by Allread, seconded by Flemal, and carried that the following resolution be adopted:

The Commission grants final approval for the dedication of an addition to Hybernia Nature Preserve in Lake County, as described in the proposal presented under Item 14 of the Agenda for the 183rd Meeting.

(Resolution 1787)

Chair Drucker asked that the thanks of the Commission be conveyed to the Hybernia Homeowners Association.

183-15) St. Clair Co. – Addition to Stemler Cave Woods Nature Preserve, Dedication

Debbie Newman presented a proposal for final approval for dedication of an addition to Stemler Cave Woods Nature Preserve. The proposed Stemler Cave Woods Nature Preserve addition is 74.82 acres of mixed forest and old field prairie restoration owned by the IDNR. This addition is adjacent to and bisects the original 105-acre Stemler Cave Woods Nature Preserve. The proposed addition is comprised of 2 parcels, one approximately 5.5 acres running through the southern end of the Nature Preserve, and the other 69.3 acres located on the west side of the Nature Preserve. This will bring the total size of the entire Nature Preserve to approximately 200 acres. This proposed addition is important because it protects grade B dry and dry-mesic upland forest, representative of the Northern Section of the Ozark Natural Division, and numerous sinkholes within the Stemler Cave recharge area. This area is at the northern edge of the "sinkhole plain" karst region of Randolph, Monroe, and southwestern St. Clair counties. The cave was recognized by the INAI for its high-quality terrestrial and aquatic cave communities. The cave has particular importance because it was a collection site for the State and federally-endangered Illinois cave amphipod (*Gammarus acherondytes*) and the newly listed enigmatic cave snail (*Fontigens antroectes*).

It was moved by DeLaurentiis, seconded by Schwegman, and carried that the following resolution be adopted:

The Commission grants final approval for the dedication of an addition to Stemler Cave Woods Nature Preserve in St. Clair County, as described in the proposal presented under Item 15 of the Agenda for the 183rd Meeting.

(Resolution 1788)

Chair Drucker asked that Ms. Newman extend the thanks of the Commission to Diane Tecic. He stated that the Commission is pleased to see the IDNR dedicating this important area as an addition to Stemler Cave Woods Nature Preserve.

183-16) Vermilion Co. – Addition to Fairchild Cemetery Prairie/Savanna Nature Preserve, Dedication

Mary Kay Solecki presented a proposal for final approval for dedication of an addition to Fairchild Cemetery Prairie/Savanna Nature Preserve. Grand Prairie Friends-Prairie Grove Volunteers propose to dedicate an .889-acre addition to Fairchild Cemetery Prairie/Savanna Nature Preserve in Vermilion County. Fairchild Cemetery Prairie/Savanna Nature Preserve, located approximately six miles northwest of Danville, is a .5-acre nature preserve that was dedicated in 1986 to protect the high-quality savanna found here. The Nature Preserve, owned by the Vermilion County Conservation District, is included within the larger 1.5-acre Fairchild Cemetery Savanna Natural Area which is listed on the INAI (#1073) in recognition of the high-quality savanna, representative of the Vermilion River Section of the Wabash Border Natural Division. Grand Prairie Friends-Prairie Grove Volunteers recently acquired this portion of the unprotected area of the INAI site and proposes to dedicate this part of the savanna, with the exception of a public road right-of-way, as an addition to the Nature Preserve. Fairchild Cemetery Prairie/Savanna Nature Preserve and the proposed addition contains the only high-quality savanna known in east-central Illinois and this natural area is one of the few remaining savanna remnants in Illinois.

It was moved by Schwegman, seconded by Ross-Shannon, and carried that the following resolution be adopted:

The Commission grants final approval for the dedication of an addition to Fairchild Cemetery Prairie/Savanna Nature Preserve in Vermilion County, as described in the proposal presented under Item 16 of the Agenda for the 183rd Meeting.

(Resolution 1789)

Chair Drucker asked that the thanks of the Commission be conveyed to the Grand Prairie Friends-Prairie Grove Volunteers.

183-17) Will Co. – Addition to Long Run Seep Nature Preserve, Dedication

Kim Roman presented a proposal for final approval for dedication of an addition to Long Run Seep Nature Preserve. The IDNR proposes to dedicate 35.75 acres as an addition to Long Run Seep Nature Preserve, and dedicate 5.75 acres as nature preserve buffer. The proposed addition is an extension of the natural communities found within the existing Nature Preserve, and may also provide suitable habitat for

the state-threatened and endangered species currently inhabiting Long Run Seep Nature Preserve. The IDNR dedicated Long Run Seep as an Illinois nature preserve in 1990. Long Run Seep is recognized on the INAI (#1039) for its high-quality fen and seep communities, representative of the Morainal Section of the Northeastern Morainal Natural Division, and the presence of three state-listed species: beaked spike rush (*Eleocharis rostellata*), grass pink orchid (*Calopogon tuberosa*), and slender bog arrow grass (*Triglochin palustris*). In addition, Long Run Seep is one of the few sites in Illinois to provide habitat for the federally and state-endangered Hine's emerald dragonfly (*Somatochlora hineana*). Most of the INAI site is included within the boundaries of the original 43.1-acre Nature Preserve. Since the IDNR's original dedication of Long Run Seep, it has recently secured 41.5 acres adjacent to the Nature Preserve, completing land acquisition of the entire INAI site, and helping complete preserve design.

It was moved by Flemal, seconded by Allread, and carried that the following resolution be adopted:

The Commission grants final approval for the dedication of an addition to Long Run Seep Nature Preserve in Will County, as described in the proposal presented under Item 17 of the Agenda for the 183rd Meeting.

(Resolution 1790)

183-18) Cass Co. – Cox Creek Hill Prairies Land and Water Reserve - Request for Snowmobile Trail

Tim Kelley stated that the IDNR is proposing the construction of a snowmobile trail in Jim Edgar Panther Creek State Fish and Wildlife Area which entails routing the trail through a portion of the Cox Creek Hill Prairies Land and Water Reserve. At the time of registration, no trail was included in the management program for the Land and Water Reserve. The proposed trail is located an average of 250 feet from the INAI site and will separate the Land and Water Reserve from Conservation Reserve Program tree plantings. The proposed trail route will not adversely impact the high-quality hill prairies for which the Land and Water Reserve was established and will be used as a fire break in managing the prairie and prairie restorations in the Land and Water Reserve. Other alternatives outside of the Land and Water Reserve were considered, but were less desirable due to safety concerns and snowmobile trail design standard

Mr. Kelley stated that the reason the snowmobile trail was proposed was to provide this type of activity to the public. There have been some public requests for a snowmobile trail at this site. There are extensive hiking and equestrian trails that run through Panther Creek, and there are some field trial trails at a portion of the site. There is a 17-mile mountain bike trail around Prairie Lake.

He stated that the ORC staff, site staff, and INPC staff did not have any objection to this proposal. Mr. Kelley stated that there are State regulations that require the trail not cross intermittent streams. Auto usage areas are also prohibited. This area was considered the preferred alternative because of the aforementioned restrictions. The area for the field trials was considered, however, it was determined not to be a viable alternative because the trail would have to cross intermittent streams and be in conflict with auto routes. The proposed snowmobile trail would utilize an already

existing bike trail, then head west along Cox Creek which is a portion of Cox Creek Hill Prairies Land and Water Reserve. He stated that one of the advantages to considering this route is that when the Land and Water Reserve was registered, the site already had that portion along Cox Creek enrolled in the CRP program. There were 150 feet of trees planted from the bank. To the north there is a mixture of native grasses and cool season grasses to the toe of the slope where the hill prairie starts. This area is burned every four years. Federal mandate states that the tree plantings have to be maintained until they are of size that would not be affected by fire. The suggested trail route would be located between the CRP trees and the CRP grass. This is still a considerable distance away from the actual base of the slope where the hill prairie starts. He stated that there would be no resource impact to any of the sensitive natural areas with this trail alignment. There is a potential for people to ride their snowmobiles up onto the hill. If this occurs, it would become a law enforcement issue. A Conservation Police Officer (CPO) does live on site. An advantage of this trail location would be that it creates a permanent firebreak between the CRP trees and the CRP grass. This would greatly enhance the ability of the staff, as wildlife managers, to burn the area and not have to worry about impacting the federal mandate of maintaining the trees. Mr. Kelley stated that it also allows a greater usage of the site by a variety of people. The trail could also be used as a walking trail. It would be zoned that the snowmobile trail could only be used if there were four inches of snow or more. The trail availability would be on a daily call-in basis. The opening of the trail would be at the discretion of the Site Manager. This trail would be completely separate from any other trail on the site so that the only usage would be snowmobiles or foot traffic. There would be no equestrian or mountain bike use. The trail inside the Land and Water Reserve would be maintained at a maximum of six feet wide. This would consist of mowing the vegetation which would be done approximately one or two times a year.

Commissioner Riddell asked if consideration was given to overwintering hawks or owls that might be affected by the noise of the activity.

Mr. Kelley stated that he is not aware of any impact study of this nature. This area may only be used a total of two weeks out of the winter season. This time period will vary on the snowfall. He stated that the newer snowmobiles have quieter engines and lower emissions.

Marilyn Campbell stated that consideration should be given to the fact that the trail will be in use at the time when wildlife is at its most vulnerable.

Mr. Kelley stated that this is a valid concern. Hunting is allowed in the Land and Water Reserve, but this area is not highly hunted because of the up and down topography.

Commissioner Ross-Shannon asked if the goal of protecting the trees without creating a snowmobile trail would be accomplished if the Commission granted permission to mow a firebreak trail.

Mr. Kelley stated that would be a possibility.

Commissioner Ross-Shannon asked if it would be possible to allow the snowmobile trail usage for a limited time, then re-evaluate the issue. He stated that he is familiar with snowmobile usage, and there are those people who will not stay on the

designated trail. He is concerned that some people will not stay on the designated trail. He asked if ATV use of the proposed trail would be allowed in the summer.

Mr. Kelley stated that ATV use is not a compatible use of this area. Snowmobiles generally require a more flat trail. Any off-trail violations would become a law enforcement issue and would be aggressively pursued. The CPO lives within two miles of this trail.

Commissioner DeLaurentiis asked if there was any precedence where the Commission has approved snowmobile use on any of the registered or dedicated lands within its system.

Randy Heidorn stated that the reason this issue was brought before the Commission is because snowmobile trails within a land and water reserve are permitted. He stated that up until this point, such a trail has never been brought in after registration of a site. When Cox Creek Hill Prairies Land and Water Reserve was designed, very generous buffer areas were incorporated into it. The feature that is being protected is the hill prairies. By using a large buffer area around the feature being protected, lands were brought in that were not of very high quality. Restoration work has been done in the buffer area. The request for the snowmobile trail route would be in the buffer area of the Land and Water Reserve. He stated that by allowing an activity in the periphery that may not be as compatible with the resource itself, the Commission is allowing some flexibility in the land and water design. If this flexibility is not allowed, it will be more difficult to get the buffer area. The buffer area is critical in the long-term viability of many of the sites that are brought into the land and water reserve program. He stated that staff did review this project. Once the details were discussed, staff felt comfortable with this project.

Chair Drucker asked if there is any reason why the Commission could not consider provisional approval of the snowmobile trail, then revisit the issue after a period of time to evaluate the trail usage. If there is a problem, approval could be rescinded.

Randy Nyboer stated that in the past provisional approval has been given by the Commission for other issues such as cross-country skiing.

Mr. Heidorn stated that the Commission could give provisional approval, however, there may be a problem if the Commission is placed in a position of having to close a popular trail.

Chair Drucker stated that provisional approval would give the Site Manager and the CPO the authority to tell the people who are abusing the trail that the trail may be closed because of the illegal activity.

Commissioner Riddell stated that the Commission did not have information on the other alternatives that were considered. She asked if there were some other trail that could be used for this activity. She also asked if a decision could be deferred until more information could be provided.

Mr. Nyboer stated that in northern Illinois many of the snowmobile trails cross intermittent streams by using a wooden structure that can be removed during the non-use periods.

Mr. Kelley stated that an effort was made to separate the equestrian use and the snowmobile use at this site. Even though the activities do not occur at the same time during the winter, the field trials start in early spring when there is still a chance for significant snowfall.

Commissioner DeLaurentiis stated that she would like to note for the record that the information provided in the Agenda packet stated that four feet of snow would be required, and it should actually state "four inches" of snow. She stated that in the description there is no discussion of the length of the snowmobile trail through the Land and Water Reserve.

Mr. Kelley stated that the length of the trail is approximately two linear miles. He stated that the site staff are committed to this only being a snowmobile trail.

Commissioner Schwegman stated that this is a land and water reserve, not a nature preserve, and the proposed trail will be located approximately 250 feet from the significant feature. He stated that the concept of a land and water reserve designation is to allow other uses. Hunting is allowed in the Land and Water Reserve, and hunters walk all over the prairie during this activity. The proposed snowmobile trail will be a significant distance from the natural area. He stated that he would recommend that the snowmobile trail be approved as proposed.

Commissioner Riddell stated that she would recommend that additional information be presented at a future meeting to allow the Commission the ability to review other alternatives. She stated that she is concerned that approving a use that was not originally provided for in the original registration may cause problems in the future such as impacts on the wildlife during the winter, and possible conflicting uses of land that is protecting plants and wildlife.

Commissioner Flemal stated that he agrees with Commissioner Riddell's comments. He stated that he would also like to emphasize that this is also a first time issue for him, and he would like the opportunity to reflect on the issue before making such a decision. Commissioner Flemal stated that he would like to review a more detailed map to be able to visualize where the Land and Water Reserve is located and its relationship to the proposed trail. He would also like to review the original proposal for registration of Cox Creek Hill Prairies Land and Water Reserve when this matter is brought back to the Commission for consideration.

Commissioner Ross-Shannon stated that he would tend to rely on the expertise of the staff regarding this issue, however, since there are several Commissioners who would like to have more information before making a decision on this issue, he would agree that this matter should be deferred.

Mr. Kelley stated that this site does have multiple uses. Hunting is allowed, and there is a 30-acre area of row crops in the bottomland area that is for the wildlife. There are areas which have high impact because of these uses.

Mr. Nyboer asked if the proposed snowmobile trail through the buffer area of the Land and Water Reserve will connect to a trail outside of the park.

Mr. Kelley stated that the trail will connect to another trail outside of the Land and Water Reserve which is a mostly paved bicycle trail. The entire length of the snowmobile trail will be approximately 17 miles, but only approximately two linear miles would be within the buffer area of the Land and Water Reserve. He stated that the actual feature of the Land and Water Reserve is of nature preserve quality. The area for the proposed trail within the buffer area is former crop ground.

It was moved by Ross-Shannon, seconded by DeLaurentiis, and carried that the matter be deferred until the 184th INPC Meeting so that additional information can be presented and alternate routes be considered.

Commissioner DeLaurentiis stated that it would be helpful for the Commission staff to draft a memo stating a consensus on the opinion of whether this snowmobile trail would have a negative impact on the site.

Chair Drucker thanked Mr. Kelley for his presentation.

A break for lunch was done from 12:10 - 12:50 p.m.

183-19) Natural Areas Acquisition Fund Fiscal Year 2005 Land Acquisition and Stewardship Proposals
(Actually presented after Item 21)

Patti Reilly stated that the information regarding the Natural Areas Stewardship Program was provided in the Agenda packet. At the time the information was submitted, she did not know if the funding would be available. She stated that even though the funding has been restored, a decision has not been made as to how the money can be spent. A list was comprised with possible projects, and the list is being presented for the INPC's recommendations. Once the projects are approved by the Director of the IDNR, the funding issue will be addressed. Ms. Reilly gave an overview of the Natural Areas Stewardship Program. She stated that priority for land management is given to nature preserves and land and water reserves. The amount of money that is appropriated for stewardship from the NAAF is 10% of the land acquisition budget. A projected funding level for fiscal year 2005 is \$450,000. She stated that Randy Heidorn assisted her in the development of a list of projects. The projects were chosen by considering ongoing projects, projects that need money match, and field staff recommendation for the priority of each project. The list consists of 24 projects on State-owned properties for a total of \$130,686 and 12 projects on privately-owned properties for a total of \$69,799. She stated that \$250,000 is allocated for annual projects such as the hydrology project that is being conducted on fen areas in northeastern Illinois to determine how groundwater driven systems can be protected into the future. There is discretionary money that goes to each of the districts, the INPC, and the Volunteer Stewardship Network. Ms. Reilly stated that \$20,000 goes to each of the Regions for Department-owned land. She stated that there is a master list that totals approximately 170 projects and totals approximately \$920,000. Ms. Reilly reported in detail how this list was developed. She stated that Mr. Heidorn is administering some of the State Wildlife Grant money, and he has approximately \$250,000 that he is managing which is also going toward stewardship efforts.

Don McFall stated that the groundwater consulting project is \$100,000. The scientific information obtained from the groundwater research is often taken to meetings by

John Nelson to protect the resource. The Volunteer Stewardship Network is budgeted for \$5,000. He stated that this will purchase shovels, rakes, and other items needed to work on the natural areas.

Commissioner Riddell asked what has to happen to free up this money.

Brian Reilly stated that the IDNR fiscal people are coordinating the budget with the Governor's Bureau of the Budget. This process takes approximately three weeks. Once that process is complete, a determination can be made as to how much money will be available.

Brian Reilly stated that the budget for fiscal year 2005 was passed on July 24, 2004. The budget for the NAAF totaled \$16 million which included \$4.9 million for operations. This included \$4.5 million for the capital projects funded through the NAAF. Capital projects include land acquisition and stewardship. The budget also included \$6.5 million of re-appropriated funds. The re-appropriated funds were left over from fiscal year 2004. The Bureau of the Budget and the Director of the IDNR decided that the Department will stop spending natural areas acquisition dollars until a determination is made to spend the money in other areas such as operations or other projects. Mr. Reilly stated that 10% of the NAAF, on the capital side, will go to stewardship projects, and 90% will go to land acquisition.

The proposed acquisition sites are as follows:

1) Beall Woods Nature Preserve is a National Natural Landmark because it is the biggest and best example of the immense forests which grew along the Wabash River. This acquisition will border the 333-acre nature preserve and contains forest habitat similar to the forest in the nature preserve. Beall Woods is located in Wabash County, south of Mt. Carmel, Illinois.

2) Black-Crown Marsh is a 236-acre wetland less than a quarter of a mile east of Moraine Hills State Park in McHenry County. The marsh provides habitat for eight endangered and threatened species of wetland dependant birds. This project has been the focus of several conservation groups including the Lake County Forest Preserve District, Illinois Audubon Society, Conservation Fund, Corlands, and the U.S. Fish and Wildlife Service. Currently, the IDNR owns approximately 170 acres of Black-Crown Marsh. Acquiring additional lands here will benefit the birds nesting at the site, while protecting the marsh's drainage basin.

3) The lower Fox River ecosystem, in La Salle County, is an outstanding example of how several natural areas form a complex system created by a river and its floodplain in association with adjacent wetlands and uplands. Most of the natural areas along the lower Fox River are in private ownership and two are dedicated as Illinois nature preserves. The proposed acquisition will expand the 29.68-acre IDNR-owned Lower Fox River-Blake's Landing Nature Preserve, while preserving habitat for the state-endangered snowberry.

4) The Cache River State Natural Area, in Johnson and Pulaski counties, is one of Illinois' premier natural areas. It is a large, diverse area of bottomland forest, swamps, upland forest, hill prairies, bedrock glades, cliffs and successional fields. Twenty endangered and threatened species of plants or animals occur here. Protected within the 14,780 acres owned by the IDNR is Illinois' best example of a

bald cypress and tupelo swamp. The proposed additions will protect both upland forest and bottomland habitat while playing an instrumental role in the Cache River's hydrologic future.

5) Carl Fliermans' Nature Preserve is a privately owned 23.40-acre site on the Little Vermilion River in Vermilion County. The site provides habitat for a remarkable diversity of fish because of its excellent in stream habitat with gravel/cobble substrate and submerged woody debris. The acquisition of additional land surrounding the Nature Preserve will buffer the site from construction activities that may cause damage to the stream, while preserving the ravines and water quality flowing into the Little Vermilion River.

6) Where the Embarras River crosses the Lawrence-Crawford county line lies Chauncy Marsh Nature Preserve. Chauncy Marsh is a 920-acre natural area that includes marsh surrounded by mesic prairie, bottomland forest and riverine natural communities. This site was created by the shifting river channel which left an oxbow that later filled in to become a marsh. Even though the site is a dedicated nature preserve, it is under constant threat by changes to the hydrology caused by a nearby artificial drainage canal. This acquisition will expand the wetland while protecting it from drainage threats.

7) Collier Limestone Glade is a small, very high-quality limestone glade in Hardin County. This site is within the Shawnee National Forest and is currently owned by The Nature Conservancy. The site is in need of management, and State ownership will provide the needed burning and brush removal to keep this site in its high-quality natural condition.

8) Cypress Pond is a 477-acre swamp bisected by the Johnson-Union county line. The site contains one of the largest cypress-tupelo stands in the State. What makes this area unique is the trees grow in a depression pond rather than a linear slough. In 1998, the 310 acres owned by the IDNR was registered as an Illinois land and water reserve.

9) East Glen Shoals Prairies, near Hillsboro in Montgomery County, is a large prairie complex with a population of state-threatened savanna blazingstar.

10) Gibbons Creek Barrens is a 173-acre site in Pope County. The site is one of the few high-quality barrens within the Shawnee National Forest. This site is owned by The Nature Conservancy who is interested in selling the land to the State at cost.

11) Gribbsby Marsh, in McDonough County, is a natural, spring-fed wetland. This high-quality marsh and swamp is the largest of its kind in west central Illinois. This site provides habitat for the state-threatened prairie spiderwort.

12) Guthrie Cave, in Union County, was registered as a 79.3-acre Illinois land and water reserve in October, 1999, as an example of high-quality terrestrial and aquatic cave communities. Guthrie Cave may be one of the longest caves in Illinois, measuring over two miles in length which extends under land south of the land and water reserve. The proposed addition is intended to protect the cave from above. Land above the cave is grade C and D forest with some old fields.

13) Hanover Bluff, in the JoDaviess County driftless area, is a 450-acre natural. It is located on a high dolomite ridge that forms a valley wall over the Mississippi River. It includes a 362-acre nature preserve that has six native plant communities, sand hill prairie, dry dolomite prairie, dolomite cliff, dry-mesic and mesic upland forest, and seep springs. Hanover Bluff provides habitat for 11 state-endangered and threatened species. Expanding this site will provide additional habitat for the rare species occurring here while implementing the area's preserve design.

14) Harlem Hills Prairie is a dedicated nature preserve and is one of the best gravel hill prairies in the State. It is located in Winnebago County and is surrounded by development. The tract to be added is registered as a Natural Heritage Landmark and has been managed as a natural area for the past 10 years.

15) Located in Monroe County, close to St. Louis, Illinois Caverns, Krueger Dry-Run, and other cave systems are subject to increasing effects from surface development. The protection of these sensitive ecosystems is a priority for the State, and the acquisition of additional land at the State-owned Illinois Caverns will protect this site as well as an area that contributes water to Armin Krueger Speleological Nature Preserve.

16) Iroquois County Conservation Area is a large natural area containing sand savanna, shrub prairie, sand prairie, flatwoods, sedge meadow, and marsh. Fourteen endangered and threatened species occur here. A large portion of Iroquois County Conservation Area is registered as a land and water reserve, and Hooper Branch Savanna Nature Preserve is located within the boundaries of the site. Additions to this site will expand Hooper Branch Savanna Nature Preserve.

17) Lake Mildred is at the base of Demint Prairie, Prairie Du Rocher Herpetological Area, and Renault Herpetological Area. Together, these sites form a mosaic of habitat vital to the bluff ecosystem in Monroe County.

18) Long Branch Sand Prairie Nature Preserve, in Mason County, is a 93.1-acre site typical of the Illinois River Sand Areas with its gently rolling dunes covered with little bluestem, goats rue and prickly pear cactus. Unfortunately, only part of this prairie is protected as a State-owned nature preserve. The acquisition of additional land here will provide an opportunity to expand the nature preserve while buffering this natural area.

19) Warren County is at the historic interface of the forest and prairie. Most of this area was converted to agricultural use, except for the 6.2-acre Massasauga Prairie Nature Preserve which was too steep to plow. The tall grass prairie and the wet prairie at the base of the hill provides habitat to the state-endangered reptile.

20) Menard County Hills Prairie is a high-quality natural area that was recently discovered while performing aerial surveys of neighboring natural areas. This site has maintained all of the desired flora, including the recently delisted Hill's thistle and the state-threatened pale false foxglove. The restoration potential for the entire tract is very high, making this site highly desirable for conservation.

21) Pelican Pouch, in Clinton County, is a high-quality forest identified by the INAI. It has mature woods, deep ravines, and several seep/springs.

22) Piney Creek Ravine Nature Preserve consists of 111 acres of forest and sandstone cliffs along Piney Creek in Jackson and Randolph counties. Piney Creek Ravine Nature Preserve is one of two locations in Illinois where the shortleaf pine naturally occurs. Other plants in the Nature Preserve are farkleberry, lowbush blueberry and sedge species. Expanding this site will buffer and provide extra protection for the Nature Preserve.

23) Potato Hill Prairaie and Monroe City Hill Prairie are two INAI sites owned by Columbia Quarry Company in Monroe County. These sites contain high-quality hill prairies and limestone glades. Several endangered and threatened species live in these natural areas. These sites are part of a larger forest that harbors neo-tropical migrant birds.

24) Prairie Ridge State Natural Area, in Marion and Jasper counties, is made up of several blocks of grassland habitat. Prairie Ridge supports breeding populations of 7 species of declining state-listed grassland birds, including the critically endangered greater prairie chicken. Other grassland birds occurring here include northern harrier, upland sandpiper, Henslow's sparrow, shorteared owl, and loggerhead shrike. The IDNR owns more than 1,500 acres at Prairie Ridge, 566 acres as a dedicated nature preserve and 1,023 acres as a registered as an land and water reserve. The IDNR has partnered with the Illinois Audubon Society to provide trails and platforms for public viewing of the birds at Prairie Ridge.

25) The proposed additions at Redwing Slough State Natural Area in Lake County, will provide additional habitat, buffer, and access to one of the largest wetlands remaining in the six county Chicago metropolitan area. Approximately 734 acres of Redwing Slough State Natural Area have been registered as Redwing Slough/Deer Lake Land and Water Reserve. The marsh provides habitat for a large variety of wetland wildlife including 6 species of endangered and threatened wetland dependent birds. The additions will be restored to native vegetation and managed for the wetland and wetland dependant bird species.

26) Richwood Hill Prairie is a large, undisturbed hill prairie in Jersey County. The prairie provides habitat a state-threatened reptile and state-threatened pale false foxglove.

27) Sandy Ford Land and Water Reserve, in LaSalle County, is 200 acres in size and has high shale cliffs along the Vermillion River. Small hill prairies line this cliff with mesic forest behind the prairies. Two streams flow through the Land and Water Reserve with rock outcrops and small waterfalls creating a picturesque natural area. Sandy Ford is a favorite birding spot for many local bird watchers because it attracts a large number of neo-tropical migrant birds during the spring when the forest floor has a carpet of wildflowers. Expansion of this area will provide additional protection for the Land and Water Reserve while providing clearly defined boundaries to simplify management of the site.

28) Swayne Hollow, in Randolph County, is located near Piney Creek Ravine Nature Preserve. Swayne Hollow has many of the features of Piney Creek Ravine, and this acquisition may lead to the future connection of these two sites.

29) An addition of 345 acres of forested land adjacent to the Trail of Tears State Forest, in Union County, will assist in the efforts to improve breeding conditions for forest interior nesting birds. These birds need dense stands of forest to reduce

predation from edge species. This site will expand the forest and preserve the existing habitat. Purchasing the site will also help remedy the problem of illegal ATV, horseback riding and poaching.

It was moved by Schwegman, seconded by Riddell, and carried that the Illinois Nature Preserves Commission go into closed session, pursuant to Section 2 (c)(5) of the Illinois Open Meetings Act [5ILCS 120/2 (c)(5)] for purposes of discussing the purchase or lease of real property for the use of a public body. Section 2 (c)(5) of the Illinois Open Meetings Act provides that a public body may go into closed session to discuss, "the purchase or lease of real property for the use of the public body, including meetings held for the purpose of discussing whether a particular parcel should be acquired." A unanimous roll-call vote was taken. Closed session started at 1:04 p.m.

The meeting was called back to order at 1:40 p.m.

It was moved by Riddell, seconded by DeLaurentiis, and carried that the following resolution be adopted:

The Commission approves the fiscal year 2005 Natural Areas Acquisition Fund land acquisition list as presented, with the addition of sites near Starved Rock State Park and the Savanna Army Depot, under Item 19 of the Agenda for the 183rd Meeting.

(Resolution 1791)

183-20) Public Comment Period (3 minutes per person)
(Actually presented after Item 18)

Fran Harty stated that he has some exciting news to report. He stated that earlier this year the Clean Energy Foundation and others in Chicago asked Dr. David Thomas, Chief of the Illinois Natural History Survey, Carl Becker, and himself to give an overview of the function of the INAI. After the presentation was given, a request was made to submit a proposal to develop a plan to update the INAI. A \$125,000 grant was awarded to develop the plan to update the INAI. This will be done in partnership with the IDNR and Illinois Natural History Survey. He stated that Patti Reilly will play a key role in this project. A \$20,000 grant was awarded from the Wildlife Preservation Fund, along with a letter of support from Director Brunsvold. Deanna Glosser and John White were hired to work full-time on the planning project.

Chair Drucker stated that this is exciting news. The INAI sites are the blueprint that guide the Commission's protection activities.

Guy Fraker, former Chair of the INPC, stated that he participated in the talks with the legislators about the strength of the open land preservation movement in the State. He stated that this movement is stronger now than it has ever been. This advocacy has been victorious up until this point, and he feels it is important that this structure be kept in place. He stated that everyone should be in touch with the legislators and thank them for what they did. It took hard work on their part because they were under substantial pressure to the contrary. They had the courage and conviction to stand up and be counted. The legislators took positions that the advocacy wanted them to take. He stated that it is very important that we solidify

the position politically that we have gained in this battle by letting the legislators know how much we appreciate their efforts so they can go away having it confirmed that the preservation of open land is an important political value in the State of Illinois.

Randy Heidorn stated that he wanted to remind everyone that the Natural Areas Conference will be held October 13-16, 2004 in Chicago. The Commission will be strongly represented at the Conference. He highlighted the issues that will be featured at the Conference. People from all over the world will be attending the Conference.

Chair Drucker thanked Randy for his efforts in organizing the Natural Areas Conference.

Dave Monk stated that he would like to thank the Commission for all it does. He also stated that the North American Prairie Conference starts on August 8, 2004, in Madison, Wisconsin.

Chair Drucker stated that he would like to thank the University of Illinois for providing the Heritage Room meeting facility.

183 -21) Other Business

Jonathan Furr presented a handout to the Commissioners regarding the new ethics guidelines. Mr. Furr explained in detail the ethics guidelines regarding registered lobbyists, holders of State contracts, disclosure of State contracts, conflicts of interest, gift ban act, ethics training, revolving door prohibition, time sheets, ex parte communications in rulemaking, and the process of taking the ethics test online. Mr. Furr stated that there are some exceptions to the gift ban act. Travel expenses for board meetings are excluded, along with gifts provided on the basis of personal friendship. There is an exception for food or drink that does not exceed \$75 per calendar day, with the clock starting again at midnight. Food, refreshments, lodging, transportation, and other benefits resulting from outside business, employment activities, or outside activities not connected to your official duties as a board member are not included. For most of the Commissioners, 99% of their time is not spent serving as a Nature Preserves Commissioner. He stated that the Commissioners need to be cognizant and ask themselves is the person giving the gift doing so because you serve on the Commission or could they be affected by the actions of the Commission. If the answer is yes, then the gift ban act applies. He advised the Commissioners that he is available for any questions that may arise.

Mr. Furr stated that the current period for board and commission members to take the ethics training is September 9 - October 8, 2004. This will be an online training, and notification will be sent to each Commissioner via email with instructions on how to take this test. This test should not take more than 30 minutes.

There is a requirement for time sheets. He stated that he is generally instructing commission members to fill out a time sheet at each commission meeting to indicate the travel and any time spent on commission activities since the last commission meeting. The time sheets are kept on file within the Department. There is no real requirement for reporting or submission. The time sheet should be filled out even if the Commissioner is not seeking reimbursement for travel expenses.

Mr. Furr stated that there is a requirement for reporting ex parte communications during rule making to the extent that you would have any discussions with outside entities after the first notice period has begun in the rule making process. A written statement should be submitted to either Don McFall or himself of that communication. That will be included in the rule making process.

Mr. Furr stated that the IDNR appreciates all the hard work being done by the INPC, and it wants to make compliance with this as painless as possible.

Chair Drucker thanked Mr. Furr for taking the time to address the Commission.

183-22) Adjournment

It was moved by Ross-Shannon, seconded by Sommerhof, and unanimously approved to adjourn. The meeting was adjourned at 1:45 p.m.

Illinois Nature Preserves Commission
One Natural Resources Way
Springfield, IL 62702
217/785-8686

[\[INPC Home\]](#)



Illinois Department of Transportation

Memorandum

To: File
From: Mike McLuckie, Studies & Plans
Subject: Kedzior Property (IL 95 near Spoon River)
Date: August 3, 2004

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS – PHASE I
FAP Route 315 (IL 336)
Peoria to Macomb Study
Various Sections
Peoria, Fulton & McDonough Counties
Job No. P-94-025-00
Catalog No. 032258-00P

I attended a meeting of the Illinois Nature Preserve Commission to discuss the Kedzior Woodlands addition which was being considered for preliminary approval for dedication. Also, attending the meeting were Ms. Susan Dees, Central Bureau of Design and Environment's Biological Resources Specialist, and Ms. Maureen Addis from Illinois Department of Transportation's District Four Engineer. Mr. Kedzior is proposing to dedicate approximately 50 acres to the Nature Preserve. The proposed property consists of three tracts of land. Two of the tracts are north of Illinois Route 95 and one tract is south of Illinois Route 95 (see attachment). Tracts 2 and 3 are of interest to the Illinois Route 336 Study because it would restrict the use of any additional right-of-way for the development of a four-lane highway through this area.

Mr. Tom Lerczak of the Nature Preserve Commission (field representative) presented the 50-acre addition to the commission. Once he had completed his presentation, we were given time to give the commission information on the Illinois 336 Study. They were informed on when the study began and when the corridor was approved. We are now in the process of developing preliminary alignments. A final alignment, a Design Report, and an Environmental Impact Statement are planned to be completed over the next three and a half to four years.

Memo – Project File
(Mike McLuckie – Studies & Plans)
Re – Kedzior Property (IL 95/Spoon River)
August 3, 2004
Page 2

When developing alignments, we first look at utilizing roadway right-of-ways or try to utilize existing (abandoned) railroad right-of-ways to try to minimize our acquisitions. In this area, we also have to deal with crossing the Spoon River which is currently a candidate to become designated a "Wild and Scenic River." We were trying not to create another crossing, but merely enlarge the present one. Going north or south of Illinois Route 95 may produce several crossings of the Spoon River and take several more acres of timberland.

The commission was told that the existing right-of-way varies from 100' to 150'. Typically, we would need about 300' of right-of-way to build a four-lane highway. This number will vary because of the terrain and access issues.

The commission granted preliminary approval for dedication of the three tracts. We stated that we would be willing to work with them on setting the limits of the dedicated ground. We will do further study in this area and then get back with the field representative for the Nature Preserve Commission with our findings. Final approval for dedication will not be granted until the October 26, 2004 meeting.

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Attachment

cc: Project File (M. McLuckie)
Project Engineer (M. Addis)
Environment (G. Larson)
Central BD&E (Attn. Susan Dees)
URS Corporation (Attn. Mr. Bob Andrews)

D-4

**PROPOSAL FOR DEDICATION OF THE
Kedzior Woodlands Addition to
HARPER-RECTOR WOODS NATURE PRESERVE
in Fulton County**

**Prepared for
Mr. Ken Kedzior
and the
Illinois Nature Preserves Commission**

**By
Thomas V. Lerczak**

July 2004

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INTRODUCTION

The proposed 50-acre (a more accurate acreage figure will be available upon completion of a professional legal survey of the proposed dedicated area) Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve (NP), located in Fulton County, is owned by Mr. Ken Kedzior (Figure 1 and Figure 2). The Kedzior Woodlands NP addition consists of three tracts, none of which are included on the Illinois Natural Areas Inventory, in two main areas separated from each other by State Route 95 (Figure 2 and Figure 3). Mr. Kedzior wishes to add the three Kedzior Woodlands tracts to Harper-Rector Woods Nature Preserve in order to enhance the protection of the high quality forest at the nature preserve, to protect the nature preserve addition in perpetuity, and to ensure continued long-term restoration management of the nature preserve addition.

Significance of the Site. A portion of the proposed Kedzior Woodlands NP addition is located adjacent to the southeastern boundary of the 37.2-acre Harper-Rector Woods Nature Preserve (Figure 3). Drainage from part of this proposed NP addition flows through a ravine, a portion of which is located on the southwestern corner of the dedicated nature preserve; as such, the proposed Kedzior Woodlands NP addition, which supports mesic and dry-mesic upland oak-hickory (*Quercus-Carya*) forest over most of the site, directly enhances the protection and restoration management capability of the high-quality grade B forest at Harper-Rector Woods Nature Preserve. The 21.94-acre southern tract (i.e., Tract #3) of Kedzior Woodlands is separated from the two northern tracts by the two-lane State Route 95. This tract contains about two to three acres of remnant savanna or open woodland and supports a population of lead plant (*Amorpha canescens*) (a conservative species), which suggests a good probability for community recovery with restoration management. The addition of Tract #3 to the dedicated Illinois Nature Preserve will increase the diversity of community types permanently protected at Harper-Rector Woods Nature Preserve. Dedication of the 50-acre Kedzior Woodlands in three tracts as a nature preserve addition will increase by over two times the amount of acreage at this location protected as an Illinois Nature Preserve (Kedzior Woodlands Land and Water Reserve protects 120 acres).

HISTORY

The two northern tracts (Tracts # 1 and 2) (about 28 acres) of the proposed NP addition have been owned by Mr. Ken Kedzior since 1986. About 50 acres of Mr. Kedzior's land, which is adjacent to Tract #1 and Tract #2 of the proposed NP

addition, consist of former agricultural areas (highly erodible in some areas) that have been enrolled in the Conservation Reserve Program (CRP). Most of the CRP areas have been afforested. An additional 5 acres of Mr. Kedzior's property have been restored to tallgrass prairie and savanna. Mr. Kedzior acquired the 21.94 -acre southern tract of the proposed NP addition (Tract #3) in 2004, bringing the total of his holdings at this location to 302.54 acres; this tract, located south of State Route 95, once supported at least one home site many years ago, and in recent years was the location of a home site that consisted of little more than a mobile trailer (which was removed in the 1990s). In 2004, 120 acres of Mr. Kedzior's property was registered as Kedzior Woodlands Land and Water Reserve (Figure 2 and Figure 3). Since 1986, therefore, Mr. Kedzior has improved the natural habitats on his land through the CRP program and the Land and Water Reserve program, and this has enhanced the protection of the INAI natural area and the Spoon River at Harper-Rector Woods Nature Preserve.

Use and Disturbance

All of the forests on the proposed NP addition are second growth. Most of these forests are located on steep slopes within ravines, and these wooded areas are adjacent to the CRP restoration areas on the more level uplands (Figure 3). Ravine and streambank erosion is somewhat severe in some areas, owing to effects from drainage modifications performed by previous landowners (i.e., the more level grounds, now in CRP, were once in agriculture). The remnant savanna/open woodland community on Tract #3, south of State Route 95, being proposed as part of the NP addition, has been degraded by woody invasion resulting from insufficient fire management. However, the continued existence of conservative species (e.g., lead plant [*Amorpha canescens*]) suggests that with restoration management, there is a good potential for recovery of the natural community.

Mr. Kedzior manages Kedzior Woodlands and the rest of his property to enhance its value to wildlife and to protect all of its natural resources. He has used his property for hunting, and he has conducted limited timber harvests to obtain high-quality wood for building materials and lesser-quality wood for heating fuels. Mr. Kedzior has discontinued timber harvesting on the 120-acre Kedzior Woodlands Land and Water Reserve.

Location, Ownership, and Access

The proposed Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve is owned by Mr. Ken P. Kedzior (6370 E. State Route 95, Smithfield, Illinois 61477). The site is located in Cass Township, Fulton County, T6N Range

2 East of the Fourth Principal Meridian, in parts of Section 19, USGS 7.5-minute-series Smithfield Quadrangle. Access to the site is from State Route 95, and is by landowner permission only. Harper-Rector Woods Nature Preserve is owned by the Illinois Department of Natural Resources.

NATURAL CHARACTERISTICS

Natural Division

The proposed Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve is located in the Galesburg Section (7a) of the Western Forest-Prairie Natural Division (Figure 1) as described by Schwegman (1973).

Topography, Geology, and Soils

The proposed Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve is about 35 miles southwest of the Wisconsin glacier's terminal moraine, which is located in Peoria County; the site was, however, completely covered during the earlier (about 125,000 years ago) Illinoian glacial period (Schuberth 1986:43). Most of the topography at this proposed NP addition consists of steep wooded ravines, with slopes as much as 35 percent (Figure 2) and with soils consisting primarily of the well-drained hickory silt loam (8F), which has till as the parent material (Suhl 2003). Rozetta silt loam (279C2) and Fayette silt loam (280D2) are also present, but only in a few areas (Suhl 2003). The wooded ravines, within which the NP addition is located, form a drainage system which flows westward toward Harper-Rector Woods Nature Preserve, the boundary of which follows the centerline of the Spoon River. Part of the drainage from Tract #1 of the Kedzior NP addition flows directly across the southwestern corner of Harper-Rector Woods Nature Preserve (Figure 2), then into the Spoon River. Because of this drainage pattern, Tract #1 of the proposed Kedzior Woodlands nature preserve addition directly impacts Harper-Rector Woods Nature Preserve.

Natural Communities

A majority of the plant community at the proposed Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve consists of second growth timber with characteristics of mesic to dry-mesic oak-hickory forests; this is especially true of wooded areas located within the ravine system, within which most of the proposed NP addition is located. The age of this timber ranges from

young to a stage approaching maturity; the more mature timber is located within areas of steep topography, where timbering operations would have been difficult. Insufficient fire management and the presence of several non-native species (see section entitled **Threats Analysis**) has compromised the natural quality of most of the forest at this proposed NP addition.

Plant species that are characteristic of savanna or open woodland are present on about 2 to 3 acres at Tract #3 of the proposed nature preserve addition (Figure 3). Species at Tract #3 include the following species: hazelnut (*Corylus americana*), New Jersey tea (*Ceanothus americanus*), prairie willow (*Salix humilis*), Melic grass (*Melica nitens*). This community is dominated by white oak (*Quercus alba*) in the high canopy, and has become more brushy in recent years from woody encroachment; Mr. Kedzior, who remembers the community being much more open a decade ago, understands that the decrease in openness is a result of insufficient fire management. The presence of the vegetation mentioned above as well as a population of lead plant (*Amorpha canescens*) suggest that with proper restoration management, the natural community can be restored.

Flora

Table 1 contains a list of plants, updated from that which was presented in Lerczak (2003), for the Kedzior Woodlands Land and Water Reserve and the Kedzior Woodlands addition to the Harper-Rector Woods Nature Preserve. Species listed below were specifically noted on Tract #3 of the proposed NP addition (Figure 3):

- Blue-eyed grass (*Sisyrinchium albidum*)
- Rough blazing star (*Liatris aspera*)
- Purple Milkweed (*Asclepias purpurascens*)
- Whorled milkweed (*Asclepias quadrifolia*)
- White wild indigo (*Baptisia alba*)
- Puccoon (*Lithospermum canescens*)
- Culver's Root (*Veronicastrum virginicum*)
- Prairie Bush Clover (*Lespedeza* sp.)
- Tall coreopsis (*Coreopsis tripteris*)
- New Jersey tea (*Ceanothus americanus*)
- Prairie willow (*Salix humilis*)
- Pennsylvania sedge (*Carex pennsylvanica*)
- Melic grass (*Melica nitens*)
- Lead plant (*Amorpha canescens*)
- Prairie Dock (*Silphium terebinthinaceum*)

Fauna

Staff from the Illinois Natural History Survey have recently conducted some faunal inventories (birds, amphibians and reptiles) of the Kedzior Woodlands addition to the Harper-Rector Woods Nature Preserve, but results from these surveys are not currently available.

Casual observations (by T.V. Lerczak on 21 May 2004) of birds at Tract #3 of the proposed NP addition included the following ten species, which are noteworthy as being sensitive to habitat fragmentation (Herkert et al. 1993): scarlet tanager, wood thrush, ovenbird, yellow-throated vireo, red-eyed vireo, white-breasted nuthatch, Kentucky warbler, pileated woodpecker, tufted titmouse, yellow-billed cuckoo. During the 2004 breeding season, Mr. Kedzior has observed a broad-winged hawk, a species highly sensitive to forest fragmentation (Herkert et al. 1993), using his woods. Other birds recorded at this site were listed in Lerczak (2003).

Threatened and Endangered Species

No threatened or endangered species are known to occur at the Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve (IESPB 1999).

PRESERVE DESIGN AND MANAGEMENT

Adjacent Lands

Lands surrounding Mr. Kedzior's property are a rural mixture of woodlands, fields, and active agricultural lands. Harper-Rector Woods Nature Preserve (37.2 acres) is located adjacent to the northwestern corner of the Kedzior Woodlands Tract #1. The northernmost portion of Mr. Kedzior's property, which is not being proposed for nature preserve dedication at this time, forms a wooded link (about 700 yards in length) between Harper-Rector Woods Nature Preserve on the west and Kedzior Woodlands Land and Water Reserve on the east (Figure 3). About 50 acres of Mr. Kedzior's total of 302.54 acres have been enrolled in the federal government's Conservation Reserve Program (CRP). Most of this CRP acreage was planted to native mast-producing oaks and hickories; but one area, adjacent to Mr. Kedzior's home site, was planted to a stand of pines. Mr. Kedzior plans to propose these areas as an addition to the registered reserve or the dedicated nature preserve. The northwestern boundary of Harper-Rector Woods Nature Preserve follows the centerline of the river. Tract #3 of the proposed NP addition south of State Route 95 is bordered on the north by State

Route 95 and on the south by a railroad line; to the east and west of this tract is a mosaic of rural countryside (wooded areas, agricultural lands).

Management

The proposed Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve will be managed for the preservation and enhancement of natural communities of plants and animals in accordance with Illinois Administrative Code, Title 17, Chapter V, Part 4000, Management of Nature Preserves. A three-year management schedule is in the process of being developed. Restoration activities will eventually focus on establishing a regular prescribed burning program, control of non-native species, and monitoring of vegetation and certain faunal groups (e.g., birds) to determine long-term trends.

Staff of the Illinois Department of Natural Resources and the Illinois Nature Preserves Commission will assist with site management as schedules and project funding allow.

Threats Analysis

Invasion by non-native plants (e.g., bush honeysuckle (*Lonicera* spp.), autumn olive [*Elaeagnus umbellata*]), is probably the most serious threat to the ecological integrity of the Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve, and also to the Harper-Rector Woods Nature Preserve. Control of non-native species will, therefore, be a main focus of restoration management.

No other direct threats to the Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve are known.

RECOMMENDATIONS

The staff of the Illinois Nature Preserves Commission recommends, on behalf of Mr. Ken Kedzior, dedication of approximately 50 acres, more or less (a more accurate acreage figure will be available upon completion of a professional legal survey of the proposed dedicated areas), in three tracts in Fulton County, as the Kedzior Woodlands Addition to Harper-Rector Woods Nature Preserve. Dedication of these three tracts as an addition to Harper-Rector Woods Nature Preserve in perpetuity will: 1) ensure the protection of the forest and savanna/open woodland communities present on the site; 2) increase the diversity of community types protected as dedicated Illinois Nature Preserve at the Harper-Rector Woods Nature Preserve; 3) enhance the protection of the high quality natural community and the Spoon River at Harper-Rector Woods Nature

Preserve; 4) increase by over two times the amount of land dedicated as an Illinois Nature Preserve at this location; and 5) ensure that a proper restoration management program will maintain natural ecosystem dynamics and processes that are capable of perpetuating natural communities into the future.

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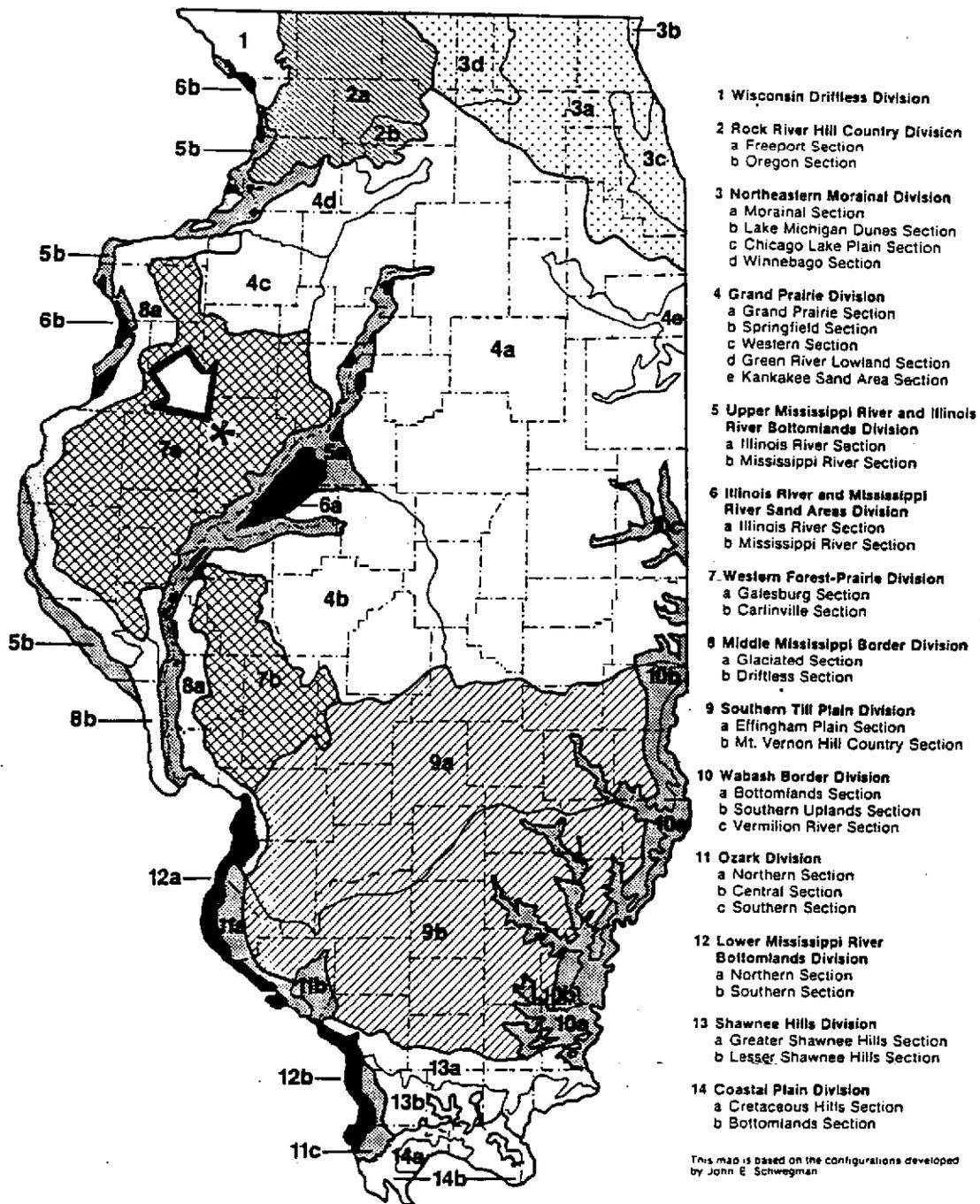


Figure 1. Natural Divisions of Illinois from Schwegman (1973). The arrow points to the general location of the proposed Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve in the Galesburg Section (7a) of the Western Forest-Prairie Natural Division.

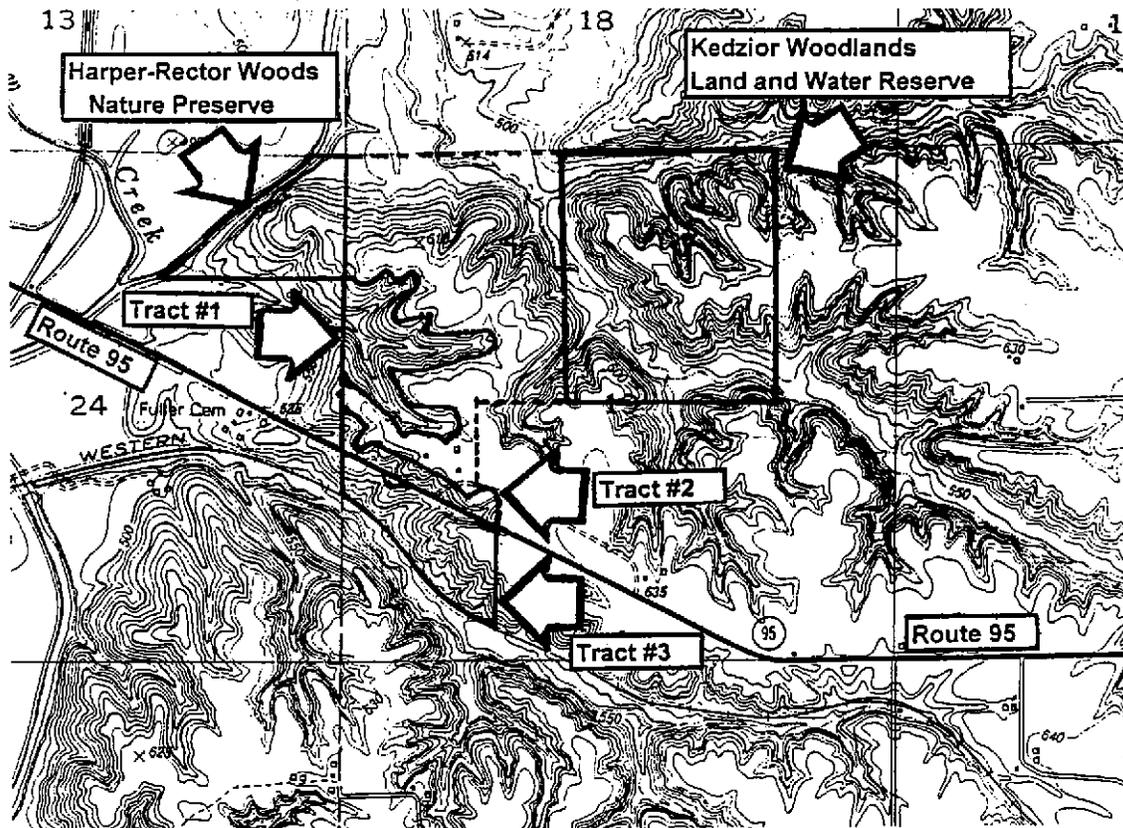


Figure 2. Portion of a 7.5-minute series U.S. Geological Survey map, Smithfield Quadrangle, showing the location of the proposed Kedzior Woodlands addition (labeled as Tract #1, Tract #2, and Tract #3) to Harper-Rector Woods Nature Preserve, Harper-Rector Woods Nature Preserve, and Kedzior Woodlands Land and Water Reserve. Other lands owned by Mr. Kedzior are shown within the dashed lines between Harper-Rector Woods Nature Preserve and Kedzior Woodlands Land and Water Reserve, and adjacent to Tract #1 and Tract #2.

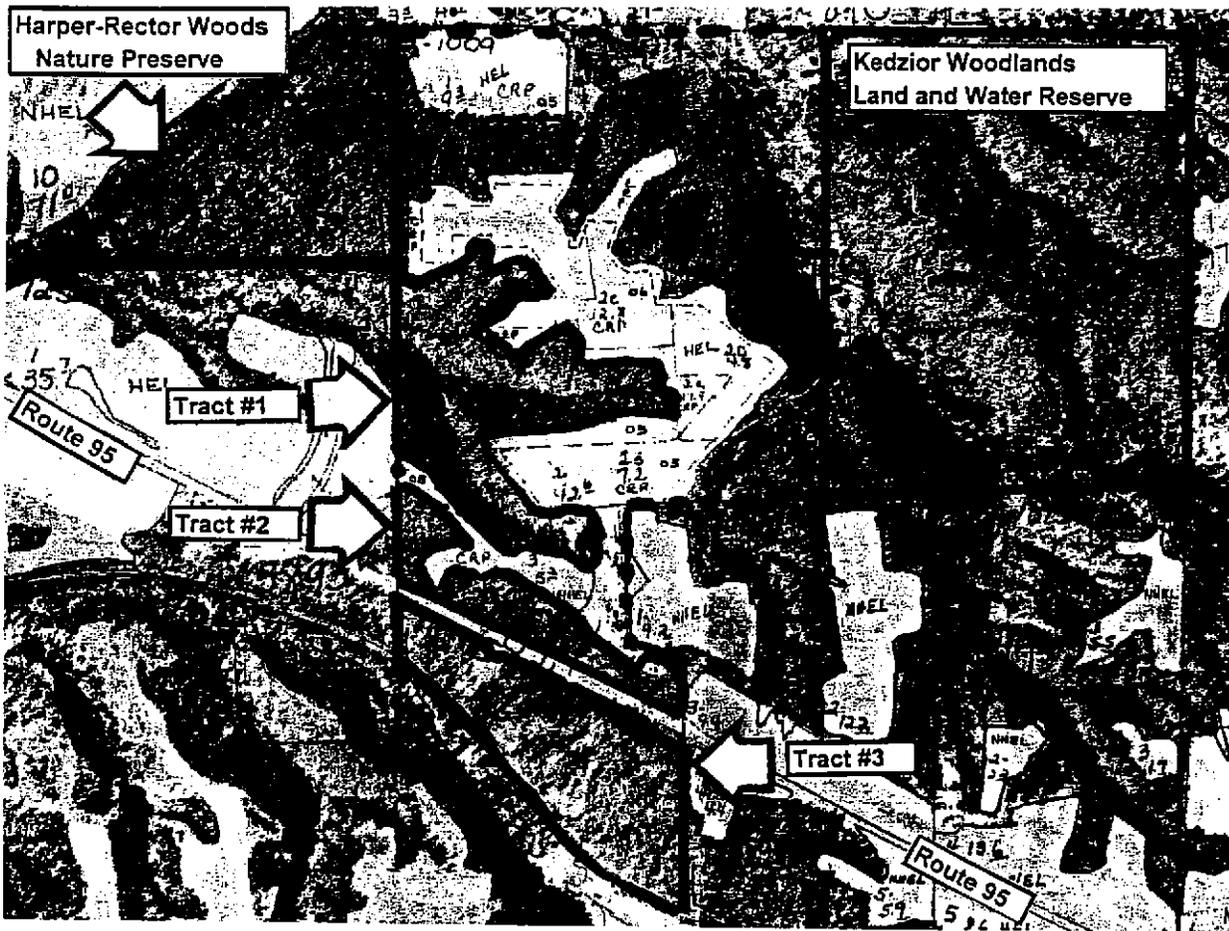


Figure 3. Aerial photograph showing the boundaries of the proposed Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve (labeled as Tract #1, Tract #2, and Tract #3), Kedzior Woodlands Land and Water Reserve, and other forested areas and CRP lands owned by Mr. Ken Kedzior (dashed lines) in relation to Harper-Rector Woods Nature Preserve, Fulton County.

Table 1. Preliminary plant list, compiled by Ken Kedzior, for Kedzior Woodlands Land and Water Reserve and the Kedzior Woodlands proposed addition to Harper-Rector Nature Preserve. Species marked by an asterisk are especially noteworthy as occurring within an open woodland or savanna on Tract #3 (see Figure 3) of the proposed nature preserve addition, if not elsewhere on Mr. Kedzior's property. Species not marked with an asterisk may also occur on Tract #3.

American Basswood	Jack-in-the-pulpit	*Blue-eyed Grass
American Elm	Jewelweed	*Purple Milkweed
<i>Asclepias verticillata</i>	May Apple	*White Wild Indigo
Bedstraw	Mountain Mint	*Prairie Puccoon
Black Cherry	New England Aster	*Culver's Root
Black Locust	Ohio Buckeye	*Prairie Bush Clover
Black Oak	Osage Orange	*Tall Coreopsis
Black Walnut	Pignut Hickory	*New Jersey Tea
Black Willow	Primrose	*Prairie Willow
Bladdernut	Pussy Toes	*Pennsylvania Sedge
Bloodroot	Red Cedar	*Melic Grass
Blue Cohosh	Red Mulberry	*Lead Plant
Blue Lobelia	Red Oak	* <i>Asclepias quadrifolia</i>
Boneset	Redbud	*Chinquapin Oak
Box Elder	*Rough Blazing Star	
Burr Oak	Sassafras	
Butternut	Shagbark Hickory	
Canada Anemone	Shingle Oak	
Common Blue Violet	Showy Orchis	
Common Milkweed	Silver Maple	
Coralberry	Slippery Elm	
Cottonwood	Smooth Sumac	
Cut-leaved Toothwort	Smooth Yellow Violet	
Doll's Eyes	Sneezeweed	
Downy Yellow Violet	Soft Agrimony	
Dutchmen's Breeches	*Spiderwort	
Elderberry	Spring Beauty	
False Rue Anemone	Sugar Maple	
False Solomon's Seal	Sycamore	
Flowering Spurge	Tall Bellflower	
*Fragrant Sumac	Toadflax	
Ginseng	Trumpet Creeper	
Goldenseal	Violet Wood Sorrel	
*Gray Dogwood	Virginia Bluebells	
Hackberry	Virginia Water leaf	
*Hazelnut	White Ash	
Hepatica	White Oak	
Hoary Vervain	White Snakeroot	
Honey Locust	Wild Bergamot	
Hop Hornbeam	Wild Blue Phlox	
Hoptree	Wild Geranium	
Indian Pipe	Wild Ginger	
Indian Tobacco	Yellow Bellwort	
Ironweed	Yellow Ladies Slipper	

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

August 27, 2004

SUBJECT

Project Meeting Regarding potential new IL Nature Preserves designation

TO

Mike McLuckie

A meeting was held on the above date in District Four headquarters to discuss a potential new Nature Preserve along IL 95. In attendance:

<u>Name</u>	<u>Representing</u>
Maureen Addis	IDOT D-4
Greg Larson	IDOT D-4
Paula Green	IDOT D-4
Sue Dees	IDOT BDE
Mike McLuckie	IDOT D-4
Tom Brooks	IDOT BDE
Bob Andrews	URS
Tom Lerczak	Illinois Nature Preserves Commission

Introduction

This meeting is a follow-up to a meeting held on August 3, 2004 between IDOT personnel and the Illinois Nature Preserves Commission regarding the Kedzior Property along IL 95 near the Spoon River. Mr. McLuckie recapped the project status and explained that if the Illinois Nature Preserves Commission takes final action to create a nature preserve on both sides of IL 95 adjacent to the state right-of-way, another alignment for the four lane IL 336 might have to be developed and constructed. The Department has developed three alignments that are alternatives to using the IL 95 right-of-way adjacent to the Kedzior property. Mr. McLuckie presented the drawings showing those three alignments and described their impacts in comparison with using an IL 95 alignment. He then explained the Department has looked at four alignments that utilize a combination of the existing IL 95 right-of-way and additional right-of-way (ROW) from the Mr. Kedzior. The four alignments along IL 95 are:

1. All ROW south w/frontage road
2. All ROW south [without frontage road]
3. All ROW north [without frontage road]

4. Use existing centerline, which requires new ROW on both the north and south sides

Mr. Andrews presented drawings showing the four alignments and described each. After the alignments were reviewed, discussions were held.

Discussion

Mr. Lerczak noted that Mr. Kedzior's east property line was incorrectly shown too far west on the drawings. The property lines are based on the Fulton County Land Atlas and Plat Book. IDOT/URS will get more accurate information from the Fulton County Courthouse and adjust the drawings accordingly.

Mr. Lerczak summarized the issues related to the Kedzior Property and the parcels under consideration for inclusion in a nature preserve.

- Preliminary approval has been given by the IL Nature Preserves Commission to dedicate three separated tracts owned by Mr. Kedzior as nature preserve.
- Tract 1 is north of IL 95 and abuts Harper-Rector Woods. This tract would serve mainly as a buffer to Harper-Rector Woods. No highway improvements under consideration would affect this tract.
- Tract 2 is adjacent to and north of the IL 95 right-of-way line. There is a gap between Tract 1 and 2. The gap is land that is currently enrolled in the Conservation Reserve Program. This tract mostly serves as buffer and has value as part of the whole system. Mr. Kedzior has enrolled portions of his property in the Conservation Reserve Program (CRP) and has stated that he intends to keep them in the program in the future. If, at some point, he cannot keep this land in CRP, he plans on submitting these tracts as nature preserve tracts. If accepted, all his property except that area around his residence would be a nature preserve with no non-contiguous, isolated tracts except for Tract 3.
- Tract 3 is adjacent to and south of the IL 95 right-of-way and extends south to the railroad right-of-way. While this tract, being separated from the others by the highway, may seem to have lesser value, it actually has potentially the greatest value of the tracts under consideration because several open areas in this tract are savanna. The savanna is a biome not found within Harper-Rector Woods, so it adds diversity to the area and is more than buffer. An assessment of the value of the savanna can only be made after it is managed by burning.
- Mr. Lerczak stated that he can see that creating an additional roadway down the bluff and across the Spoon River would cause more ecological disturbance than widening the existing roadway right-of-way. However, Mr. Kedzior has stated that he wishes to move forward with the dedication as planned, including all of Tracts 2 and 3. Final action by the Commission is planned for October 26, 2004.
- Although there are provisions in the law to remove tracts or undedicate a nature preserve, it has never been done. A better approach seems to be to work out a solution that all parties can agree to before the nature preserve is finalized.

Mr. McLuckie stated that IDOT is willing to work with Mr. Kedzior to mitigate some of the impacts of new right-of-way. Possibilities include native plantings on the backslopes through this area or plantings that might enhance the area and serve as a buffer to the nature preserve.

Follow-up

Mr. Lerczak suggested that IDOT make a presentation to the Commission on October 26, 2004. He suggested that IDOT provide as much relevant information as possible to the Commission prior to their meeting. IDOT should contact Don McFall, Acting Director of the Commission to work out the details of submitting information to the Commission.

IDOT will also contact Mr. Kedzior and meet with him prior to the October 26th Commission meeting. The purpose of this meeting would be to see if a solution could be worked out to the satisfaction of Mr. Kedzior, IDOT and the Commission.



Perhaps these two meetings, plus a possible site visit to the tracts in question could take place on the same day with all parties present. Mr. Lerczack agreed to facilitate setting up the meeting(s).

Respectfully submitted,

URS

A handwritten signature in black ink, reading "Robert J. Andrews", is written over a horizontal line. The signature is cursive and extends to the right of the line.

Robert J. Andrews, PE
Project Engineer

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

September 17, 2004

SUBJECT

Project Meeting Regarding Proposed Addition to Harper-Rector Woods Nature Preserve

TO

Mike McLuckie

A meeting was held on the above date at the Illinois Department of Natural Resources Headquarters in Springfield, with staff from IDOT, the Illinois Nature Preserves Commission (INPC), and URS. In attendance:

<u>Name</u>	<u>Representing</u>
Maureen Addis	IDOT D4
Greg Larson	IDOT D4
Mike McLuckie	IDOT D4
Susan Dees	IDOT BDE
Don McFall	INPC
Tom Lerczak	INPC Area 4
Bob Andrews	URS
Mary Hagerty	URS

Background

At their August 3, 2004 meeting the INPC granted preliminary approval for dedication as a nature preserve approximately 50 acres of land in the vicinity of Harper-Rector Woods Nature Preserve. The land is in three separate non-contiguous tracts and is proposed for dedication by Ken Kedzior, the landowner. The *Proposal for Dedication of the Kedzior Woodlands Addition to Harper-Rector Woods Nature Preserve*, dated July 2004 and prepared by Tom Lerczak, is the basis for the proposed dedication. Tract 1 and 2 are currently separated by CRP land, which Mr. Kedzior reportedly plans to offer for dedication in the future.

Tract 1 is adjacent to Harper-Rector Woods, which is located north of Illinois Route 95 (IL 95) just east of the Spoon River. Tracts 2 and 3 are immediately adjacent to IL 95: Tract 2 to the north and Tract 3 to the south. Tracts 2 and 3 are of interest to the Illinois Route 336 Study because dedication of these tracts would restrict the use of any additional right-of-way for the development of the proposed four-lane highway through this area.

Introduction

Mr. Lerczak began by stating that the purpose of the meeting was for information exchange. Mr. McFall indicated that he is familiar with the area, having worked with the owner to dedicate Harper-Rector Woods. He said that this current proposal is not cut-and-dried, and that he will brief Harry Drucker, INPC chair, after the meeting.

IDOT Presentation

Mr. McLuckie presented and summarized four alignment alternatives in the vicinity of the Spoon River that are currently being evaluated in the Illinois Route 336 Study. He said that IDOT generally tries to use as much existing right-of-way as possible, to reduce impacts and costs. But for the potential dedication of the Kedzior Addition Tracts 2 and 3, the most favorable alternative is along the existing IL 95 alignment. All other options require the acquisition of more new right-of-way, which consists of agricultural and wooded land; and are more costly. An alternative to the north of Harper-Rector Woods would also result in many farm severances and a crossing of the Spoon River at a new location. Two alternatives to the south of existing IL 95 were also presented. Alternatives will not be presented to the public until the December 2004 public meeting.

Mr. Andrews presented four exhibits showing more detailed views of potential alternatives along existing IL 95. All of these would require some land from the proposed Tracts 2 and 3, but all were designed to minimize the takes required. An alternative to the south of existing IL 95 would require a minimum of 7 acres of Tract 3 if no frontage road were built; with a frontage road, it would require a minimum of 10 acres. An alternative to the north of existing IL 95 would take essentially all of Tract 2. Another alternative split the difference, taking about 5 acres of Tract 3 and part of Tract 2.

Discussion

Mr. McFall said that most Nature Preserves originated with sites identified by the Illinois Natural Area Inventory. Mr. Lerczak explained that in the past, the Natural Area Inventory Site would be the dedicated Nature Preserve, and other area around it would be designated buffer. The current policy is to dedicate as buffer only areas that will remain as buffer (e.g., parking lots) and to dedicate all other land as nature preserve, even if the current value as a nature preserve is low.

Mr. McFall said that the designation should be based on biology and not on property lines, as Mr. Kedzior is proposing. Additional studies, focused on evaluation of Tract 3, may be needed. There are many possible outcomes, including rewriting the legal description to allow for the proposed right-of-way for IL 336, although Mr. Kedzior currently does not support that approach. Mr. Kedzior is opposed to the 336 project. Mr. McFall and Mr. Lerczak agreed that Tract 2 has the least biological value.

Final dedication of the Kedzior Woodlands Addition will not occur at least until October 26, at the next INPC meeting at Giant City State Park. At that time, the INPC will either grant or not grant final approval for dedication of the proposed addition as is (all three tracts in their current configuration). They may also choose to defer the decision. Deferring the decision could allow time for negotiating adjustments in boundaries. Mr. Lerczak indicated that the proposal had been presented and preliminary approval obtained; he will not present the proposal again at the October meeting.

Mr. McFall said that he was not in complete agreement with Mr. Kedzior, and that the difference of a few acres is not critical. Getting the CRP land is more critical. He advised IDOT to bring the exhibits to the October meeting and present IDOT's position to the INPC.

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

September 22, 2004

SUBJECT

Meeting with Ken Kedzior Regarding Nature Preserve Dedication

TO

Mike McLuckie

A meeting was held on the above date at the Donaldson Center in Canton, IL at 6:30 pm. In attendance:

<u>Name</u>	<u>Representing</u>
Maureen Addis	IDOT D4
Mike McLuckie	IDOT D4
Tom Lerczak	INPC Area 4
Bob Andrews	URS
Ken Kedzior	Property owner
Noel Lane	Property owner

Background

At their August 3, 2004 meeting the Illinois Nature Preserves Commission (INPC) granted preliminary approval for dedication as a nature preserve approximately 50 acres of land in the vicinity of Harper-Rector Woods Nature Preserve. The land is in three separate non-contiguous tracts and is proposed for dedication by Ken Kedzior, the landowner. The *Proposal for Dedication of the Kedzior Woodlands Addition to Harper-Rector Woods Nature Preserve*, dated July 2004 and prepared by Tom Lerczak, is the basis for the proposed dedication. Tract 1 and 2 are currently separated by CRP land, which Mr. Kedzior reportedly plans to offer for dedication in the future.

Tract 1 is adjacent to Harper-Rector Woods, which is located north of Illinois Route 95 (IL 95) just east of the Spoon River. Tracts 2 and 3 are immediately adjacent to IL 95: Tract 2 to the north and Tract 3 to the south. Tracts 2 and 3 are of interest to the Illinois Route 336 Study because dedication of these tracts would restrict the use of any additional right-of-way for the development of the proposed four-lane highway through this area.

IDOT has met with INPC and plans to attend their October 26, 2004 meeting where final action on the Kedzior dedication is pending. This meeting was held at the request of Tom Lerczak to brief the property owner regarding alignments studies that could affect his property.

IDOT Presentation

Mr. McLuckie presented and summarized four alignment alternatives in the vicinity of the Spoon River that are currently being evaluated in the Illinois Route 336 Study. He said that IDOT generally tries to use as much existing right-of-way as possible, to reduce impacts and costs. But for the potential dedication of the Kedzior Addition Tracts 2 and 3, the most favorable alternative is along the existing IL 95 alignment. All other options require the acquisition of more new right-of-way, which consists of agricultural and wooded land; and are more costly. An alternative to the north of Harper-Rector Woods would also result in many farm severances and a crossing of the Spoon River at a new location. Two alternatives to the south of existing IL 95 were also presented.

Mr. McLuckie presented four exhibits showing more detailed views of potential alternatives along existing IL 95. All of these would require some land from the proposed Tracts 2 and 3, but all were designed to minimize the takes required.

Discussion

Mr. Lerczak stated that after IDOT's meeting with INPC on September 17, 2004, he and Mr. McFall decided that the alignment immediately south of IL 95 has merit.

Mr. Lane and Mr. Kedzior stated that they did not agree with the need for a four lane highway.

Mr. Kedzior and Mr. Lane stated that they preferred the alignment to the north because it avoids Mr. Kedzior's land, Harper-Rector Woods and the watershed that contains both. Mr. McLuckie noted that the north alignment requires an additional bridge over the Spoon River and at least 100 acres more agricultural land than using the existing alignment. Mr. McLuckie also noted that the north alignment bisects some rather small agricultural tracts. These tracts often are nonviable remainders and must be acquired. The agricultural land acquisition will likely be higher than just the space needed for the roadway. Mr. Lane stated that the farmland in that area is not prime farmland. He also stated that Illinois has plenty of roads and plenty of farmland but does not have enough natural space.

Mr. Kedzior stated that the alignments south IL looked acceptable to him. There was a discussion of the alignment immediately south of IL 95. The alignment crosses the railroad in two locations where embankments and bridges would have to be constructed. In addition, this alignment crosses the headwaters of several streams where bridges or large culverts would be required. Impacts to these streams from these waterway crossing would need to be evaluated.

The four potential alternative alignments along IL 95 were reviewed. Mr. Kedzior expressed no preference among these four alignments.

Mr. McLuckie stated that IDOT plans to attend the INPC October 26, 2004 meeting.

MIKE



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

October 7, 2004

STUDIES AND PLANS – PHASE I

Illinois Route 336
Peoria to Macomb
Peoria, Fulton and McDonough Counties
Job No. P-94-025-00
Catalog No. 032258-00
Kedzior Woodlands Addition to Harper-Rector Woods Nature Preserve

Mr. Harry W. Drucker
Illinois Nature Preserve Commission
1 Natural Resource Way
Springfield, IL 62702

Dear Mr. Drucker:

At the August 3, 2004, Illinois Nature Preserves Commission Meeting, Mr. Ken Kedzior proposed to dedicate a 50 acre addition to the Harper-Rector Woods Nature Preserve in Fulton County. Two of the three tracts proposed for dedication border IL 95. Tract 2 is adjacent to the northern IL 95 right-of-way line and Tract 3, located directly opposite Tract 2, borders IL 95 to the south.

Illinois Department of Transportation (IDOT) attended the August meeting to inform the Commission that the Department is currently studying the location of a four-lane highway in this area. The project, titled the IL Route 336 Peoria to Macomb Study, is presently investigating alignments for a four-lane connection from Peoria to Canton to Macomb. In order to reduce impacts to the natural environment and agricultural resources, IDOT investigates using the existing right-of-way along with new alignments. Several alternatives have been studied in the vicinity of Harper-Rector Woods Addition and the most viable alignment appears to be one that would utilize the existing IL 95 right-of-way. Approving dedication of this ground as a Nature Preserve would eliminate this option.

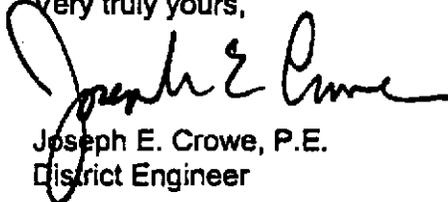
We have studied alignments both north and south of IL 95 avoiding the proposed addition to the Nature Preserve. The northern alignment would require 112 more acres of farmland than expanding IL 95. A southern alignment would use 50 to 127 more acres of crop land, 20 more acres of woodland and two crossings of an existing railroad line. In addition, the Spoon River, a valuable ecological resource and a Wild and Scenic River candidate, is located west of Kedzior's property. Utilizing the existing bridge crossing location on IL 95 would reduce impacts to the river and its adjoining habitat. Introducing a new four-lane road and bridge on either of the new alignments would increase the project's impacts to the Spoon River and its floodplain as well as, increase habitat fragmentation.

Mr. Harry W. Drucker
October 7, 2004
Page 2

A field review of the land proposed to be approved for dedication showed that it does not contain any threatened and endangered species and is not of high quality. While it could be argued that with proper management it may in several years improve in quality, at this time it does not appear to meet the Nature Preserve Commission's guidelines stating that "Only high-quality natural areas qualify for this (Nature Preserve) land protection tool".

Preliminary approval for the Kedzior Woodlands Addition to Harper-Rector Woods was granted at the Commission's August 3, 2004 meeting, and it is proposed to be added to the agenda for approval at the Commission's October 28, 2004 meeting. By approving this land for dedication as a Nature Preserve, the Commission would be blocking what appears to be the most viable and least environmentally damaging alternative available for the IL 336 Study. In lieu of these facts, I request that the Commission remove this item from the agenda for the October meeting, and does not approve this dedication or makes provisions for a highway corridor along IL 95.

Very truly yours,



Joseph E. Crowe, P.E.
District Engineer

EST:kme\p:\winword\letters\hdrucker\disttr_il 336.doc

cc: Project File (E. Therkildsen)

bcc: Vic Modeer, Director of Highways
URS Corp (B. Andrews)

ILLINOIS NATURE PRESERVES COMMISSION AGENDA
Minutes of the 184th Meeting

Giant City Lodge
Makanda, Illinois

October 26, 2004 10:00 A.M.

*Documentary Material Enclosed

Item 1: Call to Order, Roll Call, and Introduction of Attendees

Item 2:* Adoption of Agenda

Item 3:* Approval of Minutes of the 183rd Meeting, August 3, 2004

Item 4: 2005 Proposed Meeting Schedule

1 February, 10:00 a.m. - Illinois Department of Natural Resources, Springfield
3 May, 10:00 a.m. - Nauvoo Family Inn and Suites, Nauvoo
2 August, 9:00 a.m. - Morton Arboretum, Lisle
25 October, 10:00 a.m. - Pere Marquette Lodge, Grafton

Item 5: INPC Staff Report

REPORT
Don McFall, Randy Heidorn, and John Nelson
Nature Preserves Commission

Item 6: IDNR Staff Report

REPORT
Todd Strole
IDNR, Office of Resource Conservation

Item 7: Endangered Species Protection Board Staff Report

REPORT
Randy Nyboer
Endangered Species Protection Board Manager

Item 8:* Carroll Co. – Sterling - Rock Falls Family YMCA Camp Merrill M. Benson
Land and Water Reserve, Registration

The Sterling-Rock Falls Family YMCA proposes to register 74.3 acres as a land and water reserve. The proposed land and water reserve is located in the Freeport Section of the Rock River Hill Country Natural Division of Illinois just west of Mount Carroll. The area proposed for registration represents a significant portion of the 137-acre Waukarusa Canyon Illinois Natural Areas Inventory (INAI) site (#411). This

site is recognized by the INAI as a Category I for the presence of high-quality dolomite cliff communities, as a Category II for the presence of five state endangered and threatened species, and as a Category IV for the unusual assemblage of relict flora and unusual cave invertebrate fauna. Listed species include: isopod (*Caecidotea spatulata*), dwarf scouring rush (*Equisetum scirpoides*), scented oak fern (*Gymnocarpium robertianum*), cliff goldenrod (*Solidago sciaphila*) and sullivantia (*Sullivantia renifolia*), all of which are found within the area proposed for registration. An unusual assemblage of relict flora, more typical of plants from the northern Great Lakes region, is found on the cliffs including white pine (*Pinus strobus*) and Canada yew (*Taxus canadensis*). Smith Park Cave, located at the base of the dolomite cliff face, is the largest cave on the site. In addition to harboring unusual cave invertebrates, the cave also serves as a winter hibernacula for bats. This project was made possible through the purchase of the land and water reserve easement by the IDNR's Conservation 2000 (C2000) program.

REPORT ACTION TO BE CONSIDERED
Angella Moorehouse Registration Approval
Nature Preserves Commission

Item 9:* Hancock Co. – Cedar Glen Land and Water Reserve, Registration

The Nature Conservancy (TNC) proposes to permanently register three separate tracts totaling 269.54 acres as Cedar Glen Land and Water Reserve. The proposed land and water reserve lies within the Glaciated Section of the Middle Mississippi Border Natural Division of Illinois and is adjacent to Cedar Glen Nature Preserve (566.37 acres), also owned by TNC. The proposed land and water reserve is part of the 3,845-acre Cedar Glen Kibbe Macrosite recognized by the INAI (#565) as a Category I for the high-quality sand seep, sand hill prairie, limestone cliff community, dry-mesic barren, dry barren, and dry-mesic sand savanna; Category II for the presence of nine stated endangered and state threatened species; Category III for the nature preserve designation; Category IV for the outstanding exposure of Keokuk limestone; and Category VI for the high diversity mussel bed. Significant features of the proposed land and water reserve include high-quality dry-mesic barren community and a portion of the severe weather winter roost for the federally threatened and state threatened bald eagle (*Haliaeetus leucocephalus*).

REPORT ACTION TO BE CONSIDERED
Angella Moorehouse Registration Approval
Nature Preserves Commission

Item 10:* Jo Daviess Co. – Hanover Bluff Land and Water Reserve, Registration

The Illinois Department of Natural Resources seeks to permanently register 187.55 acres of the 249.47-acre Hanover Bluff State Natural Area as Hanover Bluff Land and Water Reserve. This site is located in western Jo Daviess County, within the Wisconsin Driftless Natural Division of Illinois. The proposed land and water reserve lies within the northeast corner of the 1,600-acre site identified as the Hanover Bluff INAI site (#1058) and is recognized as a Category I for the high-quality dry dolomite prairie and dry sand prairie, Category II for the 12 state endangered and threatened species, and Category III for the nature preserve designation. The eastern border of the proposed land and water reserve also includes a portion of the Apple River INAI site (#1647), recognized as a Category II and Category VI for a high diversity

mussel bed. Eighteen species of live mussels were sampled within this stretch of the Apple River during 2001, including the state-threatened black sandshell (*Ligumia recta*).

REPORT ACTION TO BE CONSIDERED
Angella Moorehouse Registration Approval
Nature Preserves Commission

Item 11:* McHenry Co. – Beverly and Ken Eriksen Boone Creek Valley Land and Water Reserve, Registration

Beverly and Ken Eriksen wish to register approximately 10.47 acres of land located within the Boone Creek Fen and Seep INAI (#1015) site as a land and water reserve. The proposed land and water reserve is located within the Morainal Section of the Northeastern Morainal Natural Division of Illinois. The proposed land and water reserve consists primarily of an old-field community with some commercial nursery stock and elements of sedge meadow. Boone Creek Fen and Seep INAI site is a 452.4-acre complex of wetland and upland communities that support high-quality graminoid fen, calcareous seep, sedge meadow, and stream natural communities. Other element occurrences include three state-listed species: the slippershell (*Alasmidonta viridis*), white lady's slipper (*Cypripedium candidum*), and hairy white violet (*Viola incognita*). This land and water reserve will protect a portion of the Boone Creek Fen and Seep INAI site, provide the impetus for restoration and management, and preserve nearby high-quality graminoid fens from alterations in surface and ground water hydrology that would occur should this parcel be developed. Registration of this proposed land and water reserve will increase the acreage of privately-owned protected land within the Boone Creek Fen and Seep INAI site from 101.1 to 111.57 acres.

REPORT ACTION TO BE CONSIDERED
Steven Byers Registration Approval
Nature Preserves Commission

Item 12:* Pope Co. – Culley Barrens Land and Water Reserve, Registration

The proposed Culley Barrens Land and Water Reserve, owned by Mrs. Kitty Culley, is a 50.77-acre parcel located in the Greater Shawnee Hills Section of the Shawnee Hills Natural Division. The site was included on the INAI (#1704) for the presence of 1.7 acres of grade B barrens. The site also has 3.1 acres of grade C barrens, 10.6 acres of grade C dry-mesic upland forest, 28.5 acres of abandoned pasture, and 6.87 acres of old field and a sandstone cliff/overhang community.

REPORT ACTION TO BE CONSIDERED
Bob Edgin Registration Approval
Nature Preserves Commission

Item 13:* Randolph Co. – Blufftop Acres Land and Water Reserve, Registration

The proposed Blufftop Acres Land and Water Reserve, owned by Ron and Paulette Deterding, is a 20-acre blufftop parcel overlooking the Mississippi River floodplain and the town of Prairie du Rocher. Approximately 15 acres of the proposed land and

water reserve is included in the 80-acre Prairie du Rocher-South INAI site (# 99). The Prairie du Rocher-South INAI site, located in the Northern Section of the Ozark Natural Division, contains a matrix of loess hill prairie, limestone bluff, and upland forest. The proposed land and water reserve contains approximately 10 acres of grade B and C loess hill prairie, grade A limestone cliff community, grade C dry-mesic upland forest, and the state-endangered Missouri coneflower (*Rudbeckia missouriensis*).

REPORT ACTION TO BE CONSIDERED
Debbie Newman Registration Approval
Nature Preserves Commission

Item 14:* Vermilion Co. – Addition to Little Vermilion River Land and Water Reserve, Registration

The Illinois Department of Natural Resources proposes to register 73 acres (in two tracts) as an addition to Little Vermilion River Land and Water Reserve. The existing Little Vermilion River Land and Water Reserve is 869 acres within Harry "Babe" Woodyard State Natural Area in Vermilion County in east central Illinois. Little Vermilion River Land and Water Reserve contains upland and floodplain forest typical of the Vermilion River Section of the Wabash Border Natural Division, protects 2.2 miles of the Little Vermilion River (INAI #1140) and supports 11 state-listed endangered or threatened species. The proposed addition provides direct protection and buffer to four populations of two listed species and a heron rookery. The listed species found in the proposed addition are fibrous-rooted sedge (*Carex communis*) and false hellebore (*Veratrum woodii*). Registration of the proposed addition will increase the area of the Land and Water Reserve to 942 acres.

REPORT ACTION TO BE CONSIDERED
Mary Kay Solecki Registration Approval
Nature Preserves Commission

Item 15:* Cook Co. – Addition to Gensburg-Markham Prairie Nature Preserve, Dedication

The Nature Conservancy proposes to dedicate 51 lots (approximately 4.32 acres) as an addition to Gensburg-Markham Prairie Nature Preserve. The proposed addition consists of groups of lots located in five different city blocks located south of Gensburg-Markham Prairie Nature Preserve. Despite the spatial distribution of the 51 lots, each of the groups of lots proposed for dedication are located contiguous to tracts of land already dedicated as Gensburg-Markham Prairie Nature Preserve. The Indian Boundary Prairies are a surviving remnant of a vast prairie that once extended along Lake Michigan in the Chicago Lake Plain Section of the Northeastern Morainal Natural Division of Illinois. Collectively, 462.59 acres of the Indian Boundary Prairies have been included on the INAI (Dropseed Prairie INAI #425; Gensburg-Markham Prairie INAI #400; Paintbrush Prairie INAI #1563; and Sundrop Prairie INAI #1575). Of that total, portions of four of the prairies (Sundrop Prairie - 54.9 acres; Gensburg-Markham Prairie - 118.2 acres; Paintbrush Prairie - 75.2 acres; and Dropseed Prairie - 9.2 acres), totaling 257.5 acres, have been dedicated as Illinois nature preserves. Dedication of this 4.32-acre addition will increase the size of Gensburg-Markham Prairie Nature Preserve from 118.2 to 122.52 acres.

REPORT ACTION TO BE CONSIDERED
Steven Byers Preliminary Approval for Dedication
Nature Preserves Commission

Item 16:* Hancock Co. – Addition to Cedar Glen Nature Preserve, Dedication

The Nature Conservancy currently owns 566.37 acres dedicated as Cedar Glen Nature Preserve and would like to propose an addition of two tracts totaling 50.5 acres. The original dedication consisted of 188 acres (145 acres of dedicated nature preserve and 43 acres of dedicated buffer) and received final dedication approval, as the 54th Illinois nature preserve (Resolution #252), in June, 1972 at the 43rd Meeting of the INPC. At the 173rd INPC Meeting (Resolution #1620), the Commission granted final approval for the dedication of the Kibbe Bottoms (259.37 acres) as an addition to Cedar Glen Nature Preserve. At the 174th INPC Meeting (Resolution #1636), the Commission granted final approval for the dedication of an additional 119-acre tract known as Mud Island as an addition to Cedar Glen Nature Preserve. If dedicated, this 50.5-acre addition would increase the size of the Nature Preserve to nearly 617 acres, placing it among the ten largest nature preserves not under state ownership. The proposed addition lies within the Glaciated Section of the Middle Mississippi Border Natural Division of Illinois within the 3,845-acre Cedar Glen Kibbe Macrosite recognized by the INAI (#565) as a Category I high-quality sand seep, sand hill prairie, limestone cliff community, dry-mesic barren, dry barren, and dry-mesic sand savanna; Category II for the presence of nine state endangered and state threatened species; Category III for the nature preserve designation; Category IV for the outstanding exposure of Keokuk Limestone; and Category VI for the high diversity mussel bed. Significant features of the proposed addition include high-quality dry-mesic barren community and a portion of the severe weather winter roost for the federally threatened and state threatened bald eagle (*Haliaeetus leucocephalus*).

REPORT ACTION TO BE CONSIDERED
Angella Moorehouse Preliminary Approval for Dedication
Nature Preserves Commission

Item 17:* Jo Daviess Co. – Second Addition to Hanover Bluff Nature Preserve, Dedication

The Nature Conservancy (TNC) proposes to dedicate 67.091 acres as an addition to Hanover Bluff Nature Preserve. TNC was granted approval for the dedication of a 48.466-acre addition to the IDNR-owned 361.7-acre Hanover Bluff Nature Preserve at the 183rd INPC meeting (Resolution #1786). This increased the size of the Nature Preserve to over 410 acres. The addition being proposed today represents the remaining property owned by TNC within the Hanover Bluff area. Hanover Bluff Nature Preserve received final dedication approval in May, 1987, at the 113th Meeting of the INPC (Resolution #929). The site lies within the Wisconsin Driftless Natural Division in western Jo Daviess County, Illinois, within the western portion of the 1,600-acre Hanover Bluff INAI site (#1058). This site is recognized by the INAI as a Category I for the high-quality dry dolomite prairie and dry sand prairie; Category II for the presence of 11 state endangered and threatened species; and Category III for the dedicated nature preserve designation. Two state listed plants have been observed within the proposed addition to Hanover Bluff Nature Preserve: meadow horsetail (*Equisetum pratense*) and hairy umbrella-wort (*Mirabilis hirsuta*).

REPORT ACTION TO BE CONSIDERED
Angella Moorehouse Preliminary Approval for Dedication
Nature Preserves Commission

Item 18:* McHenry Co. – Miles Prairie and Sedge Meadow Addition of Nature
Preserve Buffer to Boone Creek Fen Nature Preserve, Dedication

Tiffany and Tom Miles propose to dedicate approximately 5 acres of land located adjacent to the Boone Creek Fen and Seep INAI site (#1015) as a buffer addition to Boone Creek Fen Nature Preserve. The buffer addition consists primarily of mesic prairie and sedge meadow plant communities arrayed along the floor of Boone Creek Valley. Boone Creek Fen and Seep INAI site is a 452.4-acre complex of wetland and upland communities that support high-quality graminoid fen, calcareous seep, and sedge meadow plant communities. Other element occurrences within the INAI site include three state-listed species: the slippershell (*Alasmidonta viridis*), white lady's slipper (*Cypripedium candidum*), and hairy white violet (*Viola incognita*). The proposed Miles Prairie and Sedge Meadow buffer addition includes a small length of Boone Creek, a 13-mile grade B stream that is considered of statewide ecological significance.

REPORT ACTION TO BE CONSIDERED
Steven Byers Preliminary Approval for Dedication
Nature Preserves Commission

Item 19:* Cook Co. – Addition to Gensburg-Markham Prairie Nature Preserve,
Dedication

The Nature Conservancy seeks final approval for dedication of a 3.81-acre addition to Gensburg-Markham Prairie Nature Preserve. This prairie is in an area known collectively as the Indian Boundary Prairies. The Indian Boundary Prairies are a surviving remnant of a vast prairie that once extended along Lake Michigan in the Chicago Lake Plain Section of the Northeastern Morainal Natural Division of Illinois. Collectively, 462.59 acres of the Indian Boundary Prairies have been included on the INAI (Dropseed Prairie INAI #425; Gensburg-Markham Prairie INAI #400; Paintbrush Prairie INAI #1563; and Sundrop Prairie INAI #1575). Of that total, portions of four of the prairies (Sundrop Prairie - 54.9 acres; Gensburg-Markham Prairie - 118.2 acres; Paintbrush Prairie - 75.2 acres; and Dropseed Prairie - 9.2 acres), totaling 257.5 acres, have been dedicated as Illinois nature preserves. Preliminary approval for this addition was granted at the Commission's 138th Reconvened Meeting in March, 1993 (Resolution #1161) and the 161st Meeting in October, 1998 (Resolution #1444). Dedication of this 3.81-acre addition will increase the size of Gensburg-Markham Prairie Nature Preserve from 118.2 to 122.01 acres.

REPORT ACTION TO BE CONSIDERED
Steven Byers Final Approval for Dedication
Nature Preserves Commission

Item 20:* Cook Co. – Addition to Sundrop Prairie Nature Preserve, Dedication

The Nature Conservancy proposes to dedicate a 36.3-acre addition to Sundrop Prairie Nature Preserve. This prairie is in an area known collectively as the Indian Boundary Prairies. The other prairies are Gensburg-Markham Prairie Nature Preserve,

Paintbrush Prairie Nature Preserve, and Dropseed Prairie Nature Preserve. The Indian Boundary Prairies are a surviving remnant of a vast prairie that once extended along Lake Michigan in the Chicago Lake Plain Section of the Northeastern Morainal Natural Division of Illinois. Although Sundrop Prairie was not identified on the original INAI, this prairie was included on the INAI in December, 2000 for its significance as part of the Indian Boundary Prairies. Sundrop Prairie received preliminary approval for dedication at the Commission's 145th Meeting in October, 1994 (Resolution # 1249). Final approval for dedication of 53.56 acres as an Illinois nature preserve was granted at the Commission's 166th Meeting in February, 2000 (Resolution # 1522). The Commission granted final approval for dedication of a 1.34-acre addition to Sundrop Prairie Nature Preserve at its 166th Meeting (Resolution # 1704) in February, 2003. This 36.3-acre addition will increase the size of Sundrop Prairie Nature Preserve from 54.9 to 91.2 acres. The Commission granted preliminary approval for dedication of this addition at its 183rd Meeting (Resolution #1784) in August, 2004.

REPORT ACTION TO BE CONSIDERED
Steven Byers Final Approval for Dedication
Nature Preserves Commission

Item 21:* DeWitt Co. – Mettler Woods Nature Preserve, Dedication

Mettler Woods, owned by The Nature Conservancy, is an approximately 70.7-acre site, which includes the 65-acre Mettler Woods Natural Area (INAI #20), recognized on the INAI for a 44-acre grade B, dry-mesic upland forest. The proposed nature preserve supports 21 acres of the grade C forest and approximately six acres of early successional forest, all of which are natural communities representative of the Grand Prairie Section of the Grand Prairie Natural Division. The dry-mesic forest supports large canopy individuals of species such as white oak (*Quercus alba*), bur oak (*Q. macrocarpa*), and shagbark hickory (*Carya ovata*). Watercourses at Mettler Woods drain into Salt Creek Natural Area (INAI #1432), located within one mile to the south. The owners wish to ensure the continued protection and proper restoration management of Mettler Woods by having it dedicated in perpetuity as an Illinois nature preserve. The Commission granted preliminary approval for dedication of this site at its 182nd Meeting (Resolution #1771) in May, 2004.

REPORT ACTION TO BE CONSIDERED
Tom Lerczak Final Approval for Dedication
Nature Preserves Commission

Item 22:* Fulton Co. – Kedzior Woodlands Addition to Harper-Rector Woods Nature Preserve, Dedication

Mr. Ken Kedzior proposed to dedicate a 69.3-acre addition, known as Kedzior Woodlands, to Harper-Rector Woods Nature Preserve. The proposed addition is located within the Western Forest-Prairie Natural Division and consists of three tracts within a 302.54-acre site that also includes the 120-acre Kedzior Woodlands Land and Water Reserve. Native plant communities on Mr. Kedzior's land support species that are characteristic of the Western Forest-Prairie Natural Division. The northwestern corner of Tract 1 (33.7 acres) is adjacent to Harper-Rector Woods Nature Preserve. Most of the proposed nature preserve addition consists of second-growth mesic to dry-mesic upland oak-hickory (*Quercus-Carya*) forest within a

steep-sided ravine system, part of which drains into the southwestern corner of Harper-Rector Woods Nature Preserve and then into Spoon River. Tract 2 (13.7 acres of early successional woods) is adjacent to and north of State Route 95. Tract 3 of the proposed nature preserve addition (21.94 acres) is separated from the other two proposed nature preserve tracts by State Route 95. Tract 3 supports early successional woodland plus a 2-3-acre open woodland or savanna community that includes hazelnut (*Corylus americana*), New Jersey tea (*Ceanothus americanus*), prairie willow (*Salix humilis*), melic grass (*Melica nitens*), and lead plant (*Amorpha canescens*). This remnant natural community has a good potential for recovery with renewed fire management. Mr. Kedzior wishes to add the three Kedzior Woodlands tracts to Harper-Rector Woods Nature Preserve in order to ensure the protection of the forest and savanna/open woodland communities present on the site, to increase the diversity of community types protected as dedicated Illinois Nature Preserve at the Harper-Rector Woods Nature Preserve, to enhance the protection of the high-quality forest and the Spoon River at Harper-Rector Woods Nature Preserve; and to ensure that a proper restoration management program will maintain natural ecosystem dynamics and processes that are capable of perpetuating natural communities into the future. The Commission granted preliminary approval for dedication of this site at its 183rd Meeting (Resolution #1785) in August, 2004.

REPORT ACTION TO BE CONSIDERED
Tom Lerczak Final Approval for Dedication
Nature Preserves Commission

Item 23:* Randolph Co. – Prairie of the Rock Nature Preserve, Dedication

The proposed Prairie of the Rock Nature Preserve, owned by J.W. (Bill) Gonterman, is a 15- acre blufftop parcel overlooking the Mississippi River floodplain and the town of Prairie du Rocher. Approximately 3 acres of the proposed nature preserve is included in the 80-acre Prairie du Rocher-South Illinois INAI site (#99). The Prairie du Rocher-South INAI site, located in the Northern Section of the Ozark Natural Division, contains a matrix of loess hill prairie, limestone bluff, and upland forest. The INAI site also contains the state-endangered Missouri coneflower (*Rudbeckia missouriensis*). The proposed nature preserve contains grade B and C loess hill prairie, grade A limestone cliff community, and grade C dry-mesic upland forest. The Commission granted preliminary approval for dedication of this site at its 179th Meeting in May, 2003 (Resolution #1720).

REPORT ACTION TO BE CONSIDERED
Debbie Newman Final Approval for Dedication
Nature Preserves Commission

Item 24:* Cass Co. – Cox Creek Hill Prairies Land and Water Reserve - Request for Snowmobile Trail

The Illinois Department of Natural Resources is proposing the construction of a snowmobile trail in Jim Edgar Panther Creek State Fish and Wildlife Area which entails routing the trail through a portion of the Cox Creek Hill Prairies Land and Water Reserve. At the time of registration, no trail was included in the management program for the Land and Water Reserve. The proposed trail is located an average of 250 feet from the INAI site and will separate the Land and Water Reserve from Conservation Reserve Program tree plantings. The proposed trail route will not

adversely impact the high-quality hill prairies for which the Land and Water Reserve was established and will be used as a fire break in managing the prairie and prairie restorations in the Land and Water Reserve. Other alternatives outside of the Land and Water Reserve were considered, but were less desirable due to safety concerns and snowmobile trail design standards.

REPORT ACTION TO BE CONSIDERED

Diane Tecic Approval of Snowmobile Trail
Regional Restoration Ecologist
IDNR, Office of Resource Conservation
Mike Wickens
Jim Edgar Panther Creek State Fish and Wildlife Area

Item 25:* Johnson Co. – Grassy Slough Land and Water Reserve - Request for Subordination of Land and Water Reserve Easement to Federal Wetland Reserve Program Agreement

The Nature Conservancy (TNC) owns Grassy Slough Land and Water Reserve in Johnson County, along the Cache River in southern Illinois. The 2,672-acre Grassy Slough Land and Water Reserve was registered in 2003. Before Grassy Slough was registered, 2,200 acres of the site were encumbered with a federal Wetland Reserve Program easement. This is a permanent conservation easement held by the U.S. Department of Agriculture. Federal regulations require that State easements be subjugated to the federal easement. TNC is requesting that the INPC and the IDNR subordinate the Land and Water Reserve to the federal easement.

REPORT ACTION TO BE CONSIDERED

Don McFall Approval of Subordination Agreement
Nature Preserves Commission

Item 26:* Vegetation Management Guidelines

The Management Guidelines give landowners and managers guidance on how to handle a land management issue in a nature preserve or land and water reserve. Once approved by the Commission, they become part of the policy guidance used by staff to review and approve management plans. Updated Vegetation Management Guidelines for the control of black locust (*Robinia pseudoacacia*), Canada thistle (*Cirsium arvense*), Chinese yam (*Dioscorea oppositifolia*), Johnson grass (*Sorghum halepense*), spotted knapweed (*Centaurea maculosa*), and trailing crown vetch (*Coronilla varia*) are presented for approval. Methods of control for these species include various applications and combinations of prescribed fire, cutting and spot treatments of herbicide depending on site specific conditions and management goals. These revisions were drafted by Angella Moorehouse, Patti Reilly, Jody Shimp, Bob Lindsay, Anne Mankowski, Connie Carroll, Michlelle Simone and Randy Heidorn. The guidelines were submitted to INPC Consultants and Advisors and to selected natural area land managers for review. Recommended changes were incorporated into the documents.

REPORT ACTION TO BE CONSIDERED

Bob Edgin Approval of Management Guidelines
Nature Preserves Commission

Item 27: Public Comment Period (3 minutes per person)

Item 28: Other Business

Item 29: Adjournment

[\[INPC Home\]](#)

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

August 31, 2005

SUBJECT

Meeting with Illinois Department of Natural Resources (IDNR) Nature Preserve Commission (INPC) Staff

TO

Mike McLuckie

A meeting was held on the above date in IDNR headquarters in Springfield to alternative alignments in the vicinity of Tract 2 and 3 of the land proposed by Ken Kedzior for designation as Illinois Nature Preserves. In attendance:

<u>Name</u>	<u>Representing</u>
Maureen Addis	IDOT
Mike McLuckie	IDOT
Greg Larson	IDOT
Randy Heidorn	INPC staff
Angella Moorehouse	INPC staff
Tom Lerczak	INPC staff
Bob Andrews	URS
Mary Hagerty	URS

BACKGROUND

In August 2004, the Illinois Nature Preserves Commission (INPC) granted preliminary approval for three separate tracts of land proposed as the Kedzior Woodlands Addition to the Harper-Rector Woods Nature Preserve. In their October 18, 2005 meeting, the INPC is scheduled to either approve or deny the proposed dedication. Tracts 2 and 3 were potentially impacted by an alignment along existing IL 95, with Tract 2 just to the north of IL 95 and Tract 3 to the south. The biological survey done for the IL 336 project discusses these tracts.¹ The report describes Tract 3 as part of a 47-acre remnant (the majority of the remnant lies to the east) of “Grade C+ mature mesic upland forest,” that has the potential to qualify as an Illinois Natural Area Inventory (INAI) site “with continued ecological restoration including applications of prescribed fire.” Tract 2 is described as “highly degraded” with “complete dominance of non-native species in all strata.” Based on this information, IDOT adjusted the proposed alignment along

¹ 2005. Feist et al, *An Assessment of the Biological Resources Associate with the Illinois 336 Project Corridor, Peoria, Fulton, and McDonough Counties, Illinois*. Illinois Natural History Survey Center for Biodiversity Technical Report 2005(3). April 12. Pages 105 and 106.

IL 95 such that it impacts a small sliver of Tract 3 and avoids all parts of Tract 3 considered INAI-eligible; in making this adjustment, Tract 2 would be impacted. On June 27, 2005, Angella Moorehouse, the INPC field representative for this area, submitted an INAI New Site Nomination Form to the Natural Areas Evaluation Committee for a portion of Tract 3, which was subsequently approved as submitted. This new listing on the INAI is called Seville Savanna and consists of 2.2 acres of Grade C mesic savanna and 8.0 acres of mesic/dry-mesic woodland.

MEETING

Lerczak, who prepared the proposal for the Kedzior Addition, summarized activities that have occurred at Tract 3. The entire tract was burned in the spring of 2005, and a transect was performed, which was the basis for the INAI nomination. The northern part of the tract is much poorer in quality and there is a fairly distinct boundary between the good and poor quality land.

Lerczak agrees that Tract 2 is dominated by exotic species, but he thought there were some better areas within it and he planned to investigate further.

URS/IDOT reviewed aerial-photo based maps with the proposed alignments in the vicinity of Harper-Rector Woods and the proposed Kedzior Addition, showing impacts and proximity to the proposed Kedzior Addition and the new Seville Savanna. McLuckie said that the proposed alignment along IL 95 made the most sense and had the least impacts.

Moorehouse said the Seville Savanna should have as much buffer as possible, and wanted to know what would happen to the IL 95 roadbed if the new roadway was constructed just to the north. McLuckie said it would be removed and IDOT could work with INPC on plantings that would be most appropriate both for IDOT maintenance and for a buffer. The most important thing for a buffer is to avoid plant species that tend to spread, Moorehouse said.

Heidorn said that the Commission would either approve or disapprove the proposal; they could not approve part of it or modify it without the consent of the landowner. The INPC staff often makes recommendations to the Commission; they will discuss internally whether they will be making a recommendation on the proposed Kedzior Addition. Heidorn suggested that IDOT attend the meeting in case the Commission has questions. Kedzior will be attending.

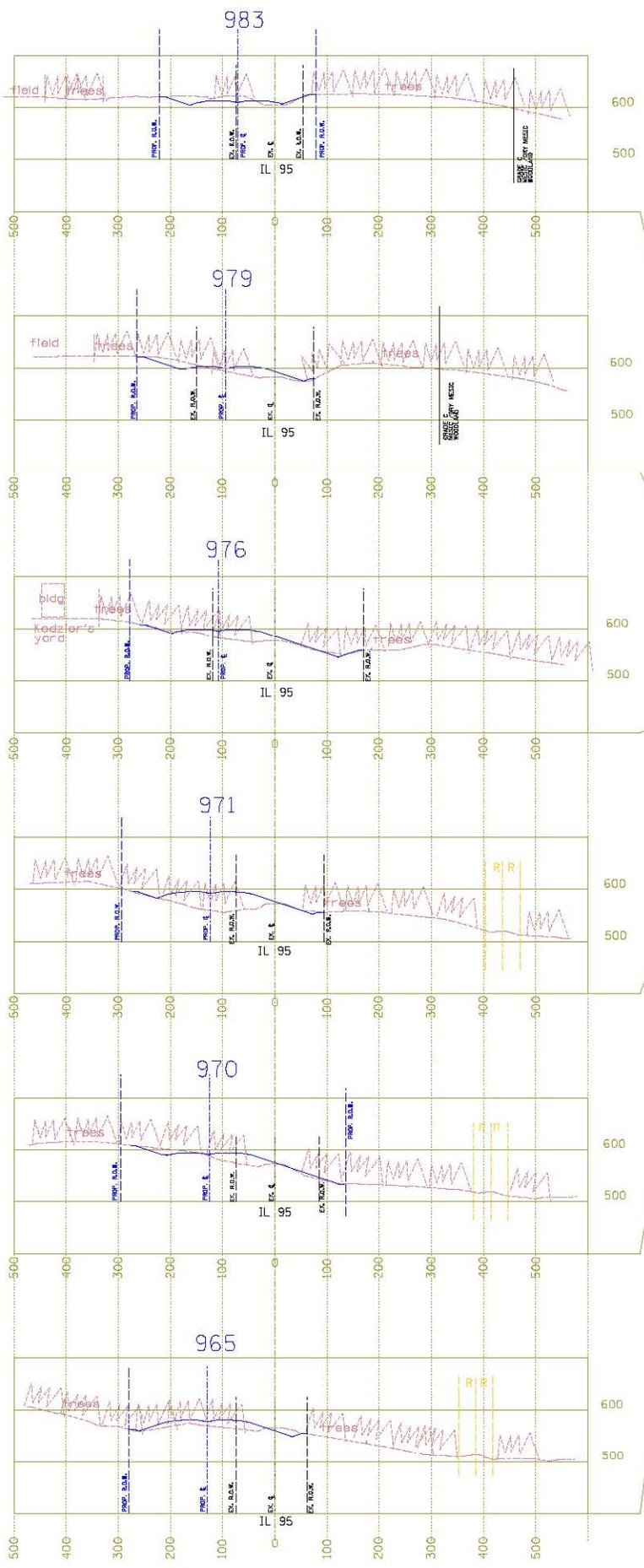
URS/IDOT will prepare 15 sets of information packets, to be submitted to Heidorn by September 16. Any information sent to the Commission members needs to be received at least a week before the meeting. The packets will include two color aerial based maps showing proposed alignments, nearby natural areas and preserves, right of way requirements along IL 95, the Kedzior Additions, and the new Seville Savanna. A discussion of alternatives and an impacts table will be included.

Respectfully submitted,

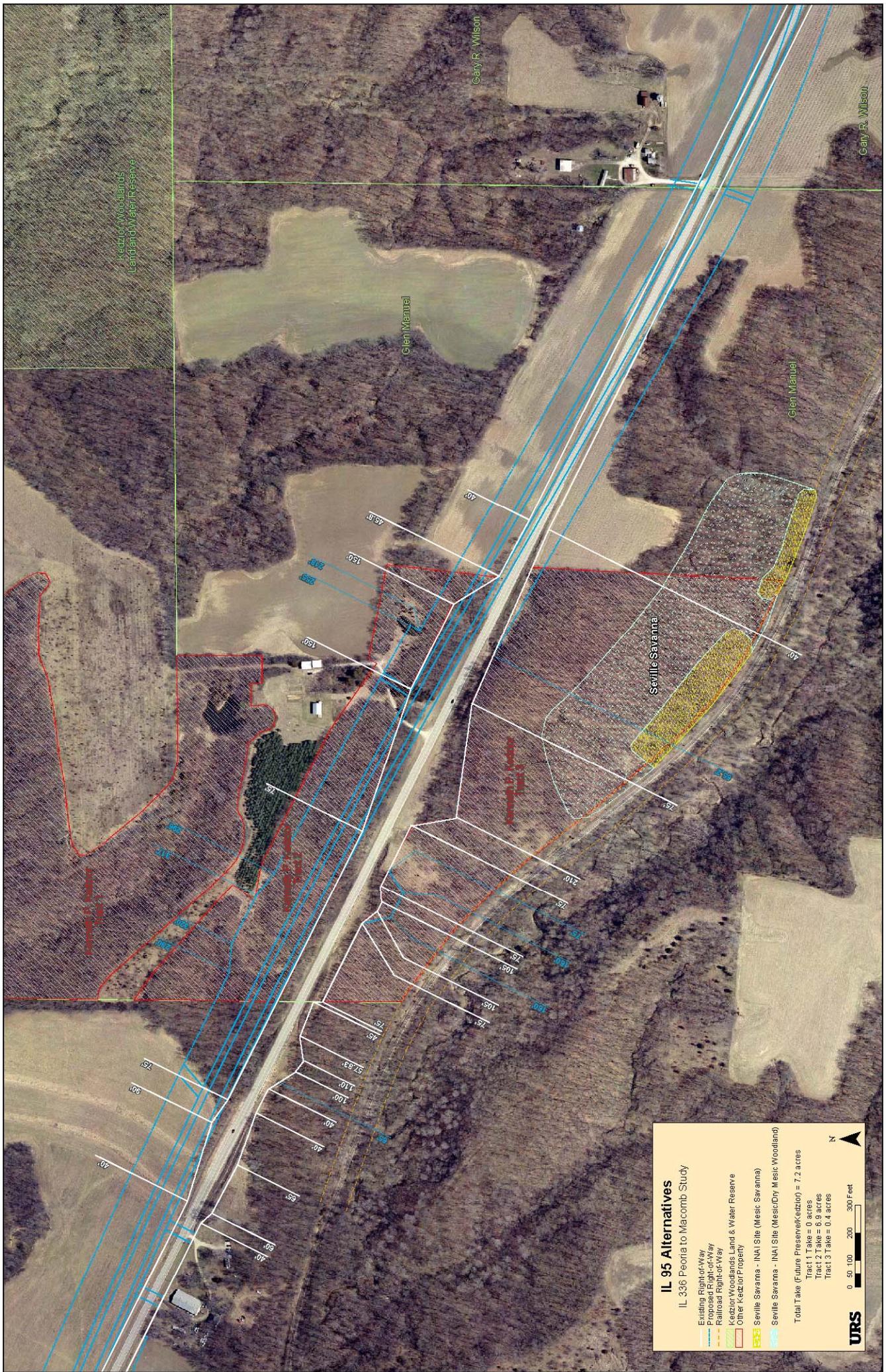
URS



Robert J. Andrews, PE
Project Manager



PEORIA TO MACOMB STUDY
 CONCEPT CROSS SECTIONS ON IL-95
 THROUGH KEDZIOR PROPERTY



IL 95 Alternatives
 IL 336 Peoria to Macomb Study

- Existing Right-of-Way
- Proposed Right-of-Way
- Railroad Right-of-Way
- Ketzior Woodlands Land & Water Reserve
- Other Ketzior Property
- Seville Savanna - INA Site (Mesic Savanna)
- Seville Savanna - INA Site (Mesic/Dry Mesic Woodland)

Total Take (Future Preserve/Ketzior) = 7.2 acres
 Tract 1 Take = 0 acres
 Tract 2 Take = 6.9 acres
 Tract 3 Take = 0.4 acres

0 50 100 200 300 Feet

URS

Ketzior Woodlands
 Land and Water Reserve

Glen Mannel

© Gary R. Wilson

© Gary R. Wilson

Seville Savanna

Glen Mannel

Seville Savanna
 Tract 1

Seville Savanna
 Tract 2

Seville Savanna
 Tract 3



Illinois Department of Transportation

Division of Highways / Region 3 / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

September 15, 2005

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS – PHASE I
FAP Route 315 (IL 336)
Various Sections
Location: Peoria to Macomb Study
Various Counties
Job No. P-94-025-00
Catalog No. 032258-00P

Mr. Randy R. Heidorn
Deputy Director for Stewardship
Illinois Nature Preserves Commission
One Natural Resources Way
Springfield, IL 62702-1271

Dear Mr. Heidorn:

The purpose of the proposed Illinois Route 336 project is to provide a safe and efficient four-lane divided transportation facility from Interstate 474 (I-474), west of Peoria, Illinois, to the eastern side of Macomb, Illinois. The proposed action will help provide western Illinois and the communities of Jacksonville, Quincy, Monmouth, Macomb, Canton and Peoria greater access to each other and to various east/west and north/south interstate and expressway systems. This project is based on the need for improvement of system linkage, travel efficiency, and economic stability.

The proposed project is the culmination of a long planning process. For the past four decades, the State of Illinois, civic leaders, local agencies, and citizen groups have expressed the need for an improved highway system in west-central Illinois. Since the early 1960s, planning efforts have been directed toward providing the necessary linkages from western Illinois communities to the larger cities within the region. In 1969, the Illinois General Assembly passed legislation making possible major highway improvements statewide. An important part of that legislation was the Supplemental Freeway System, which are four-lane interstate style highways. One of the freeways included in the enabled legislation, Supplemental Freeway F-7 (later known as FA 407), extended from Peoria west to Quincy.

After passing the legislation, the Illinois Department of Transportation (IDOT) prepared a Corridor Study for FA 407 from Peoria to Illinois Route 61 west of Tennessee, Illinois in McDonough County. The corridor study was completed in 1970. The study evaluated three alternate routes (A, B, and C) from Peoria to Macomb, and resulted in the selection of a corridor. In the mid-1970s, IDOT began a Draft Environmental Impact Statement (DEIS) for FA 407 from Peoria to Canton. The DEIS process was not completed, and the study was suspended in 1979.

Mr. Randy R. Heidorn
Deputy Director for Stewardship
Illinois Nature Preserves Commission
Re: Peoria to Macomb Study (IL 336)
September 15, 2005
Page 2

In November of 2002, the process was restarted. The 1970's corridors were reassessed. Reassessment of the 1970 Corridor Report resulted in the previously selected corridor as still being the preferred. The new corridor report was approved in June of 2004. The selected corridor is shown on Exhibit 0.

The following is a timeline of milestones that have occurred since the project was restarted:

Project Timeline

- | | |
|--|--|
| • November 2002 | Project restarted. |
| • August 5-7, 2003 | Corridor Public Information Meetings. |
| • February 24-26, 2004 | Corridor Public Hearing. |
| • June 23, 2004 | Corridor Report approved. |
| • March 2004 – November 2004 | Developed and analyzed alignments. |
| • August 2004 | IDOT informed about potential new Preserve. |
| • August 3 & 25, 2004
September 17 & 22, 2004
October 28, 2004 | Meetings with Nature Preserve Commission Board and staff. |
| • August 3, 2004 | INPC grants preliminary approval for designation of Kedzior Addition as Nature Preserve. |
| • October 26, 2004 | INPC postpones action on Kedzior Addition. |
| • November 17, 2004 | Advisory Group Meeting. |
| • December 7-9, 2004 | Public Meeting presenting alignments. |
| • January 4, 2005
to Present | Development and refinement of potential alignments. |
| • April 12, 2005 | Interim Biological Report received from Illinois Natural History Survey |
| • June 27, 2005 | Seville Savanna nominated for inclusion in Illinois Natural Areas Inventory. |
| • August 3, 2005 | Seville Savanna approved for inclusion in Illinois Natural Areas Inventory. |
| • August 30, 2005 | Meeting with Nature Preserves Commission staff. |

Mr. Randy R. Heidorn
Deputy Director for Stewardship
Illinois Nature Preserves Commission
Re: Peoria to Macomb Study (IL 336)
September 15, 2005
Page 3

Initially, in the spring and early summer of 2004, only a single alignment was developed in the Spoon River area. This single alignment used the existing Illinois Route 95 right-of-way for the construction of much of the new roadway. This approach results in fewer impacts to the natural environment than creating a new alignment and roadway. When IDOT learned in August of 2004 of the proposed new nature preserve under consideration along Illinois Route 95, two more alignments, one alignment north and one south of Illinois Route 95, were developed as alternatives to avoid the potential nature preserve areas. The Illinois Natural History Survey completed a biological survey for the project in early 2005. The results of this biological survey indicated that part of the proposed Tract 3 could potentially qualify as an addition to the Illinois Natural Area Inventory (INAI). As a result of this survey, the proposed alignment along Illinois Route 95 was revised to avoid almost all of Tract 3 of the proposed nature preserve. Part of this tract has recently been added to the INAI as the Seville Savanna. The closest the proposed Illinois Route 95 (middle alignment) would come to the Seville Savanna would be 270 feet, and it is not anticipated to have any impacts to the INAI site.

After consideration and evaluation of the alternatives, the Illinois Department of Transportation preferred the Illinois Route 95 (middle) alignment over the other two alignments for the following reasons:

- The Illinois Route 95 alignment requires the least amount of new right-of-way since the existing Illinois Route 95 land is incorporated into the design. This alignment requires 77 less acres than the south alignment and 89 acres less than the north alignment.
- This alignment creates no farm severances. The south alignment creates nine and the north alignment creates eight severances. These severances create two separate fields where there is now one. This reduces the efficiency of farm operations and can cause adverse travel because of access issues.
- The chosen alignment also creates fewer impacts to wetlands. The Illinois Route 95 alignment impacts 1.3 acres, versus 3.7 acres, for the north and 2.7 acres for the south.
- The alignment creates less floodplain impacts. The Illinois Route 95 alignment would affect an additional 4.5 acres of the Spoon River floodplain. The north alignment crosses 33 acres and the south alignment 29 acres.
- Both the north and the south alignments would result in the introduction of a new crossing of the Spoon River, thereby, resulting in additional impacts to the system and further habitat fragmentation.
- The Illinois Route 95 chose alignment is less disruptive to the local road network and grid.

Mr. Randy R. Heidorn
Deputy Director for Stewardship
Illinois Nature Preserves Commission
Re: Peoria to Macomb Study (IL 336)
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Potential Impacts to Proposed Nature Preserve Tracts:

Tract 1: No right-of-way is needed from Kedzior Tract 1. The proposed north right-of-way line is 140 feet from Tract 1 and 420 feet from Harper Rector Woods Nature Preserve.

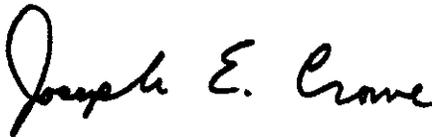
Tract 2: The Illinois Route 95 (middle alignment) was positioned along the north edge of Illinois Route 95 to avoid the higher quality habitat located to the south of Illinois Route 95. Therefore, the largest amount of new right-of-way impact is north of the existing highway in Kedzior's proposed Tract 2. A total of 6.9 acres of new right-of-way is needed from Tract 2.

Tract 3: Two small areas of additional right-of-way are needed from Tract 3. One area is needed for the construction of a culvert and waterway under the highway, and the other right-of-way needed from Tract 3 is for a roadside ditch. The total new right-of-way needed from Tract 3 is 0.4 acres. The proposed area from Tract 3 that would be used for IDOT right-of-way does not require any land from the Seville Savanna and does not impact any land identified in the INHS survey as having the potential to qualify for the INAI.

The Department of Transportation requests that if a Nature Preserve is created along Illinois Route 95, its limits should be set back from the proposed Illinois Route 336 right-of-way lines. The proposed lines are shown in blue on Exhibit 2. The numbers shown are distances in feet from the existing centerline of Illinois Route 95.

In summary, IDOT has concluded that the IDOT-preferred alignment results in the least amount of impact to the natural environment.

Very truly yours,



Joseph E. Crowe, P.E.
Deputy Director of Highways,
Region Three Engineer

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Enclosures

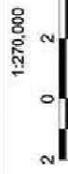
cc: Project File (M. McLuckie)
Environment (G. Larson)
Central Bureau of Design & Environment (Attn. Mr. Tom Brooks)
URS Corporation (Attn. Mr. Bob Andrews)

Legend

-  Selected Corridor
-  Interstate
-  US Highway or State Highway
-  Macomb Bypass
-  County Boundary
-  Municipality



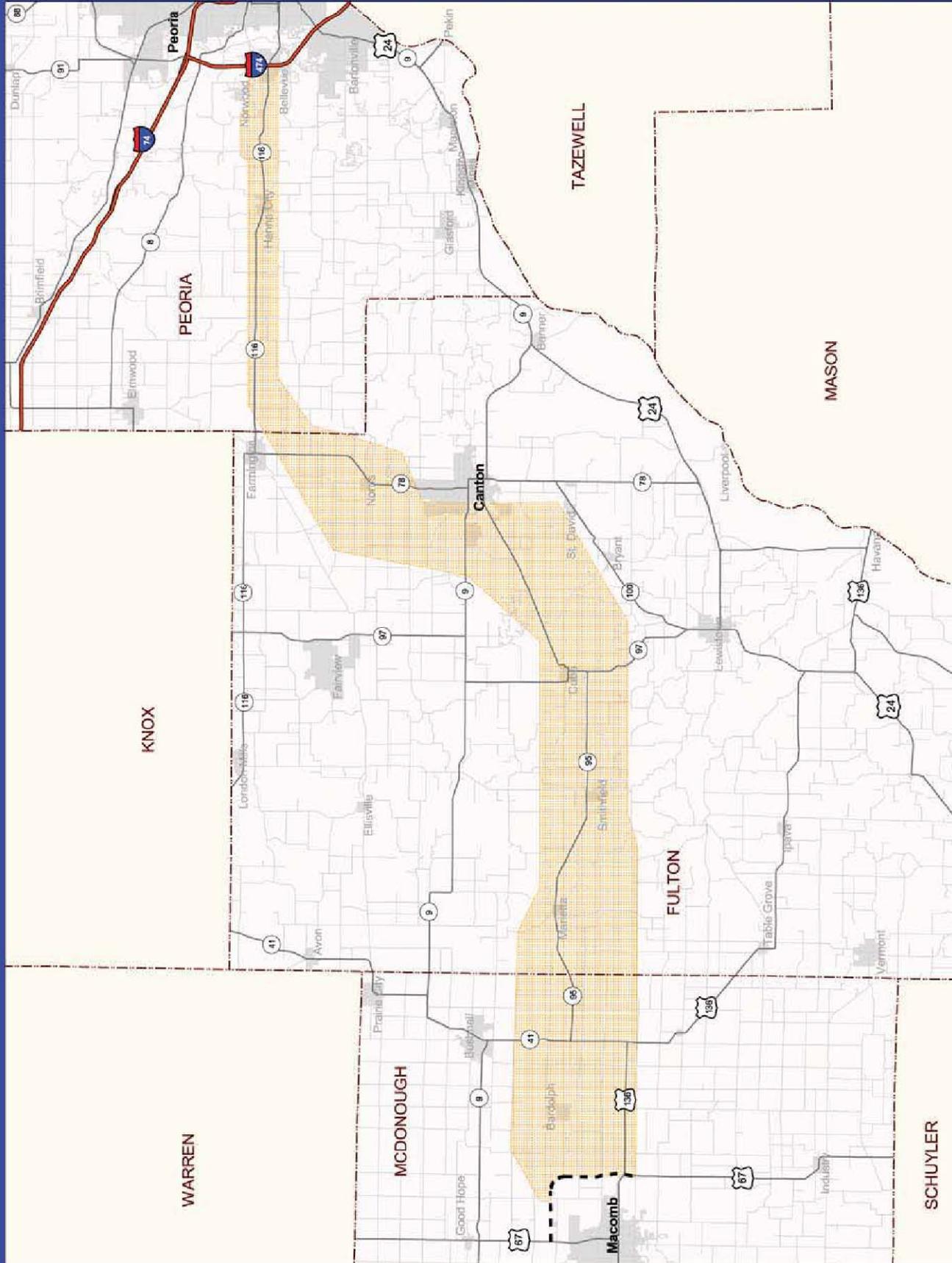
Source(s): Illinois Department of Natural Resources (Illinois Natural History Survey and Illinois State Geological Survey), Illinois Department of Transportation and URS Corporation.

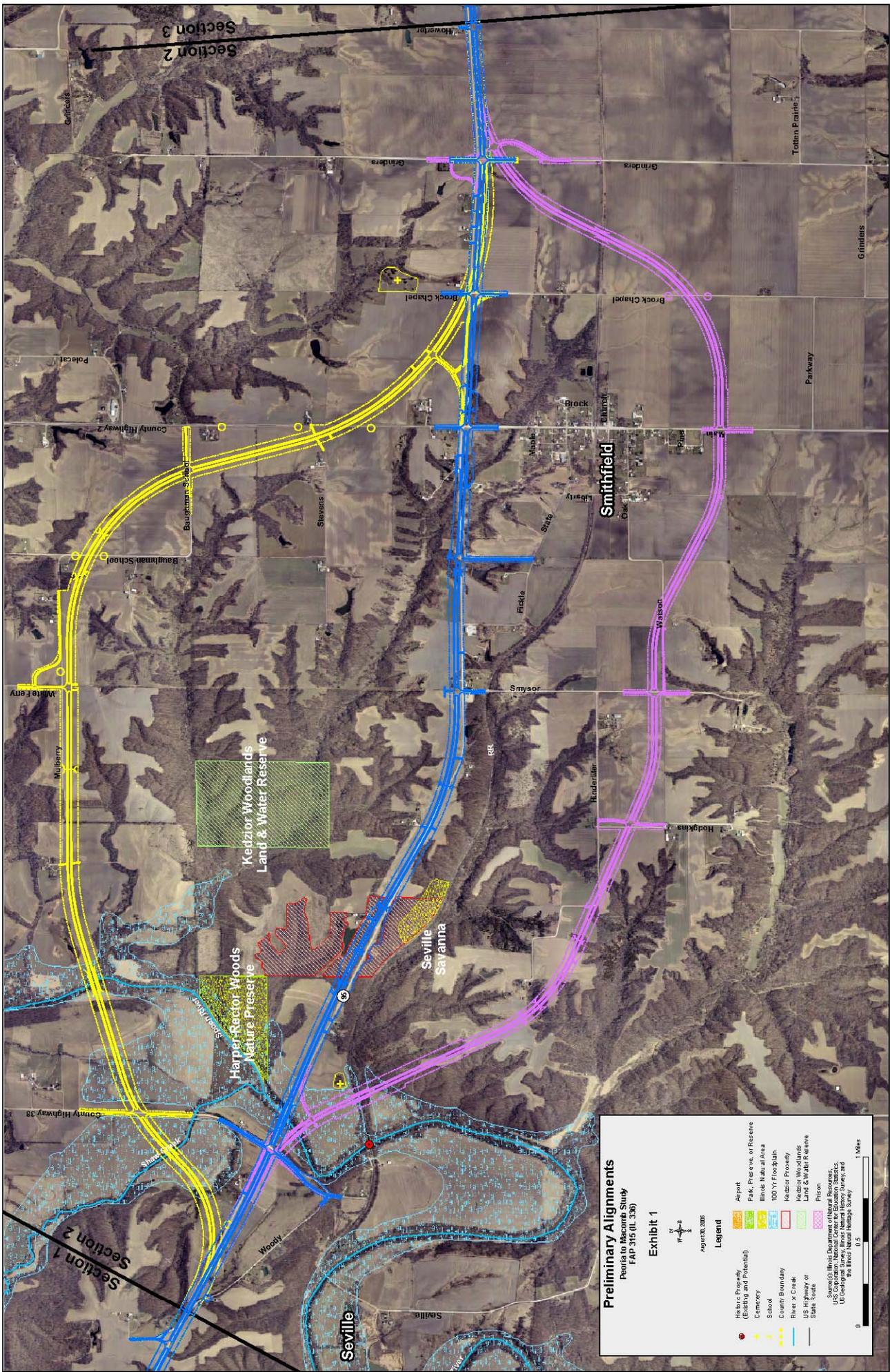


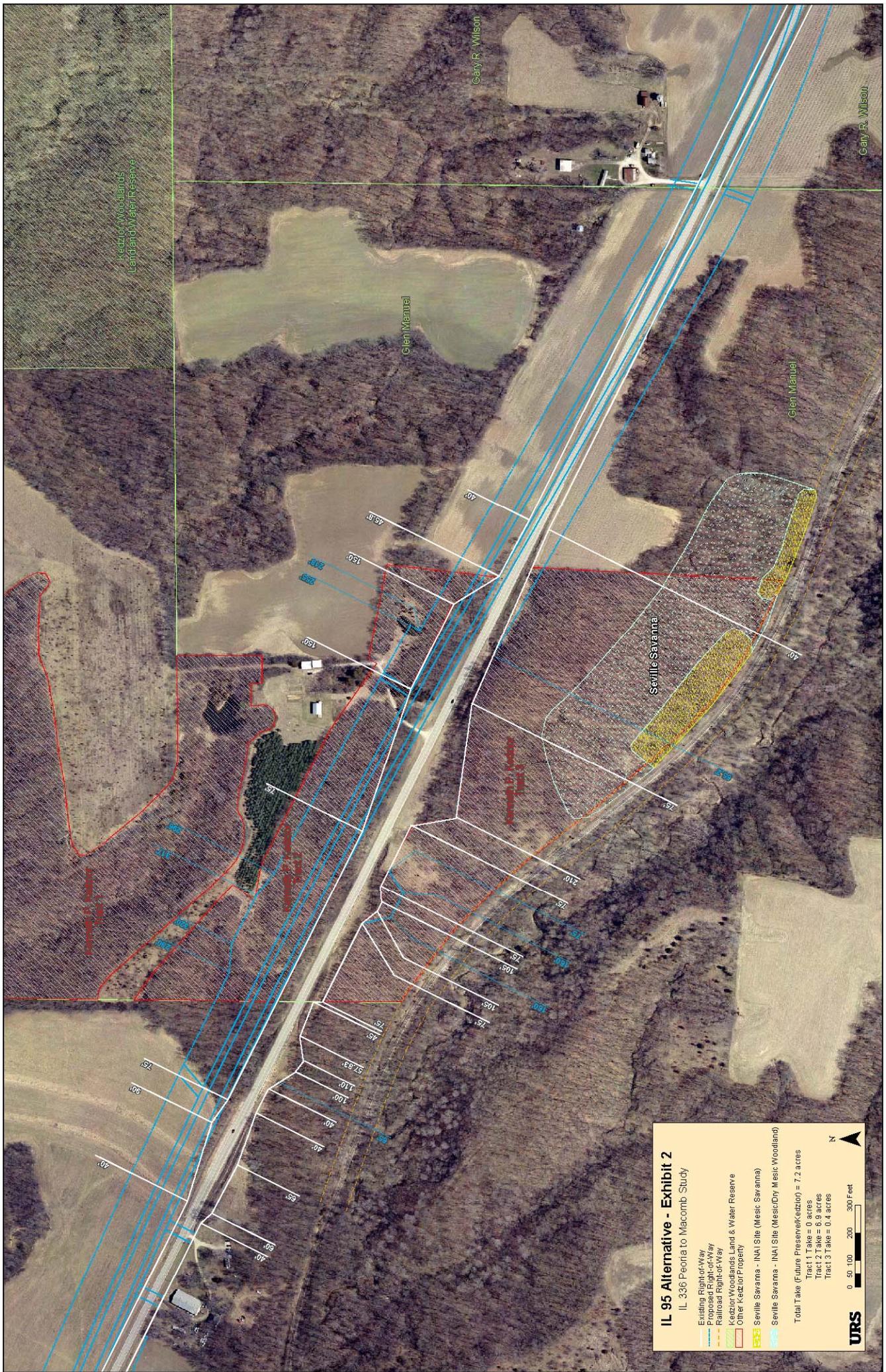
**Peoria to Macomb Study
FAP 315 (IL 336)**

Section: Various
Peoria, Fulton, McDonough Counties
Job No. P94-025-00
Catalog No. 032258-00P
Contact: Mike McLuckie

**Exhibit 0
Selected Corridor AB**







Kedzior Woodlands
 Land and Water Reserve

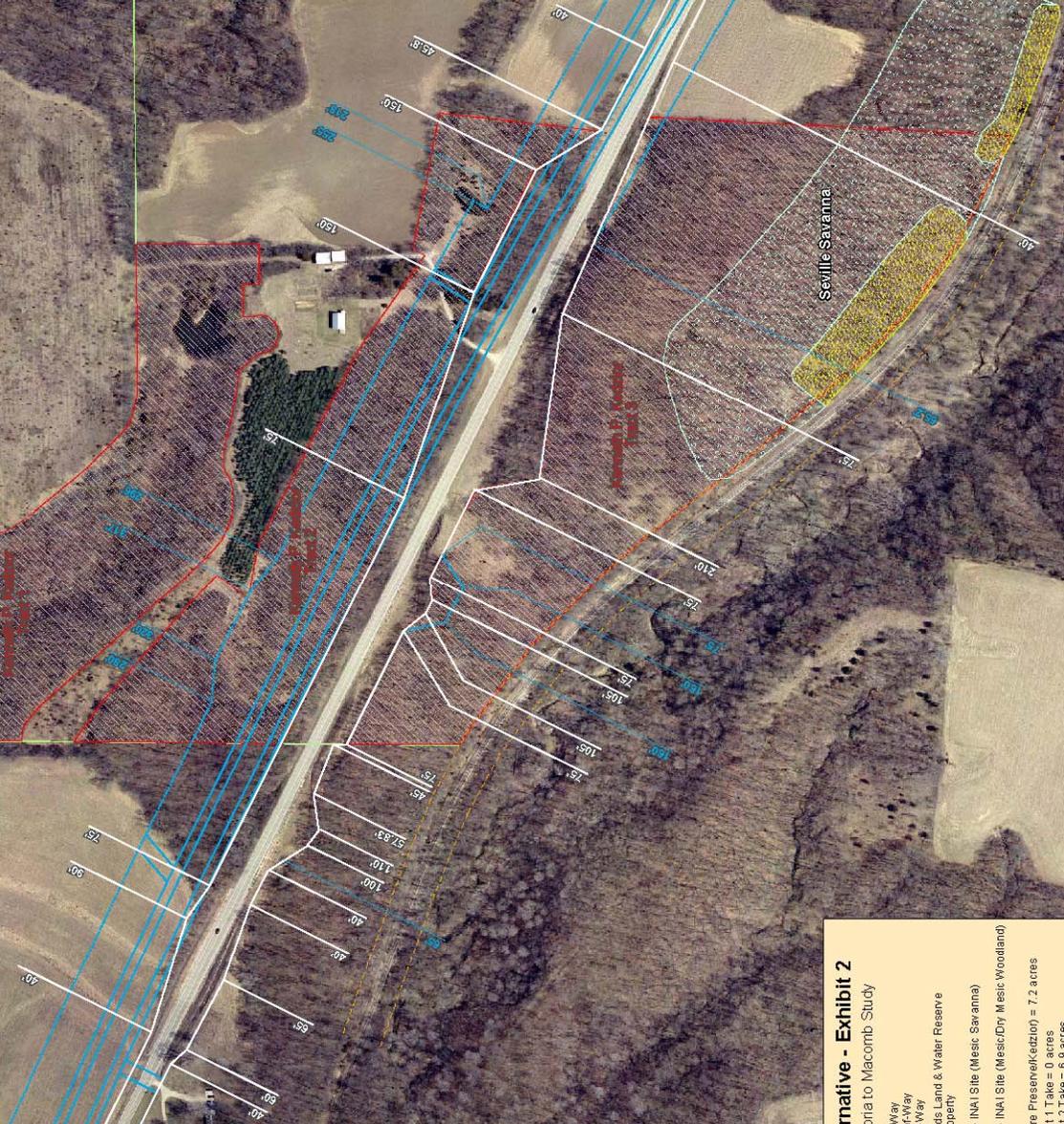
Glen Mannel

Seville Savanna

Gary R. Wilson

Gary R. Wilson

Glen Mannel



ILLINOIS NATURE PRESERVES COMMISSION AGENDA

Minutes of the 188th Meeting

(Approved by the Commission at the 189th Meeting)

Pere Marquette State Park
Lodge and Conference Center
Route 100, P.O. Box 429
Grafton, IL 62037

Tuesday, October 18, 2005 - 10:00 a.m.

188-1) Call to Order, Roll Call and Introduction of Attendees

At 10:00 a.m., pursuant to the Call to Order of Chairman Drucker, the meeting began.

Randy Heidorn read the roll call.

Members present: Jill Allread, Harry Drucker, Ronald Flemal, Dr. Richard Keating, Jill Riddell, Lauren Rosenthal and Bruce Ross-Shannon.

Members absent: Kristi DeLaurentiis and John Schwegman.

Others present: Steven Byers, Judy Faulkner Dempsey, Bob Edgin, Randy Heidorn, Tom Lerczak, Tammie McKay, Angella Moorehouse, Kelly Neal, John Nelson, Deb Newman, Kim Roman, and Mary Kay Solecki, Illinois Nature Preserves Commission (INPC); Jody Shimp and Diane Tecic, Office of Resource Conservation (ORC), Don McFall and Todd Rettig, Office of Realty and Environmental Planning (OREP), Illinois Department of Natural Resources (IDNR); Greg Larson and Mike McLuckie, Illinois Department of Transportation (IDOT); Fran Harty, The Nature Conservancy (TNC); Hurston Allen Nicholas, U.S. Forest Service; Clyde Trexler, Columbia Quarry Company; Henry Eilers, Shoal Creek Valley; Eberhard and Anita Pfitzner and Tina Chandler, Two Branch Peace Prairie Land and Water Reserve; Ken and Dawn Kedzior, Kedzior Woods Addition to Harper-Rector Woods Nature Preserve; Gillette Ransom and Leslie Knight, North Elkhart Hill Grove Land and Water Reserve; John H. Lloyd, Sinking Creek Nature Preserve; John Steffen, DuPage County, Jerry Robinson, Christopher B. Burke Engineering (CBBE), Chris Merenowicz, Cook County Forest Preserve District, Bill Stoll, Applied Ecological Services; Bill Gonterman, French Valley Initiatives, and Mike Fries, volunteer steward.

Chairman Drucker introduced Tammie McKay, who formerly worked with INPC as Executive Assistant. Chairman Drucker reported that INPC has contracted with Tammie to help with INPC's quarterly meetings and also with the preparation of the Biennial Report. Chairman Drucker thanked IDNR's Director Brunsvold for signing this contract.

Chairman Drucker reported that INPC's Deputy Director for Protection (and Acting Director) Don McFall, recently accepted a position with IDNR's Office of Realty and Environmental Planning as their Natural Areas Acquisition Program Manager. He

stated that at INPC's 189th Meeting on February 7, 2006, the Commission will present a resolution to Don for his many years of hard work and dedication with INPC.

Chairman Drucker stated that with Don leaving the Commission, INPC staff are working very hard to fill the gap. At Chairman Drucker's request, Randy Heidorn has agreed to serve as Acting Director until the position is filled.

Chairman Drucker reported that at the 187th Meeting of the INPC, held at the Morton Arboretum in Lisle on August 2, 2005, legal protection for three tracts of land totaling 151.25 acres was approved by the Commission. All three of the areas are owned by private individuals or not-for-profit corporations who donated the value of the protection agreement to the public. The dollar value of the tracts of private land is \$450,000, based on conservative estimates of the fair market value of the land. This private land was permanently preserved without acquisition of the land by the state. Private lands protected without state acquisition at INPC's 187th Meeting were: Barnhart Prairie Restoration Nature Preserve, Champaign County, 80 acres; Pembroke Savanna Nature Preserve, Kankakee County, 65.78 acres, and an addition to Gladstone Fen Nature Preserve, McHenry County, 5.47 acres. Protection of this land came about because the Commission has eight staff in the field working with private landowners. There are now 327 dedicated nature preserves in 80 counties totaling 44,090.25 acres and 120 land and water reserves in 55 counties totaling 35,614.5 acres.

188-2) Adoption of Agenda

Chairman Drucker recommended that items 19 and 22 be deferred to a later meeting.

It was moved by Allread, seconded by Keating, and carried that the Agenda be adopted as amended.

188-3) Approval of the Minutes of the 187th Meeting, August 2, 2005

One correction was made to the Minutes of the 187th Meeting. Under IDNR Staff Report, on page 11, second full paragraph, Todd Strole announced a "Midwest Birding Symposium"...., not "Midwest Burning Symposium".

It was moved by Ross-Shannon, seconded by Flemal, and carried that the Minutes of the 187th Meeting, August 2, 2005, be approved as amended.

188-4) Next Meeting Schedule

Meeting Date Location

189 7 February, 10:00 a.m. Illinois Department of Natural Resources, Springfield

190 2 May, 10:00 a.m. Ballard Nature Center, Altamont

191 1 August, 10:00 a.m. McHenry County Conservation District, Woodstock

192 24 October, 10:00 a.m. Nature Center, Bourbonnais Park District, Bourbonnais

188-5) INPC Staff Report

Randy Heidorn reported to the Commission on the following topics:

1. Illinois Comprehensive Wildlife Conservation Plan-Strategy - also known as the Illinois Wildlife Action Plan (IWAP)

The IWAP was completed and submitted to the U. S. Fish and Wildlife Service in July. The plan was approved in September as one of only 10 that received such an approval. This broad-based plan will guide the IDNR's efforts to manage all living resources in the state. This plan was required by the USFWS for the state to qualify for federal funds associated with the State Wildlife Grant Program. Federal funding has the potential to grow from \$2 million to over \$14 million if the "Teaming with Wildlife Initiative" can be revitalized. This plan and program both target "species in greatest need of conservation" including those rare resources found in natural areas. Although, currently focusing on animal species, the plan emphasizes the protection and stewardship of habitats for those species in need. The IDNR is now funding an addition to the plan that includes plant species. It is IDNR's intention to use this plan to help guide both federally funded and state funded wildlife management efforts. The INPC can play a significant role in implementing the IWAP. INPC protection tools, landowner contact skills and stewardship expertise will be needed to help target management to the resources most in need of conservation. Our involvement with this project is consistent with the INPC's current strategic plan. Copies of the plan were made available to commissioners at the meeting.

2. Personnel

a. Changes

i. Don McFall has accepted a position within the Office of Realty and Environmental Planning and will no longer function as the Deputy Director for Protection or the Acting Director of the INPC. Randy Heidorn has agreed to fill in on the duties for both of these vacant positions until they are refilled. Also, all field staff, but especially Tom Lerczak, Mary Kay Solecki and Kelly Neal are playing expanded roles in agenda preparation and document review for dedications, registrations and management approvals.

ii. Michelle Klintworth remains on medical leave and it is uncertain when she will return. Deb Reider, who had been temporarily assigned to fill in for the INPC secretary position, received a call back notice from Central Management Service (CMS). Deb served as INPC's secretary prior to being bumped by Michelle Klintworth during IDNR layoffs last year. Ms. Reider's call back notice required her to accept a position within the Department of Human Services or lose her rights to the job title she previously held with the INPC. So currently, the INPC has no one functioning as INPC Secretary. To address the gap, Tammie McKay has been hired on a temporary contract to coordinate INPC's quarterly meetings including set up, taking and transcribing minutes, travel, caterer, and other arrangements. She also will be assisting in the preparation of the biennial report which has been on hold while the INPC secretary, who does the data entry for this report, is on leave. Additionally, Nancy Rogers and Kathy Groesch of IDNR's Office of Resource Conservation, have

been helping with timekeeping and processing vouchers. Kelly Neal has also agreed to take over the administration of the INPC's petty cash fund.

iii. INPC Areas have been realigned to address vacancies and work load. John Nelson, who serves as the Northeastern Illinois Threats Coordinator, will be taking on Natural Areas Protection Specialist (NAPS) duties in most of Area 1 (John Alesandrini's old Area) and in parts of McHenry County. Angella Moorehouse will continue to cover counties of Area 1 associated with the Mississippi River in addition to her existing Area 4.

b. Service Awards

Service pins were distributed to the following staff for completing milestones in their career of state government. Kelly Neal - 5 years; Kim Roman, Angella Moorehouse, and Bob Edgin - 10 Years; Steve Byers and John Nelson - 15 years, and Mary Kay Solecki - 20 years.

3. Protection Program

a. Natural Heritage Landmarks

Caterpillar Hill Prairie Natural Heritage Landmark was enrolled by its owner Caterpillar, Inc. This 3.8-acre site in Woodford County protects very high quality examples of hill prairie typical of the Illinois River bluffs.

b. Land Acquisitions

Judy Faulkner Dempsey has been involved with TNC in the negotiation on an option to acquire Edelman-Cave Speleological Cave. This parcel has been an Illinois Natural Heritage Landmark for several years. This option will help the parcel to be acquired and eventually become a part of the Shawnee National Forest.

c. Ceremonies and recognitions

i. A ceremony, organized by Deb Newman, was held for the new Salt Lick Point Land and Water Reserve near Valmeyer. Approximately 80 people, including representatives of the Clean Energy Foundation, Illinois Audubon Society, Village of Valmeyer and Commissioner John Schwegman participated.

ii. Angella Moorehouse provided a guided tour and information talk on the ecological significance of Diers Seep Spring Natural Heritage Landmark in Fulton County as part of a Field Day held by the Wild Turkey Federation on August 13th.

d. Other Protection Activities

i. Deb Newman held an information meeting for landowners in the Stemler Cave recharge area on August 25. There were approximately 22 people in attendance, plus an additional six that weren't able to attend but called for more information. A new group, Friends of Stemler Cave Nature Preserve also announced its formation at the meeting.

ii. Judy Faulkner Dempsey met with several owners to discuss participation in programs including the following natural areas: Circle B Ranch, Degonia Canyon and Soward Limestone Glade.

4. Stewardship Program

a. MANAGE-MATS, a new management tracking system to be used to track land management on lands in INPC programs is a pilot project for a larger system that will be used by the IDNR. It will specifically help us modernize the INPC management schedule planning, annual reporting and biennial reporting processes. GIS Solutions of Springfield was awarded the contract to begin the development of this new system. This project is funded as a part of the implementation of the Illinois Comprehensive Wildlife Plan.

b. Involvement with other organizations

Judy Faulkner Dempsey reviewed the Draft Environmental Impact Statement for the Trails Designation Project (Phase 1) for the Shawnee National Forest. This EIS will regulate equestrian and other trail uses, establish a monitoring plan, and designate trail locations.

c. Class III Special Resource Groundwater

The groundwater supporting Stemler Cave Nature Preserve and Pautler Nature Preserve has been designated a Class III Special Resource Groundwater by the IEPA. These designations ensure that water quality is protected. Currently, Class I (drinking water) standards would apply to the area, until such a time as site specific water quality standards could be determined and brought to the Pollution Control Board for approval. The INPC has hired the Illinois State Water Survey and Illinois State Geological Survey to help in the delineations of additional Class III groundwater areas.

d. Stewardship Planning

i. Deb Newman met with the newly formed Valmeyer/Salt Lick Point Land and Water Reserve Stewardship Committee to discuss management issues on this reserve.

ii. Bob Edgin worked on the Illinois flood plain forest restoration plan for the Lawrenceville Refinery NRDA site that adjoins Shellbark Bottoms NHL.

iii. Angella Moorehouse completed an update of the 3-year management schedule for the Black Hawk Forest Nature Preserve in Rock Island County owned the Illinois Historic Preservation Agency.

e. Stewardship Project Implementation

i. Judy Faulkner Dempsey worked to implement stewardship projects at Halesia Nature Preserve and Ren-Dill Shale Glade Nature Preserve.

ii. Tom Lerczak collaborated with a Landowner Incentive Program (LIP) representative (Vern LaGesse) to discuss new management plans for natural areas in Sangamon, Menard, Cass, and Mason counties.

iii. Tom Lerczak assisted Fondulac Park District in Tazewell County with carrying out a C2000 project that involves woodland restoration on the Illinois River Bluffs.

f. Land Management Activities conducted by Staff

Angella Moorehouse assisted with plant transect surveys at Hanover Bluff Nature Preserve in Jo Daviess County and Ayers Sand Prairie Nature Preserve in Carroll County as part of the ongoing Hanover Bluff Restoration C2000 Project.

5. Training and Meetings Attended

a. Angella Moorehouse attended the Midwest Birding Symposium in the Quad Cities, October 13-15, and gave 2 presentations on land protection programs for waterfowl habitat and assisted with field trips at Black Hawk Forest Nature Preserve in Rock Island.

b. Randy Heidorn attended the 32nd Natural Areas Conference in Lincoln, Nebraska. As treasurer of the Natural Areas Association, Heidorn also attended the semi-annual board meeting and presided over the annual membership meeting.

c. INPC staff have attended or will be attending meetings and providing input for the Comprehensive Wildlife Conservation Plan implementation.

d. Tom Lerczak attended the Governor's Conference on the Management of the Illinois River System in Peoria October 5-6, and made a presentation entitled "Volunteer Activities of the Emiquon Audubon Society and Other Audubon Chapters Along the Illinois River." He submitted a manuscript with the same title for the conference proceedings.

6. Other

Several of the INPC staff worked at the Habitat Resources tent during the Illinois State Fair.

John Nelson briefly reported on two threats issues:

1. Update on Bluff Springs Fen (BSF) and adjacent mining activities. Mr. Nelson reported that on September 6, 2005, INPC staff met with representatives of Bluff City Materials and Vulcan Materials to inspect the mine portal located to the south of BSF. Portal pumping data indicated that the portal is intercepting approximately 600 gpm. Additional groundwater monitoring wells were installed along the north side of the portal. Vulcan representatives agreed to provide the INPC with all available data related to pumping and groundwater. Vulcan representatives further agreed to provide the INPC with a portal grouting plan and timetable for implementation. Staff observed that Vulcan and Bluff City Materials were apparently having a much more difficult time reducing groundwater inflows to the portal than originally planned. Mr. Nelson reported that the short-term mitigation strategy to pump groundwater from

the portal to a recharge lake east of the fen never took place this past summer due to lack of proper permits. Plans are now under review by the Metropolitan Water Reclamation District of Greater Chicago that will allow pumping to proceed as planned in 2006.

2. Update on development plans adjacent to Middle Fork Savanna Nature Preserve in Lake County. The Costco Corporation withdrew its proposal to the City of Lake Forest to construct and operate a "big box" commercial development and gas station adjacent to Middle Fork Savanna. The 40-acre property is now being considered for acquisition by the City of Lake Forest with the potential sale of 20 acres to the Lake County Forest Preserve District.

Steve Byers presented to the Commissioners a brief overview of a potential threat to the natural resource values at the 100-acre Wagner Fen Nature Preserve, Lake County, a wetland mosaic that includes a high-quality graminoid fen. The site also supports ten state-listed endangered or threatened plants and animals. Steve provided visual images that showed the wetland basin and the location of the proposed Honeybee Hills Subdivision. Commission staff have appeared or presented written testimony three times before the Village of Lake Barrington regarding the proposed subdivision. The proposed development consists of 71 lots on 109.3 acres. Concerns expressed by the Commission staff include the placement and proximity of the stormwater retention basin, potential for erosion/sedimentation on the steep slopes overlooking the nature preserve, and the effects of the proposed development on the groundwater resource (in terms of both quantity and quality). Jim Miner with the Illinois State Geological Survey has also raised concerns regarding the number and placement of septic fields within the proposed development and the impact of those effluents and chlorides on groundwater quality.

Currently, both the Planning Commission and the Village of Lake Barrington Board of Trustees have granted preliminary approval for the project with the caveat that the developer is proceeding "at his own risk" and that final plat/engineering remains subject to modification as the Village Board "may determine" to respond to "...comments provided by agencies which have standing." Steve relayed that because of the concerns expressed by the Lake County Forest Preserve District, Citizens for Conservation, and the Illinois Nature Preserves Commission, the Village of Lake Barrington has hired Huff and Huff Consultants and Bruce Hensel to evaluate the impact this proposed subdivision may have upon both the surface and groundwater hydrology upon which Wagner Fen Nature Preserve is dependent.

Commissioner Keating asked whether any earth had been moved. Steve responded that that could not occur until final approval for the project had been granted by the Village of Lake Barrington and that staff would monitor and keep Commissioners apprised as the process continues.

188-6) IDNR Staff Report

Diane Tecic reported to the Commission on the following topics:

1. Wildlife Action Plan Approved

The Illinois Wildlife Action Plan, formerly known as the Comprehensive Wildlife Conservation Plan/Strategy, has been approved by the U.S. Fish and Wildlife Service. Illinois is among the first 10 states to have their plans approved.

The Wildlife Action Plan outlines objectives for fish and wildlife resources in Illinois and describes strategies to meet those objectives in identified areas of the state. Development of the plan was a requirement of federal legislation through which State Wildlife Grant funds are allocated to the states. Plan approval maintains Illinois' eligibility for those federal funds, which may reach a total of \$11-13 million annually if efforts to increase current funding are successful.

Dr. Jeff Walk coordinated development of the Illinois Wildlife Action Plan. Jeff was recognized for his successful completion of the plan at a brief ceremony at IDNR headquarters on October 14.

2. Personnel

Todd Strole left IDNR on September 30 to accept a position with The Nature Conservancy. Todd will be working on TNC's Upper Mississippi River Program out of the Missouri Chapter office in St. Louis. Todd had been serving as chief of the Division of Habitat Resources. With his departure, Mike Mason has assumed administrative duties for the Forestry Section and Glen Kruse is supervising the operations of the Restoration Ecology Section. These two sections will function independently until decisions are made on possible realignment of responsibilities and staff.

3. Natural Areas Evaluation Committee

The Natural Areas Evaluation Committee met on October 4, 2005, in Springfield. Actions approved by the committee included:

- Kyte River, Ogle County - addition as a Category VI natural area because of the presence of significant mussel resources and the presence of the listed mussel.
- Miller-Anderson Woods INAI site, Bureau and Putnam counties - deletion of the Category II significant feature - abandoned bald eagle nest has fallen from nest tree.
- Lower Fox River - Blake's Landing INAI site, LaSalle County - expansion of boundary to match Nature Preserve boundary.
- Otter Creek INAI site, LaSalle County - addition of Category VI for significant mussel resources.
- Milan South Geological Area INAI site, Rock Island County - addition of Category I for grade B loess hill prairie, change in boundary to include hill prairies.
- Wheelock Railroad Prairie INAI site, Whiteside County - deleted from inventory because of severe degradation (lack of management, mowing, spraying, woody encroachment, exotic invasives).

- Singing Woods INAI site, Peoria County - addition of Category I for one acre of grade B loess hill prairie and Category VI for forest supporting forest sensitive birds.
- Marietta Geological Area INAI site, Fulton County - addition of Category II for presence of two listed plants and boundary change to include savanna ridge.
- METRA Prairie, Cook County - addition to inventory as Category INAI site for the presence and specific suitable habitat for a listed plant.
- Montrose Beach Dune, Cook County - addition to inventory as Category II INAI site for presence and specific suitable for five listed plant species (*Ammophila breviligulata*, *Cakile edentula*, *Chamaesyce polygonifolia*, *Carex viridula*, *Juncus alpinus*). The site is also used for a resting and foraging area by several state-listed birds.
- Middle Fork of the Vermilion River INAI site, Vermilion County - expansion of boundary to reflect merger with Higginsville Geological Area.
- Cecil White Prairie INAI site, Hancock County - change in boundary to correct error
- Emma Brown Hill Prairie INAI site, Pike County - change in name to Brown Branch Hill Prairie.
- Housen Hill Prairie INAI site, Pike County - change boundary to delete heavily-grazed portion and add hill prairie on east ridge.
- Old Refuge Island Bed, Pike County - addition to inventory as Category VI INAI site for large numbers and high diversity of mussels.
- H.L. Sprague Hill Prairie INAI site, Pike County - change name to Sprague Hill Prairie, alter boundary to correct error, and add Category II for presence of a listed plant.
- Kincaid Cemetery Prairie, Scott County - addition to inventory as Category I (best of kind mesic prairie) INAI site.
- Richwood Hill Prairies, Jersey County - addition to inventory as Category I INAI site for grade A and B loess hill prairies.
- Degognia Canyon, Jackson and Randolph counties - addition to inventory as Category II and VI INAI site for presence of a listed reptile.
- Southwest Kincaid Route 3, Jackson County - addition to inventory as Category II and VI INAI site for presence of a listed reptile.
- LaRue - Pine Hills Research Natural Area (INAI #1079, Cat. I, II, III) - added Category VI for a listed reptile rookery and expanded the boundary to include this feature.

4. Habitat Conservation Plan Grant Approved

The U.S. Fish and Wildlife Service has approved an award of \$370,163 to IDNR to support the preparation of a Habitat Conservation Plan for the Hine's Emerald Dragonfly in the area including Lockport Prairie Nature Preserve in Will County. The federal funds will be combined with \$838,100 in cash and in-kind services from corporations (Material Service Corporation; Midwest Generation EME, LLC; ComEd) who own land in the area. The Habitat Conservation Plan is required as part of an application for incidental take of dragonflies that will be submitted to the Fish and Wildlife Service by the corporations. The objective of the plan is to assure long-term survival of the species while allowing limited take that will result from industrial activities.

5. Land Acquisition

Approximately 1,385 acres were acquired since we last reported to the INPC. This included the following parcels:

- 119 acres were added to the Witkowsky Wildlife Area in Jo Daviess County
- 56 acres were added to Redwing Slough State Natural Area in Lake County
- A 1-acre addition was acquired at Alorton Heron Rookery in St. Clair County.
- 5 tracts totaling 1,200 acres were acquired from TNC (McMaster Woods was a gift, the others were acquired at TNCs cost).
- 40-acre McMaster Woods in Greene County
- 888-acre Cedar Glen Kibbe in Hancock County
- 173-acre Gibbons Creek Barrens in Pope County
- 105-acre Collier Limestone Glade in Hardin County
- 2 small lots at Wolf Road Prairie in Cook County.

188-7) Endangered Species Protection Board Staff Report

Randy Nyboer, Endangered Species Protection Board Manager was unable to attend the INPC Meeting, therefore, this item was deferred.

188-8) Report on the Shawnee National Forest Plan

Chairman Drucker introduced Hurston (Allen) Nicholas, Forest Supervisor for the Shawnee National Forest, of the U.S. Forest Service. Chairman Drucker stated that the Commission was honored to have Mr. Nicholas come to the INPC meeting to give an update on some important issues.

Mr. Nicholas thanked the Commission for the opportunity to speak. He told the audience that there were three issues of concern that he would address and would also entertain questions.

The first issue is the Forest Plan, which was completed in the Fall of 2004. Public comments were received in January, 2005. Each comment was addressed by the Shawnee staff and a revised draft is being written for the Regional Forester's review. Getting the plan completed and in place is a priority of the Forest. This includes addressing any appeals and lawsuits that may follow.

The second item is the Draft EIS on Trails Designation, which is out for public review. Comments must be received by November 7th, 2005. Each comment will be addressed and a revised document written and released to the public as the Final EIS on Trails Designation. Appeals and lawsuits may follow.

The third concern is the EIS on Natural Areas Management. This document is being revised for the third time. The Forest plans to release the document to the public early enough to ensure that burning could proceed in the Spring, 2006. A related issue is the management of the federally endangered Meade's Milkweed, that occurs on the forest and is declining due to the absence of prescribed fire. The Forest wants to be able to burn the plant's habitat in the Spring of 2006.

Commissioner Riddell asked for clarification on the date that the Shawnee hopes to release the EIS on Natural Areas Management.

Mr. Nicholas stated that he wanted the document to be provided to the public in time to burn in Spring of 2006.

Commissioner Riddell asked if the Forest could burn as soon as the document was released.

Mr. Nicholas answered, "No, the public must respond." He further stated that a revision of the draft or a decision notice based on the draft sent out must be complete. If there are no appeals, burning could proceed at this point.

Commissioner Keating asked if getting more volunteers to help on the Forest would help move the process along.

Mr. Nicholas answered that the Shawnee can use all the volunteers it can get, but that is not the problem with this EIS. The Shawnee has a limited number of highly skilled workers who can do the analysis necessary to complete this EIS. They are the same people working on the revised plan and litigation. This is the bottleneck.

The Commission offered assistance in finishing the EIS.

Randy Heidorn stated that all registration agreements for today's land and water reserve presentations have been signed and executed by the landowner as required by administrative rule.

188-9) Calhoun Co. – Two Branch Peace Prairie Land and Water Reserve,
Registration

Debbie Newman presented a proposal to register Two Branch Peace Prairie as a land and water reserve. Two Branch Peace Prairie is owned by the Pfitzner family, Eberhard and Anita, and their children Kurt, Ron, and Tina. The site is located in the Driftless Section of the Middle Mississippi Border Natural Division. The proposed land and water reserve is an 11-acre parcel that includes all of the 8-acre Two Branch Hollow Hill Prairie INAI site. The proposed reserve contains approximately 0.5 acres of Grade A loess hill prairie, Grade A limestone cliff community, 10 acres of dry-mesic upland forest, and part of a perennial stream. The site overlooks the Mississippi River. The prairie is small but diverse, with an abundance of forbs. Some examples include whorled milkweed (*Asclepias verticillata*), leadplant (*Amorpha canescens*), purple prairie clover (*Dalea purpurea*), and pale purple coneflower (*Echinacea pallida*). The site contains nearly 70 species of forbs and grasses within the ½ acre prairie.

Ms. Newman stated that while the prairie is small, we know historically it was larger. The current size should be changing since management work has already commenced on the site and doubled the amount of open area. Two brushcutting workdays have occurred. Ms. Newman acknowledged the help of Henry Eilers, who was sitting in the audience, as a longtime friend of the Pfitzner family and who assisted with some of the stewardship on the prairie.

Ms. Newman stated that the Pfitzner family loves the farm that includes the proposed land and water reserve and they have owned the site for 35 years. Newman stated she was thrilled with their commitment to preserving this rare prairie and thanked them for their efforts.

It was moved by Allread, seconded by Flemal, and carried that the following resolution be adopted:

The Commission grants approval for the registration of Two Branch Peace Prairie as a land and water reserve in Calhoun County, as described in the proposal presented under Item 9 of the Agenda for the 188th Meeting.

(Resolution 1841)

Chairman Drucker asked the Pfitzner family for comments which they declined and Chairman Drucker then thanked the family for their role in permanently preserving this prairie.

188-10) Jersey Co. – McAdams Peak Hill Prairie Land and Water Reserve,
Registration

Judy Faulkner Dempsey presented a proposal on behalf of the Illinois Department of Natural Resources to register McAdams Peak Hill Prairie as a land and water reserve.

The approximately 250-acre (101.2 hectare) site is situated within Pere Marquette State Park in Jersey County, Illinois. The proposed McAdams Peak Hill Prairie Land and Water Reserve is significant due to the presence of a complex of high quality loess hill prairies, totaling nine acres. The proposed reserve is located within the Driftless Section of the Middle Mississippi Border Natural Division. Several of the hill prairies are located along the main park road at overlooks. Two larger hill prairies are along Hickory Trail. These include Twin Mounds Hill Prairie and McAdams Peak Hill Prairie. Management work to control woody invasives and exotic species is being conducted on an ongoing basis. The area, which overlooks the Illinois River, contains an exceptional limestone cliff community and adjoins a forested hollow (Pere Marquette Bald Eagle Habitat, INAI #602) that is utilized heavily by wintering bald eagles (*Haliaeetus leucocephalus*).

Commissioner Ross-Shannon asked if this was the only land and water reserve at Pere Marquette State Park.

Randy Heidorn stated that there is a cave land and water reserve at the park.

Judy Faulkner stated that there was also a nature preserve at the park.

It was moved by Riddell, seconded by Keating, and carried that the following resolution be adopted:

The Commission grants approval for the registration of McAdams Peak Hill Prairie as a land and water reserve in Jersey County, as described in the proposal presented under Item 10 of the Agenda for the 188th Meeting.

(Resolution 1842)

188-11) Logan Co. – North Elkhart Hill Grove Land and Water Reserve, Registration

Tom Lerczak presented a proposal to register North Elkhart Hill Grove as a land and water reserve. The 36.04-acre North Elkhart Hill Grove, owned by Gillette M. Ransom and James C. Ransom, contains approximately 15 acres of mesic old-growth forest and approximately 21 acres of forest that have been managed for a continuing, but limited, timber harvest. The forests at North Elkhart Hill Grove are representative of the Springfield Section of the Grand Prairie Natural Division and are recognized as part of the Elkhart Hill Natural Area (INAI #0178), which is the only prairie grove in Illinois located on a glacial kame (from the Illinoian glacial period). Sugar maple (*Acer saccharum*), blue ash (*Fraxinus quadrangulata*), and bur oak (*Quercus macrocarpa*) are important canopy species. Other common species in smaller diameter classes include slippery elm (*Ulmus rubra*), American elm (*Ulmus americana*) and hackberry (*Celtis occidentalis*). Wood nettle (*Laportea canadensis*) is a dominant herbaceous species. The 15-acre old-growth area forms the core of the proposed land and water reserve and will remain protected from timber harvest as a "no-cut" area. Timber harvest, following an INPC-approved management plan, will be allowed on remaining acres. Hiking, horseback riding, snowmobiling, and cross-country skiing will be restricted to established trails. Hunting and mushroom collecting will be allowed with landowner permission.

It was moved by Riddell, seconded by Flemal, and carried that the following resolution be adopted:

The Commission grants approval for the registration of North Elkhart Hill Grove as a land and water reserve in Logan County, as described in the proposal presented under Item 11 of the Agenda for the 188th Meeting.

(Resolution 1843)

188-12) McHenry Co. – Maunk-Sook Sedge Meadow and Savanna Land and Water Reserve

Steve Byers presented a proposal to register a 55-acre tract of land, owned by John and Timmie Clemetsen, for registration as the Maunk-Sook Sedge Meadow and Savanna Land and Water Reserve. Mr. Byers provided a brief overview of the origin of the name "Maunk-Sook" and its derivation from a Pottawatomi Native American word meaning "big foot" and the legend of a Pottawatomi Chief taking this name from the large prints left while snow shoeing.

The proposed Land and Water Reserve is located in the Northeastern Morainal Natural Division in McHenry County, Illinois. This 66-acre site was recently added to the Illinois Natural Areas Inventory (INAI) as a Category V site. Mr. Byers explained to the Commissioners that this INAI category consisted of restored natural communities or relocated populations of state-listed endangered or threatened species of animals or plants. This INAI site consists primarily of restored sedge meadow and dry-mesic forest natural communities. Collectively, 319 native plant species have been recorded from the site, including one state-endangered and two state-threatened plants. Mr. Byers provided visual images of these three species and a map for each species showing its current distribution in Illinois. Of these three state-listed species, a population of the Queen of the prairie (*Filipendula rubra*) lies within the boundary of the proposed Maunk-Sook Sedge Meadow and Savanna Land and Water Reserve. The Clemetsen's have been committed to restoration of the site. Copies of both the IDNR Wildlife Management Plan and Forest Stewardship Program were provided in the proposal for registration of this site as a Land and Water Reserve. The priorities for management have included controlled burning, control of invasive species, and reseeded efforts.

With regard to reserved rights, the Clemetsen's wish to reserve all the standard rights afforded through this land protection tool. In addition, the Clemetsen's will:

1. Retain a trail system on the property to facilitate continued restoration and management;
2. Retain the right to influence surface hydrology and maintain a small pond as provided in the proposal;
3. Retain the right to monitor the state-listed species, and
4. Continue with an aggressive management effort at the site.

Mr. Byers provided a series of visual images that showed the routing and recent construction of a pipeline ROW through the proposed Land and Water Reserve but around the restored sedge meadow community. The pipeline owner retains the right, as necessary, to maintain this ROW.

Finally, Mr. Byers acknowledged the leadership that Mr. and Mrs. Clemetsen have provided in the protection and restoration/management of the region's natural heritage. Mr. Byers then summarized the significant features of this proposed Land and Water Reserve:

1. 4.58 acres of restored natural communities, and
2. Habitat for 319 native plant species (including one of the three state-listed species recorded from the INAI).

Mr. Byers asked the Commission to confer approval for Registration of the Maunk-Sook Sedge Meadow and Savanna as an Illinois Land and Water Reserve as described in Item 12 of the Agenda of the 188th Meeting of the Illinois Nature Preserves Commission.

Chairman Drucker then asked that Mr. Byers personally thank the Clemetsen's on behalf of the Illinois Nature Preserves Commission for their commitment to our State's natural heritage.

It was moved by Rosenthal, seconded by Keating, and carried that the following resolution be adopted:

The Commission grants approval for the registration of Maunk-Sook Sedge Meadow and Savanna as a land and water reserve in McHenry County, as described in the proposal presented under Item 12 of the Agenda for the 188th Meeting.

(Resolution 1844)

188-13) Monroe Co. – Columbia Quarry-White Rock Land and Water Reserve, Registration

Debbie Newman presented a proposal to register Columbia Quarry-White Rock as a land and water reserve. The proposed reserve is owned by Columbia Quarry Company and is located in the Northern Section of the Ozark Natural Division. The proposed 475-acre reserve is within a complex of protected lands, and is preserving part of two INAI sites: approximately 47 acres of the 90-acre Monroe City INAI site, and 50 acres of the 724-acre Potato Hill INAI site. Ms. Newman illustrated and described other lands preserved in the vicinity of the proposed reserve. These included the 134-acre Luella Schaefer Land and Water Reserve adjacent to part of the Columbia Quarry-White Rock properties; the proposed Martha and Michelle Prairies Land and Water Reserve adjacent to the Schaefer reserve, (next on the agenda); the 4.5-acre Potato Hill Natural Heritage Landmark; and the 449-acre Salt Lick Point Land and Water Reserve (3/4 mile north of the proposed reserve). Ms. Newman stated that additionally there is a 110-acre Natural Heritage Landmark and

a 532-acre Nature Preserve approximately 4 miles and 6 miles respectively, south of the Columbia Quarry-White Rock site. She also stated this was another important piece in preserving the 35-mile bluff corridor that stretches from Dupo to Prairie du Rocher, which contains 4,000 acres of INAI sites.

Ms. Newman stated that the proposed reserve is bluffland comprised of forest, hill prairie, limestone glade, and cliffs, which provides habitat for threatened and endangered species. There is approximately 7 acres of Grade A loess hill prairie, both cliff edge and in the forest interior. The site contains a variety of forbs such as leadplant (*Amorpha canescens*), grey-headed coneflower (*Ratibida pinnata*), hill prairie conservative species like green milkweed (*Asclepias viridiflora*), and western plains species such as Drummond's goldenrod (*Solidago drummondii*). There is at least one state-listed species in the prairies which is the state-threatened Missouri coneflower (*Rudbeckia missouriensis*). In addition to the hill prairie, there is approximately 5 acres of Grade B limestone glade. The glades and open woods contain another listed species, the state-endangered woolly buckthorn (*Bumelia lanuginosa*). There is also extensive Grade A limestone cliff community on the proposed reserve that harbors species such as the woolly lip fern (*Cheilanthes feei*). There is approximately 463 acres of Grade C dry and dry-mesic upland forest on the proposed reserve. One state-threatened reptile was documented on the proposed reserve by Ms. Newman. Ms. Newman said the site was also important for forest breeding birds because of the large block of forest in the proposed reserve. Stewardship work has already commenced on the site this year and included extensive brush and cedar cutting, and a prescribed burn on one of the prairies. She also stated the company is retaining some allowed uses including hunting, mushroom picking, and a selective timber harvest under the advice of the IDNR district forester.

Ms. Newman stated that Columbia Quarry has had a commendable history of working with the INPC and IDNR on conservation of their INAI sites, and has previously registered the 6-acre Columbia Quarry-Dupo Prairie LWR and the 63-acre Columbia Quarry-Sugar Loaf Prairie LWR, and also sold a piece of land to IDNR that was an inholding within the Stemler Cave Woods Nature Preserve. Ms. Newman said she wanted to explain the agreement negotiated with Columbia Quarry for the White Rock property because it was different than normal registrations. She stated that the proposed registration would be for 5 years or the duration of the company's ownership of the property, and at the time the company decided to sell the property and terminate the agreement, they would provide a Right of First Refusal to the IDNR for acquisition of the property. Ms. Newman stated that she really appreciated Columbia Quarry Company's efforts and particularly the efforts and commitment of CEO and President, Clyde Trexler, (who was in the audience) to work with INPC on preserving and stewarding their important natural areas.

Commissioner Ross-Shannon asked if there would be any problem with a Right of First Refusal being offered to the IDNR on a short time frame and the IDNR not being able to respond quick enough.

Don McFall, IDNR Office of Realty, stated that there was not a time frame stated in the agreement and that he did not see the potential for a time frame problem.

Ms. Newman stated that in her language she included that the Right of First Refusal was to "the IDNR or their designee" providing an option for another group to

purchase or pre-acquire the property in the event the IDNR couldn't move to acquire it at the specific time Columbia Quarry Company would offer it. It was moved by Ross-Shannon, seconded by Allread, and carried that the following resolution be adopted:

The Commission grants approval for the registration of Columbia Quarry-White Rock as a land and water reserve in Monroe County, as described in the proposal presented under Item 13 of the Agenda for the 188th Meeting.

(Resolution 1845)

Chairman Drucker stated that the Commission was greatly appreciative of Columbia Quarry's preservation efforts. He stated that the INPC doesn't often have the opportunity to work with corporations and that this was a really big and important occasion. He asked Clyde Trexler if he would like to say anything.

Mr. Trexler stated that he wasn't going to say anything, but had decided he really wanted to say something. He stated that he wanted to thank Debbie Newman for her efforts and stated that it was her persistence and efforts that not only helped them preserve their property, but (referring to the map of preserved lands) was leading to the preservation of a lot of this significant bluff land. He stated that Ms. Newman's enthusiasm not only convinced him but has resulted in several of the Company's employees now having an interest in the prairies. He stated that she helped make the company realize they had something important and he said they weren't going to do anything with any of these lands and he thought they should help preserve the prairies.

Ms. Newman thanked Mr. Trexler.

Chairman Drucker again thanked Mr. Trexler and Ms. Newman and stated that he couldn't overemphasize the importance of Columbia Quarry's efforts.

Vice-Chair Ross-Shannon thanked Ms. Gladstone for her efforts to protect this natural area.

188-14) Monroe Co. – Martha and Michelle Prairie Land and Water Reserve, Registration

Debbie Newman presented a proposal to register the Martha and Michelle Prairies as a land and water reserve. The site is owned by Tim and Jennifer Schmidt and is located in the Northern Section of the Ozark Natural Division. The site is located in the same complex of preserved land shown in the previous presentation for the Columbia Quarry-White Rock Land and Water Reserve, and is located within the Potato Hill INAI site. Martha and Michelle Prairies is a 20-acre site that includes 3 acres of Grade A loess hill prairie. The prairies are small and large pockets within the forest. The site contains a variety of forbs, including the pale purple coneflower (*Echinacea pallida*), scurf-pea (*Psoralea tenuifolia*), and the rare bluehearts (*Buchnera americana*). The remainder of the site is Grade C mature dry and dry-mesic upland forest, some of which might qualify for upgrading to a B in the next few

years. There are two listed species known to inhabit the proposed reserve, the woolly buckthorn (*Bumelia lanuginosa*), and a reptile.

Ms. Newman stated that a pipeline easement runs through the northern edge of the proposed reserve. The pipeline used to carry natural gas and has now been converted to hold fiberoptic cables for MCI/Worldcom. Ms. Newman stated that the easement doesn't pose a threat to the land and water reserve and that it is actually a benefit because the maintenance is brush trimming and mowing and this provides a good firebreak for prescribed burning. She also stated that the proposed reserve contains 2 wildlife food plots, ½ acre each, that the landowners want to keep, and she worked with the owners to insure they weren't planting invasive species in the plots. The landowners also wish to retain the right to mow the old logging roads for trails, maintain permanent deer hunting stands, collect firewood, and use an ATV on the trails to retrieve deer and conduct maintenance.

Ms. Newman stated that the site was previously a Natural Heritage Landmark with the former owners, and that significant brushcutting and 2 prescribed burns had occurred on the site.

Ms. Newman thanked the Schmidts for their efforts to preserve their prairies, (they were not in attendance at the meeting) and stated that she wanted to explain that the proposed land and water reserve name was chosen as a tribute and memorial to Jennifer's mother, Martha, and Tim's sister, Michelle, who have recently passed away.

It was moved by Ross-Shannon, seconded by Keating, and carried that the following resolution be adopted:

The Commission grants approval for the registration of Martha and Michelle Prairie as a land and water reserve in Monroe County, as described in the proposal presented under Item 14 of the Agenda for the 188th Meeting.

(Resolution 1846)

188-15) Piatt Co. – Monticello's Sangamon River Land and Water Reserve, Registration

Mary Kay Solecki presented a proposal to register Monticello's Sangamon River as a Land and Water Reserve. Monticello's Sangamon River is a 153-acre natural area located along the Sangamon River in the City of Monticello, in Piatt County. This natural area is owned by the City of Monticello and protects an approximately 0.7-mile segment of the Sangamon River. This river is recognized by the Illinois Natural Areas Inventory as a biologically significant stream (INAI #1449) with outstanding aquatic resources, especially fresh-water mussels, for the river's entire length in Piatt and Champaign counties. The Sangamon River provides important habitat for a relatively high diversity of mussels including the state-threatened slippershell, (*Alasmidonta viridis*). There are over a dozen species of mussels recorded from this stretch of river. Freshwater mussels are considered to be the most endangered group of species in North America. Monticello's Sangamon River also protects bottomland forest and upland forest that contributes to the high natural quality of the river by reducing runoff and sediments entering the river and by functioning as a

buffer for the river. This site is within 5 miles of 5 protected natural areas along the river. The Clean Energy Community Foundation made protection of this site possible by providing a grant to the City of Monticello to acquire this site. Fran Harty of The Nature Conservancy was instrumental in working with the City of Monticello and the Clean Energy Foundation to secure acquisition and protection of this site by the City of Monticello.

It was moved by Allread, seconded by Ross-Shannon, and carried that the following resolution be adopted:

The Commission grants approval for the registration of Monticello's Sangamon River as a land and water reserve in Piatt County, as described in the proposal presented under Item 15 of the Agenda for the 188th Meeting.

(Resolution 1847)

188-16) Will Co. – Addition to Rock Run Land and Water Reserve, Registration

Kim Roman made a presentation on a proposed addition to the Rock Run Land and Water Reserve. The Forest Preserve District of Will County registered 125 acres of its Rock Run wetland in 2003, and now wishes to add another 42 acres to this site. Located in the Morainal Section of the Northeastern Morainal Natural Division of Illinois, Rock Run is comprised of numerous natural communities, including marsh, sedge meadow, and wet prairie. It provides habitat for the state-threatened Blanding's turtle (*Emydoidea blandingii*) and sandhill crane (*Grus canadensis*), and is also known for its wetland bird habitat. The addition is located immediately south of the existing LWR and is an extension of the natural communities found there. The 42 acres provides habitat for the state-endangered northern corn salad (*Valerianella umbilicata*) and also buffers the higher quality LWR.

It was moved by Allread, seconded by Riddell, and carried that the following resolution be adopted:

The Commission grants approval for the registration of an addition to Rock Run Land and Water Reserve in Will County, as described in the proposal presented under Item 16 of the Agenda for the 188th Meeting.

(Resolution 1848)

188-17) Rock Island Co. – Josua Lindahl Hill Prairies Nature Preserve, Dedication

Angella Moorehouse presented a proposal for preliminary dedication of Josua Lindahl Hill Prairies Nature Preserve in Rock Island County. This property is 25 acres in size and is owned by Augustana College.

Jill Riddell asked the question as to whether this dedication by Augustana College could serve as a model for other colleges and universities to seek protection of their properties.

Ms. Moorehouse replied that yes indeed, Augustana is interested in publicity and that she is working with other colleges to protect more land.

Chairman Drucker stated that he would like to see Principia College protect some of their land.

Ms. Moorehouse replied that she has contacted Principia College and plans to work with them.

It was moved by Ross-Shannon, seconded by Rosenthal, and carried that the following resolution be adopted:

The Commission grants preliminary approval for the dedication of Josua Lindahl Hill Prairies Nature Preserve in Rock Island County, as described in the proposal presented under Item 17 of the Agenda for the 188th Meeting.

(Resolution 1849)

188-18) Fulton Co. – Kedzior Woods Addition to Harper-Rector Woods Nature Preserve, Dedication

Tom Lerczak presented an update and staff recommendations for the final dedication of the 69.3-acre Kedzior Woodlands addition to Harper-Rector Woods Nature Preserve. The proposed nature preserve addition is owned by Ken and Dawn Kedzior, and consists of three separate tracts in Fulton County in the Galesburg Section of the Western Forest-Prairie Natural Division. Tract #1 is 33.7 acres, Tract #2 is 13.7 acres, and Tract #3 is 21.94 acres.

It was noted that the 37.2-acre Harper-Rector Woods Nature Preserve was dedicated in 1989 to protect INAI #125, a Grade B upland forest. The proposed Kedzior Woodlands addition was given preliminary approval at the 183rd INPC meeting (Resolution #1785) on August 3, 2004. Final dedication was pursued at the 184th INPC meeting on October 26, 2004. Because of concerns raised by representatives of the Illinois Department of Transportation, final approval was not conferred at the 184th INPC meeting, but was deferred to a future meeting to provide time to gather further information about the site.

Mr. Lerczak listed the following activities which have taken place since the 183rd INPC meeting in order to gather more information about the proposed Kedzior Woodlands Nature Preserve Addition:

1. Brush removal was conducted in the savanna remnant on Tract #3 in the Fall of 2004;
2. A prescribed burn was conducted on Tract #2 and Tract #3 in the Spring of 2005;
3. Botanical studies were conducted by the Illinois Natural History Survey and were summarized in Technical Report 2005(3);
4. Plant surveys were conducted by INPC and IDNR staff on June 15, 2005 and September 6, 2005, and

5. Based on the INPC/IDNR plant surveys, a portion of Tract #3 (10.2 acres) was added to the Illinois Natural Areas Inventory on July 12, 2005 and named Seville Savanna.

An updated staff assessment of the three tracts in the proposed Kedzior Woodlands Nature Preserve Addition was then outlined: Tract #1 is adjacent to the dedicated nature preserve and supports young to mature woods (Grade C) which are not INAI quality, but which will improve over time with proper management. Tract #2 consists mostly of degraded woods dominated by non-native species. Small areas in the western third of Tract #2, however, may be low Grade C at best. Tract #3 contains a 2.2-acre remnant savanna now included within Seville Savanna Natural Area, which was recognized by the Natural Areas Evaluation Committee as a Grade C best-of-its-kind mesic savanna. Ten acres of Tract #3 was also included within the Seville Savanna Natural Area as Grade C mesic and dry-mesic upland forest. The rest of Tract #3 is similar to Tract #2, except for a small prairie of marginal quality.

Mr. Lerczak stated that after the INPC staff carefully considered this recent information and the concerns raised by the Illinois Department of Transportation regarding the Illinois 336 Project Corridor and the proposed expansion of Illinois Route 95, they developed four recommendations which he summarized as follows:

1. Tract #1 should continue to be considered as a nature preserve addition;
2. Seville Savanna Natural Area on Tract #3 qualifies as a stand-alone nature preserve;
3. The boundaries of the proposed Kedzior Woodlands nature preserve addition could be re-designed to provide adequate buffering for Harper-Rector Woods Nature Preserve and Seville Savanna Natural Area, thereby avoiding a conflict with the IDOT road project. If the road project is, indeed, constructed, suggestions to minimize impacts to the natural areas include constructing a wildlife culvert and seeding roadsides with a prairie-savanna mix, and
4. Do not grant final approval of the dedication instrument as originally presented at the 184th INPC meeting.

Following Mr. Lerczak's presentation, the Commissioners discussed the issues involving this proposed nature preserve addition. Mr. Kedzior was given an opportunity to comment, at which time he stated that he was not aware of the staff recommendations and that he did not agree with the recommendations, especially recommendation number 4.

It was moved by Ross-Shannon, seconded by Rosenthal, and carried by all, except Jill Allread who voted no, that the following resolution be adopted:

The Commission does not grant final approval for the dedication of the Kedzior Woods Addition to Harper-Rector Woods Nature Preserve in Fulton County, as described in the proposal presented under Item 18 of the Agenda for the 188th Meeting.

(Resolution 1850)

Chairman Drucker expressed his wish that Mr. and Mrs. Kedzior would continue to work with INPC field staff toward the further preservation of their property.

188-19) Lake Co. – Old Mill Flatwoods Addition of Nature Preserve Buffer to Florsheim Park Nature Preserve, Dedication

The dedication proposal for final approval of the Old Mill Flatwoods addition to Florsheim Park Nature Preserve was deferred to the February 7, 2006 meeting. Steve Byers noted that since the agenda item had been prepared to be presented at this INPC meeting, the ownership of this parcel had passed hands from Mr. Carl James to the Village of Lincolnshire. Steve stated that he would prepare the Instruments of Dedication for the Village's approval and bring this property to the Commission for final approval at the next INPC meeting.

188-20) St. Clair Co. – Sinking Creek Nature Preserve, Dedication

Debbie Newman presented Sinking Creek for final approval as an Illinois nature preserve. The site is owned by John and Sarah Lloyd. Ms. Newman stated the site was given preliminary approval in February, 2004, and since it had been 1 ½ years since the preliminary approval, she was going to briefly revisit the proposal with a few slides. The site is a 4.5-acre forested tract containing karst features that are part of the Stemler Karst INAI site. The Stemler Karst includes Stemler Cave, which is listed for its Grade A terrestrial and aquatic cave communities. The cave system also contains the state-endangered Ozark cave snail (*Fontigens antroecetes*) and was a collection site for the state and federally endangered Illinois cave amphipod, (*Gammarus acherondytes*). The proposed preserve doesn't contain any of the passages of Stemler Cave but is within its recharge area boundaries. The site has a "sinking creek" which basically flows through a ravine on the property and then "sinks" or disappears into sinkholes. The proposed preserve contains about 30-40 feet of cave passage which is hydrologically but not physically connected to the main Stemler Cave passage. Ms. Newman also stated that less than 2/3 mile to the north is a complex of INPC-protected lands, including IDNR's Stemler Cave Woods Nature Preserve, and privately-owned Stemler Cave Nature Preserve, which contains a main cave entrance; Pruitt Sinkholes Nature Preserve, Harry's Hideaway Natural Heritage Landmark, and Four Our Future NHL.

Ms. Newman thanked the Lloyds for their commitment to preserving their part of the Stemler Cave recharge area, and she stated that she believed the Lloyds efforts are important in influencing other landowners in the area to also preserve their land.

It was moved by Rosenthal, seconded by Allread, and carried that the following resolution be adopted:

The Commission grants final approval for the dedication of Sinking Creek Nature Preserve in St. Clair County, as described in the proposal presented under Item 20 of the Agenda for the 188th Meeting.

(Resolution 1851)

Chairman Drucker thanked John Lloyd and asked him if he would like to comment. Mr. Lloyd stated that he didn't have anything further to add than what Ms. Newman presented.

188-21) Cook Co. – Busse Woods Nature Preserve - Spillway Modification at Busse Woods Reservoir

John Nelson reported that staff had reviewed the operation plan or "decision matrix" for the proposed Busse Reservoir spillway modification. The updated operational plan is detailed in a memorandum from DuPage County dated October 7, 2005. Jerry Robinson of Christopher B. Burke Engineering gave a power point presentation detailing the results of the updated operational plan. Among the many points covered, the following highlight the main points of the presentation and staff review.

AES Recommendation #1. Do not have a storm event that exceeds elevation 688.0 for more than 48 hours during the early growing season of March 15 - June 30. The updated operational plan would violate AES recommendation #1 during three events over the 40-year period of record. The additional hours of flooding for each of these events are 10.4, 8.8, and 12 hours. Two of these events violate the AES recommendation in the baseline (no inflatable weir).

AES Recommendation #2. Do not exceed a duration of 120 hours above elevation 688.0 from July 1 - October 31. One event over the 40-year period of record exceeded the 120-hour criteria by 2.7 hours.

AES Recommendation #3. Do not exceed the existing period of record flood limit of 691.8. The updated operational plan maintains the existing flood impact zone (691.8) consistent with the INPC resolution in 1973 which approved the construction of the Busse Reservoir.

Commissioners expressed continued concern over potential impacts to Busse Woods Nature Preserve and asked what compensation DuPage County would provide if the proposed spillway modification and operation plan resulted in violation of any of the AES recommendations.

Jon Steffen of DuPage County asked the Commission to be more specific.

Chairman Drucker stated the maximum fine allowed under the Illinois Natural Areas Preservation Act is \$10,000 per day....this would be the fine, the compensation to mitigate for impacts.

Commissioners Ross-Shannon and Riddell agreed that if DuPage County wanted to accept the risk of a \$10,000 per day fine, then they could see going forward with a motion to approve the project.

Staff commented that an agreed fine as condition of approval for the project would further encourage the county to upgrade the real-time river stage data and modeling efforts to further improve the dam operational matrix.

Chris Merenowicz of the Forest Preserve District of Cook County asked if the fine money would go to restoration work within the preserve.

John Nelson stated according to the INAPA, that fine monies are to be directed to the preserve.

Commissioner Riddell asked if the Forest Preserve District was comfortable with the project.

Mr. Merenowicz stated his superiors generally approve of the project and are trying to be good neighbors, to assist with reducing flood damages downstream, but that they rely on the INPC to help them make the right decision to ensure protection of the preserve. Mr. Merenowicz stated the project has improved considerably since the INPC became involved.

Chairman Drucker expressed his appreciation to DuPage County for revising the dam operational procedures, for contracting with AES for an ecological study, and for working closely with INPC staff to find a common ground to balance the needs of protecting our last remaining natural areas and the needs for protecting people and property from flood damages.

Chairman Drucker asked if there was a motion to approve the Busse Spillway modification.

It was moved by Riddell, seconded by Ross-Shannon, and carried that the following resolution be adopted:

The Commission approves the spillway modifications at Busse Woods Reservoir provided the spillway is operated in accordance with recommendations contained in the report prepared by Applied Ecological Services (AES) dated July 19, 2005 and pursuant to the Proposed Decision Matrix for the Busse Woods Dam Modification described in the DuPage County Stormwater Management Division's memorandum dated October 7, 2005, and further contingent upon; (1) approval of the proposed spillway modifications and operating plan by the Forest Preserve District of Cook County and (2), written acknowledgment by the DuPage County Board that a fine of \$10,000 per day will be assessed by the Illinois Nature Preserves Commission for each day a rain event results in a violation of the recommendations contained in the AES report."
(Resolution 1852)

188-22) Hancock Co. – Cecil White Prairie Land and Water Reserve - Proposal to use a Portion of the Land and Water Reserve for Road Purposes

The proposal to use a portion of Cecil White Prairie Land and Water Reserve for road purposes was deferred.

188-23) Deer Management Guidelines

Mr. Bob Edgin stated the Animal Control Guidelines give landowners and managers guidance on how to handle animal management issues in a nature preserve or land and water reserve. Once approved by the Commission, they become part of the policy guidance used by staff to review and approve management plans.

Mr. Edgin presented an updated Animal Control Guideline for the management of white-tailed deer (*Odocoileus virginianus*) for approval. The updated guideline was developed by a committee that included Tom Micetich and Marty Jones from IDNR Wildlife Division, Terry Esker from IDNR Restoration Ecology Section and Bob Edgin, (primary author). The updated guideline was submitted to INPC Consultants and Advisors and to selected natural area land managers for review. Recommended changes were incorporated into the document. Mr. Edgin stated that the previous white-tailed deer guideline was developed in 1988, required documentation of overbrowsing at each nature preserve, offered a limited number of programs and often lacked consistency with programs on adjacent properties even if owned by the same landowner. The updated guideline would streamline the process for implementing deer management, allow landowners to be proactive in deer management, provide more options to managers, allow for consistency between programs and ultimately lead to more effective deer management programs. In the updated guideline, approved methods for managing deer include habitat modification and herd management. Herd management methods may include firearm, archery, sharpshooting and/or trap and euthanize. Approved removal options may include antlerless-only, where only deer without antlers may be removed, an antlerless requirement prior to allowing either sex removal, or either sex programs. Monitoring provisions to evaluate the effectiveness of the program and a requirement for submission of a quantitative annual report were also included in the update.

Commissioner Keating asked if harvest data from programs on nature preserves could be collected through existing methods. Mr. Edgin stated they could and would most likely be accomplished through the use of hunter survey cards.

It was moved by Rosenthal, seconded by Allread, and carried that the following resolution be adopted:

The Commission approves the revised animal control guideline for white-tailed deer as presented under Item 23 of the Agenda for the 188th Meeting.

(Resolution 1853)

188-24) Public Comment Period (3 minutes per person)

There was no public comment period.

188-25) Other Business

Chairman Drucker stated that a set of minutes from the August 2, 2005 closed meeting of the Commission was included in the Commissioners' packets. This meeting was closed in accordance with the Open Meetings Act to discuss the purchase of real property. Section 2.06 of the Open Meetings Act provides that public bodies, "shall periodically, but no less than semi-annually, meet to review minutes of

all closed sessions. At such meetings, a determination shall be made and reported in an open session that: 1) the need for confidentiality still exists as to all or part of those minutes, or 2) that the minutes or portions thereof no longer require confidential treatment and are available for public inspection." Chairman Drucker asked for a motion to determine whether or not the minutes from this meeting should be kept closed.

It was moved by Ross-Shannon, seconded by Flemal, and carried that the following resolution be adopted:

In accordance with the Open Meetings Act, the closed session minutes from the August 2, 2005 meeting will remain confidential but will be reviewed semi-annually to ascertain the need to be kept confidential.

(Resolution 1854)

188-26) Adjournment

It was moved by Riddell, seconded by Ross-Shannon, and unanimously approved to adjourn. The meeting was adjourned at 2:46 p.m.

Illinois Nature Preserves Commission
One Natural Resources Way
Springfield, IL 62702
217/785-8686

[\[INPC Home\]](#)

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

September 12, 2006

SUBJECT

Project Meeting with Illinois Department of Natural Resources (IDNR)

TO

Mike McLuckie

A meeting was held on the above date at the IDNR office at Rice Lake to discuss the possibility of taking some right-of-way (ROW) from the IDNR Double T property to avoid relocating a residence. In attendance:

<u>Name</u>	<u>Representing</u>
Mike McLuckie	IDOT
Maureen Addis	IDOT
Greg Larson	IDOT
Bob Andrews	URS
Steve Hamer	IDNR
Doug Farster	IDNR
George Bellovics	IDNR
Mike Wefer	IDNR
Bill Kapitko	IDNR

INTRODUCTION

McLuckie provided an overview of the project, including current status. He explained that IDOT avoided creating an alignment in the Double T area. However, IDOT has received some public comments questioning why the Department is taking more farm ground from the public and relocating one house when the state already owns the Double T area. In response to those comments, IDOT developed two alignments that take ROW from the Double T area and avoid the farmland and residence. The purpose of this meeting was to present these alignments to IDNR for their comment.

Two exhibits and one impact table (impact table is attached) were presented. The two alternative alignments that go through Double T were labeled IDNR1 and IDNR2. Almost all of the discussion regarding IDNR alignments was about IDNR2 since it requires half the right-of-way from the Double T



area that IDNR1 requires. For comparison, the West alignment presented to the public in March 2006 was shown on the drawings and in the impact table.

DISCUSSION

IDNR provided a copy of their five-year plan for the Double T site that includes wetlands and waterfowl refuge, feeding grounds and resting areas. As this plan expires soon, a new 5 year plan will probably be developed as a part of next year's planning.

In IDNR's opinion if the road were constructed right next to the Double T site there would be some negative consequences. Among these are:

- A mowed right-of-way and weeds along the road would cause problems maintaining the desired Double T vegetation.
- Part of the site nearest the road would probably function as buffer and not be fully utilized. If the road were further away, the buffer would be created by other land between the road and Double T.

One positive consequence of the IDNR2 alignment is that the road would define the edge of the property. This minor positive does not outweigh the negatives in the opinion of IDNR staff.

Double T was not acquired using Land and Water Conservation Funds, so if ROW were taken, replacement land is not required. IDNR staff believes a Section 4(f) statement would be required.

CONCLUSION

IDNR opposes an alignment that goes through Double T and takes ROW from it, and believes that IDOT would need to show there is no feasible alternative to this action.

IDOT asked if IDNR would consider letting IDOT build wetlands for them on Double T property as part of the IL 336 mitigation. Perhaps IDNR could get the wetlands they want and IDOT would not have to acquire additional property. IDNR was not interested, in part because they believe they will be constructing wetlands on the site long before the IL 336 mitigation requirements would be in effect.

Respectfully submitted,

URS

Robert J. Andrews, PE
Project Manager

IMPACT DESCRIPTION		SECTION 4		
		IDNR 1	IDNR 2	WEST
Randolph Rd. to Richardson Rd.				
LAND REQ'D (acres)		4	4	4
NEW ROW REQUIRED		84	84	86
TOTAL ROW		88	88	90
EACH SEVERANCES (parallel & diagonal)		4	3	3
LAND LOCKED PARCELS		1	1	1
WETLANDS		0	0	2
WETLANDS		0.0	0.0	1.1
CROPLAND		73	72	63
WOODED LAND		9	9	18
GRASS LAND		2	3	1
OTHER LAND		0	0	3
RESIDENTIAL RELOCATIONS		0	0	1
COMMERCIAL RELOCATIONS		0	0	0
STREAM CROSSINGS		2	2	2
FLOODPLAIN ENCROACHMENT		0	0	0
ACRES IDNR Property required		25	12	0
ACRES IDNR Severed Property (east of new rd.)		9	2	0

Total Wetlands impacted by project (60 miles long) = 17 acres

Potential Alignments
 Peoria to Macomb Study
 FAP 315 (L 336)

N

 September 12, 2006
 Large 40

Property Boundary Double T
 
   

1" = 400'

0 400 800 1,200 Feet

Sources: Aerial Imagery, Sooner, S, Department of Natural Resources, S, Department of Transportation, and USGS Corporation



Potential Alignments
 Peoria to Macomb Study
 FAP 315 (IL 336)

N

 September 12, 2006
 Large 40

Property Boundary Double T
 
 

1" = 400'


Sources: A, Field Notes; Source: S, Department of Natural Resources; L, Department of Transportation; and USGS Database



Community Involvement

Advisory Council

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

July 14, 2004

SUBJECT

Summary of June 30, 2004 Advisory Group Meeting

This is a summary of comments received at the subject meeting. Advisory Group members in attendance were:

Name	Representing
William Kuhn	Fulton County
Josh Richardson	McDonough County
Don Swartzbaugh	Village of Bushnell
Amy McLaren	Peoria County Highway Department
Dennis Worsfold	Peoria County Farm Bureau
Jerry Bohler	City of Canton

Comments from Josh Richardson:

- Does not support the use of existing highways for alignments. He believes access problems associated with using them outweigh the benefits of using existing ROW. Alignments not preferred for that reason include:
 - IL 116 alignment from Hanna City to Farmington
 - US 136 alignment east of Macomb
- Supports N1 alignment east of Macomb
- Supports M1 alignment, too. He thinks IL 41 should be widened to 4 lanes from Bushnell to IL 336
- Alignment M1 cuts the cemetery off from the Village of Bardolph
- Any alignment connecting near the US 67/US 136 intersection will create more traffic problems in the southern part of Macomb.

Other comments in the Macomb area:

- The future Macomb industrial park limits will be: Bower Road on the west, Bypass on the east, US 136 on the south and 1400th road on the north.
- Wildwood Haven Lake is located east of Bushnell, north of alignment N1B and east of the 1700th/2400th intersection. Point Pleasant Road has capacity problems during an annual convention held at the lake.

Comments in the Canton area:

- The high point of Fulton County is north of Norris. There is concern that alignments could impact watersheds negatively.

- The alignment developed to attempt to follow the old mine haul road seems to have correctly followed the old road alignment.
- There was an expression that keeping the route close to Canton was advantageous.
- Placing an interchange on the industrial trailer park was seen as positive, not negative.
- Another alignment was suggested was to go from IL 78 south of Norris and north of the lakes. An IL 78 interchange could be placed next to the Aggregate plant.
- There was a suggested route closer to Canton that might avoid a few more lakes. This alignment could be close to the cemetery that needs to be avoided.
- Perhaps alignment N2A could be modified to run just east of CH 21 so as not to impact the Double Tee DNR property but still not impact the two potentially historic homes.
- Another suggested alignment could run from IL 78 west along Cypress Road.
- A preference was expressed to have an alignment close to Canton on the north (Cypress Road) and far enough west on the south to allow for future growth (west of the airport along CH 21)

Comments between Peoria and Farmington

- A gas pipeline runs through the interchange south of Farmington. Probably a Mid America pipeline.
- Two added cemeteries and a Centennial farm were noted on the exhibits.
- Taylor Road (CH 18) connects to I-74 and carries a lot of traffic. An interchange might be needed with IL 336.
- TriCounty planning shows a planned bicycle route along Taylor Road to the Wildlife Park.
- There is an undeveloped but platted subdivision, Indian Head Estates north of IL 116 and east of Christ Church.
- The Farm Bureau likes the south and IL 116 alignments better than the north one.
- The Farm Bureau is going to check on the importance of the Cramer Agricultural Center west of Trivoli. Missing the Center would require more farmland to be acquired.
- The mound south of IL 116 and east of Downs School road is an underground gas storage facility that is no longer in use.
- ROW could be taken from the juvenile detention facility north of IL 116. At one time it was a military facility and may have environmental cleanup issues on the north side of the property.
- Two new fire stations were noted on the exhibits. One is in Trivoli and one is in Hanna City.

Illinois 336
 Peoria to Macomb Study
 Advisory Council Meeting
 Sign-in Sheet

Date Wednesday June 30, 2004
 Location Canton

Please print in large, clear letters

	Name	Representing
✓ 1	Dennis Worsfold	Peoria County Farm Bureau
✓ 2	Don Worsfold Worsfold	City of Bushnell
✓ 3	Bill Rubin	Fulton Co
✓ 4	Amy Benedek McLaren	Peoria County Highway Dept.
✓ 5	JOSH RICHARDSON	McDonough County
6	JERRY BOHRA	MAYOR OF CANTON
7		
8		
9		
10		

Opening Remarks – Advisory Group Meeting

June 30, 2004

Project Status – Corridor Report

- Corridor Adjusted after February Hearings
- Newsletters, newspaper ads complete
- Corridor Report Final

Project Status – Design Report/EIS

- Preliminary alignments developed
- Review alignments tonight
- Public meeting this fall/winter
- Hope to get down to one build alignment in next couple years
- Hope to determine freeway/expressway after next year's public mtg.

Advisory Group Agenda

- Review alignments 1"=400'
- Impact tables on drawings
 - Existing Roadway ROW used
 - Existing RR ROW used
 - Agricultural land used
 - Natural Area used – Woodland, grass, wetland
 - Total ROW required
 - Residential/commercial displacements
- Road closure dots – Access to IL 336 is prohibited at this location. Possible options include closing the local road, carrying the local road over IL 336 or adding a frontage road to connect the local road to another intersection/interchange.
- Intersection/interchange templates are available. Access restrictions and ROW takes are noted on them. Expressway access spacing restrictions:
 - No direct commercial access allowed
 - 3 miles interchange to interchange
 - 1 mile interchange to intersection
 - 1 mile intersection to intersection
 - 300' intersection to private/field entrance
 - 500' entrance to entrance
- 24" x 36" Drawing with alignments

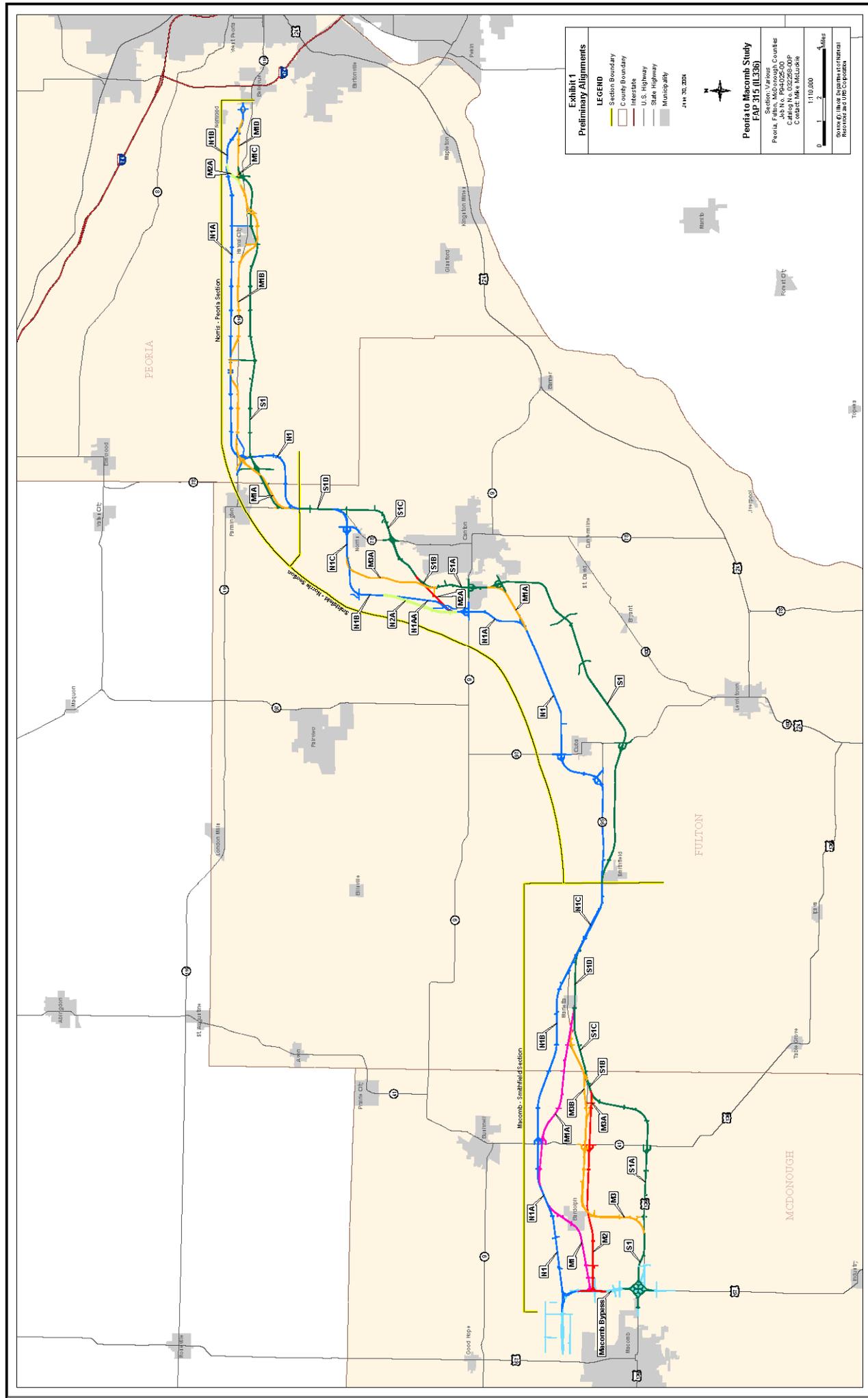
Follow-up

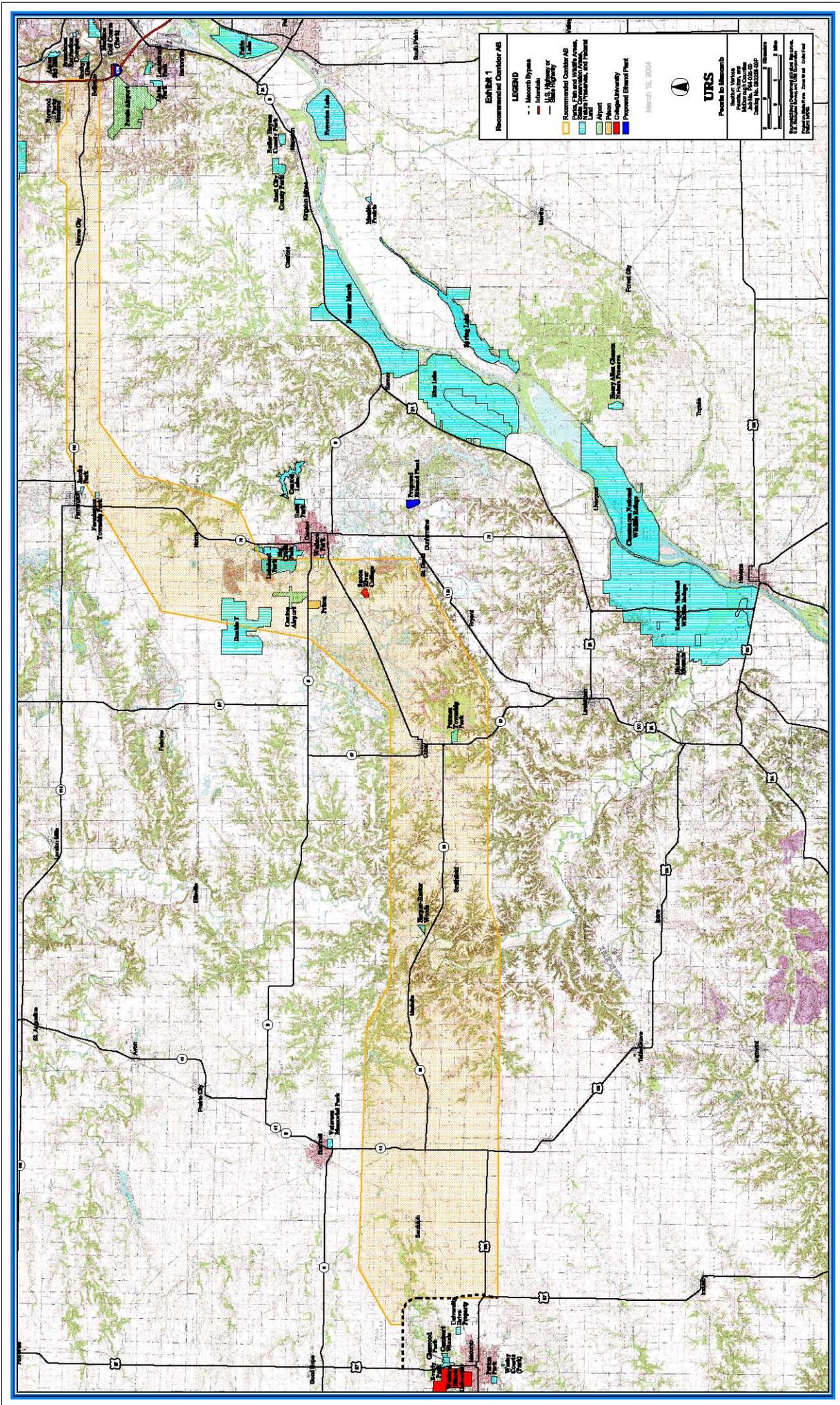
- Review alignments and develop input

- IDOT will hold local, individual meetings if necessary but does not want to conduct mini-public meetings. A public meeting will be held once the alignments are refined.
 - Return here for an Advisory Group meeting to give more detailed input to us.
-

Available at the meeting:

- 1"=400' drawings on tables
- Name tags
- Sign-in sheets
- Extra newsletters
- Corridor Report
- Scales
- Markers
- Mylar templates
- 24"x36" alignment drawings
- Impact tables
- Expressway vs. Freeway
- Typical Section
- Comment forms





PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

November 17, 2004

SUBJECT

Summary of Meeting with Advisory Group.

Bob Andrews from URS presented a project update to the Advisory Group. A copy of the presentation is attached to this document. Also attached is the attendance list for the meeting.

After the presentation, there were discussions. The following is a summary:

Discussions/Comments:

Several people commented that the interchange location the best serves Hanna City is the Hanna City-Glasford Road

Worsfold said there was a small family cemetery very close to the blue route. Location: south side of 116 just east of the blue route 116 interchange that is just east of Farmington. It is in the space between the curved pond and the building complex.

Of the people present, most seemed able to find at least one alignment that they deemed acceptable.

Meeting summary prepared by Robert Andrews, Project Engineer, URS Corporation

Illinois 336
Peoria to Macomb
Corridor Study
11/17/04 Advisory Group

Sign-in Sheet

Name	Company
Amy Benecke McLaren	Peoria Co. Highway Dept.
Glen Manuel	Village of Smithfield
Don Swartzbaugh	City of Bushnell
Doug Falk	City of Cuba
Fred Winterroth	Village of Hanna City
Ted Harding	Peoria County Farm Bureau
Dennis Worsfold	Peoria Co. Farm Bureau
William Kuhn	Peoria Co. Highway Dept.
Josh Richardson	McDonough Co. Highway Dept.
Bruce Barrick	City of Cuba
Phil McAlearney	Village of Hanna City
John Anderson	IDOT
Mike McLuckie	IDOT
Maureen Addis	IDOT
Mary Hagerty	URS
Bob Andrews	URS
Sue Laue	URS

122 S. Michigan
Chicago, IL 60603
312-939-1000
www.urscorp.com



ILLINOIS 336

Peoria to Macomb Highway Study

Advisory Group Meeting
November 17, 2004



Project Status

- Corridor Selected, Corridor Report Completed and Approved June 23, 2004



Project Status

- Preliminary Alignments Developed. Discussions held to refine alignments
 - Peoria Airport 6/18/04
 - UPRR 6/24/04
 - Advisory Group 6/30/04
 - Peoria Co. Transportation Committee 7/28/04
 - IL Nature Preserves Commission & Staff 8/3, 8/25, 9/17, 9/22, 10/28/04
 - TP&W RR 8/4/04
 - 336 Coalition 8/4/04
- Advisory Group Meeting tonight
- Public Meetings December 7th, 8th, and 9th

Next Steps & Goals

- Present alignments to the public and get feedback
- Based on public input, impacts, costs and other factors, eliminate some alignments
- Select alignments for further development
- Hold another set of public meetings next year
 - Eliminate more alignments and further refine remaining ones
 - Decide on Freeway/Expressway limits

Alignment Development Background

- General to all Sections
 - Follow existing routes
 - If many impacts and relocations on existing route, look for alternative alignments
 - Parallel roads and railroads to avoid severances
 - Avoid parks and protected resources
 - Avoid strip mines
- Section 1 – Macomb to Marietta
 - Interchange spacing on bypass
 - System continuity

Alignment Development (continued)

- Section 2 – Marietta to Norris
 - Avoid creating 2nd cut through Spoon River bluffs
 - Look at following mine haul road near Canton
 - Follow Cuba to Canton blacktop (most local traffic)
 - Consider using MWRD lands
 - Create alignment close to Canton
 - Create alignment near Canton with more growth room
- Section 3 – Norris to Peoria
 - Allow room for airport expansion
 - Create alignment north to reduce farm land impacts

Special Considerations

Railroads



TP & W



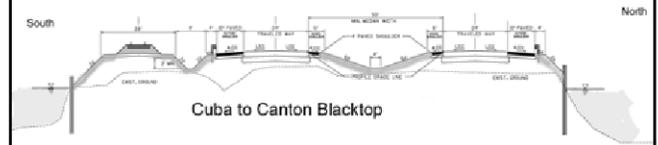
Union Pacific

- National Surface Transportation Board considers both RR's "active"
- Investigating reuse of RR ROW, but legal issues may prevent use.
- For now, alignments avoid taking RR's out of service

Special Considerations

Cuba to Canton Blacktop

- Need to get dual roadway and railroad between strip mine lakes
- Relocated RR to the south to avoid crossing it twice
- Kept full median. Probably can avoid sheet piling
- If RR stays, likely will need guard rail



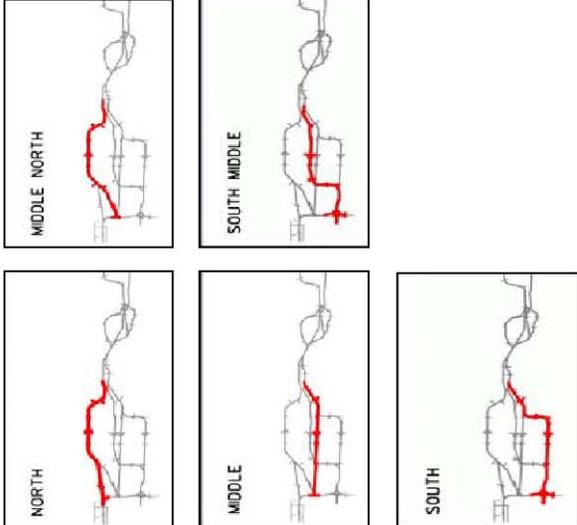
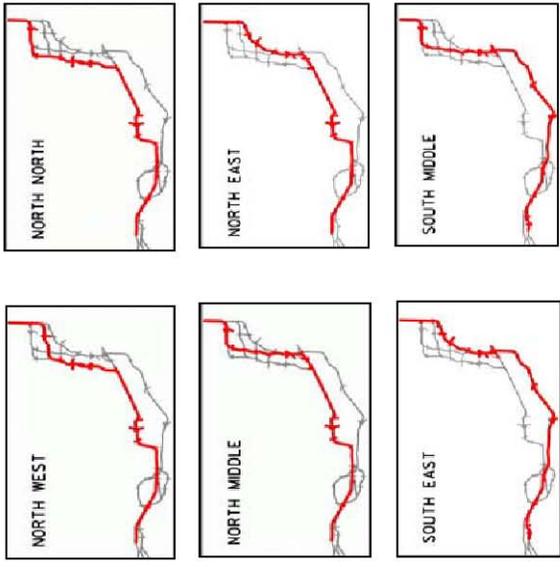
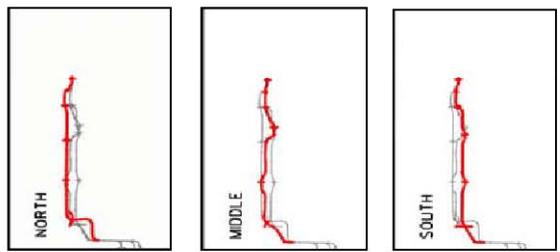
Special Considerations

Possible new nature preserve

- IL Nature Preserves Commission approves preliminary dedication of nature preserve on both sides of IL 95 east of the Spoon River on August 3, 2004
- Special studies done and meetings held with staff and commission
- Nature Preserves Commission delays final decision until August 2005

Special Study Area



ALIGNMENT ALTERNATIVES	Section 1: Macomb to Marietta						Section 2: Marietta to Norris						Section 3: Norris to Peoria		
	North	Middle North	Middle	South Middle	South	North West	North North	North Middle	North East	South East	South Middle	North	Middle	South	
	30	30	20	100	80	280	280	300	310	220	210	60	150	60	
Existing Road R.O.W used	New R.O.W Required														
Agricultural	520	570	710	740	800	940	960	750	880	880	870	790	900		
Wooded	70	50	10	10	0	210	230	270	210	370	90	30	30		
Grassland	0	0	0	0	0	160	130	200	220	230	0	0	0		
Other	50	40	20	50	50	110	100	170	200	200	50	70	50		
Subtotal - New R.O.W.	640	660	740	800	850	1,420	1,420	1,390	1,350	1,680	1,730	1,010	890	980	
Total R.O.W. Required	670	690	760	900	930	1,700	1,700	1,690	1,660	1,900	1,940	1,070	1,040	1,040	
Relocations Required	5	10	10	20	15	80	80	90	100	100	90	35	60	50	
Bridges Required	24	19	12	9	7	28	23	28	25	36	39	9	10	9	
2004 \$'s	\$140M	\$130M	\$100M	\$120M	\$115M	\$435M	\$395M	\$450M	\$405M	\$565M	\$595M	\$155M	\$155M	\$145M	
2004 \$'s	\$150M	\$140M	\$110M	\$130M	\$125M	\$460M	\$420M	\$480M	\$430M	\$600M	\$630M	\$170M	\$170M	\$155M	
Public Meetings	<p>Key Map: Macomb to Marietta</p>  <p>Key Map: Marietta to Norris</p>  <p>Key Map: Norris to Peoria</p> 														
<p>Tuesday, December 7, 2004 4:00 to 7:00 p.m. Canton High School Gym 1001 N. Main Street Canton, Illinois</p> <p>Wednesday, December 8, 2004 4:00 to 7:00 p.m. ITOO Society Hall 4909 W. Farmington Road Peoria, Illinois</p> <p>Thursday, December 9, 2004 4:00 to 7:00 p.m. VFW Post 1921 1200 E. Jefferson Street Corner of S. Candy & E. Washington Macomb, Illinois</p> 															



ILLINOIS 336

Peoria to Macomb Highway Newsletter

November 2004

Alignment Progress and Development

The Illinois Department of Transportation (IDOT) continues to make progress toward the completion of the Peoria to Macomb Highway study for a new four-lane highway between Interstate 474 in Peoria and the planned Macomb bypass. Hearings were held in February 2004 to announce the selection of a preferred corridor. In response to input from the public, IDOT elected to modify the preferred corridor by expanding it in one area near Bushnell. The revised Corridor Report, with the modified preferred corridor as the selected corridor, received formal approval on June 23, 2004. The approved report and maps can be viewed on IDOT's website at www.dot.state.il.us/desenv/env.html.

Since June, work has been proceeding on developing alternative highway alignments within the selected corridor. The potential alignment paths are at least 300 feet wide for the four-lane highway. Five alternative alignments are being proposed from Macomb to Marietta, six alternative alignments are being proposed from Marietta to Norris, and three alternative alignments are being proposed from Norris to Peoria.

Public Meeting Announcement

IDOT is holding three open house public meetings to discuss the alternative highway alignments. The purpose of these meetings is to review the preliminary alignments and provide a basis for eliminating some while continuing the study, development, and refinement of the others. Maps and exhibits of the alignments as well as assessment data will be presented. The three identical meetings will be held in Canton, Peoria, and Macomb on the following dates and locations:

Tuesday December 7, 2004 4:00pm to 7:00pm	<i>Canton High School Gym</i> 1001 N. Main Street Canton, Illinois
Wednesday December 8, 2004 4:00pm to 7:00pm	<i>ITOO Society Hall</i> 4909 W. Farmington Road Peoria, Illinois
Thursday December 9, 2004 4:00pm to 7:00pm	<i>VFW Post 1921</i> 1200 E. Jefferson Street Corner of S. Candy & E. Washington Macomb, Illinois

Individuals may attend any of these meetings at any time during the open house hours. Displays will be available and discussions will be on an informal basis. Written and verbal comments will be accepted. The meetings are accessible to disabled individuals. For special needs, call the numbers listed at the end of the newsletter.

Next Steps

Further public meetings and hearings will be scheduled to provide information and receive input on the project over the next 3 to 4 years. Over the next year or so you may notice people in the field doing environmental inventory and survey work.

Project Website

A website for this project is being created at www.peoriatomacomb.com. After the public information meetings in December the alternative alignments, assessment data, and comment forms will be posted to the website.

Please direct your comments or questions to:
Mr. Eric Therkildsen, P.E.
Program Development Engineer
Illinois Department of Transportation, District 4
401 Main Street, Peoria, IL 61602
or call (309)671-3333, TDD (309) 671-3450



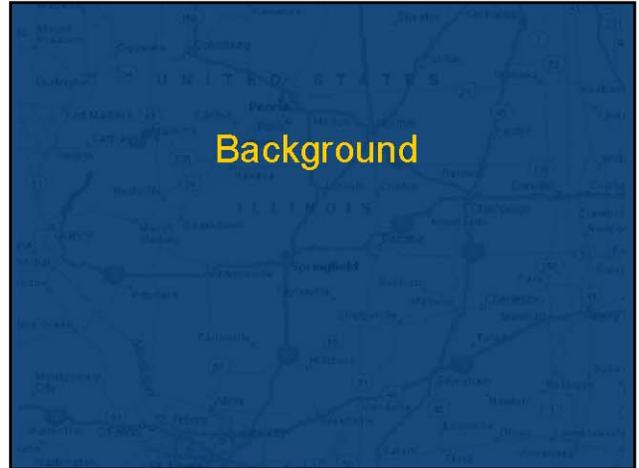
Illinois Department of Transportation



ILLINOIS 336
Peoria to Macomb
Highway Study

Advisory Group Meeting
 August 24, 2005

West-Central Illinois
 Peoria, Fulton and McDonough Counties

Background



1970 Plan
Supplemental
Freeway
F-7
Quincy to Peoria



The Last Part
of the 1970 Plan
Peoria to Macomb

- I-474 at West Edge of Peoria to Proposed Macomb Bypass at East Edge of Macomb
- Area about 60 miles x 22 miles

Dec. 04 Meeting Alignments



Public Meeting Results

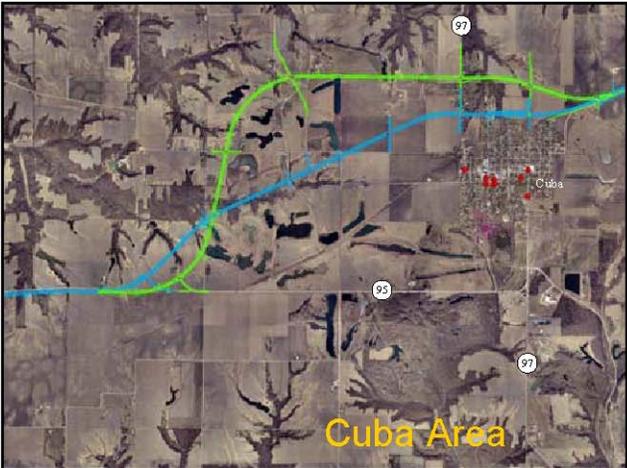
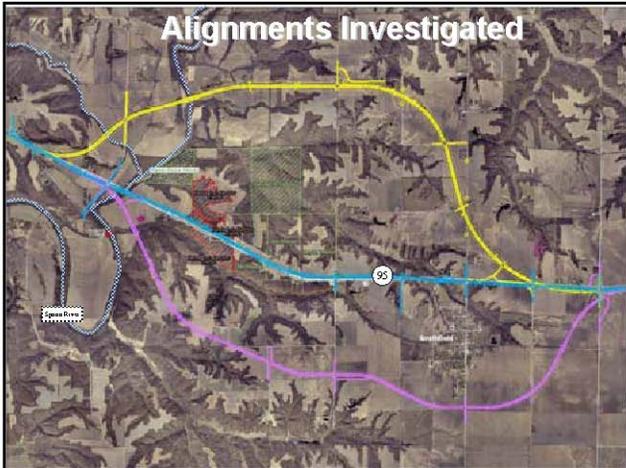
- Over 770 people attended the December 2004 public meetings
- IDOT received over 200 written comments
- About 60% of those submitting written comments expressed support for the project,
- 10% expressed opposition
- 30% made other comments but did not specifically express support or opposition
- Citizens Against 336 group formed after this meeting

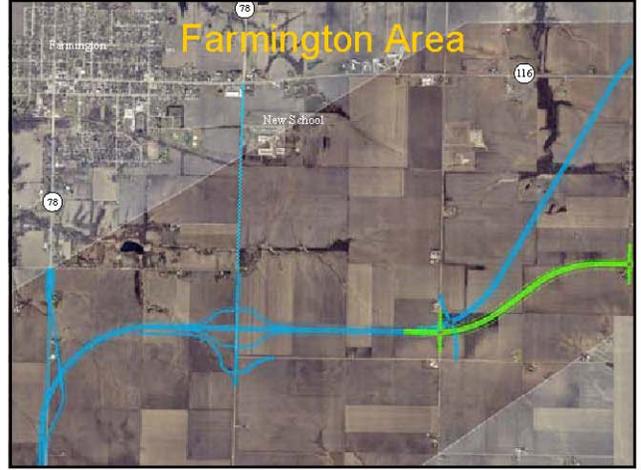
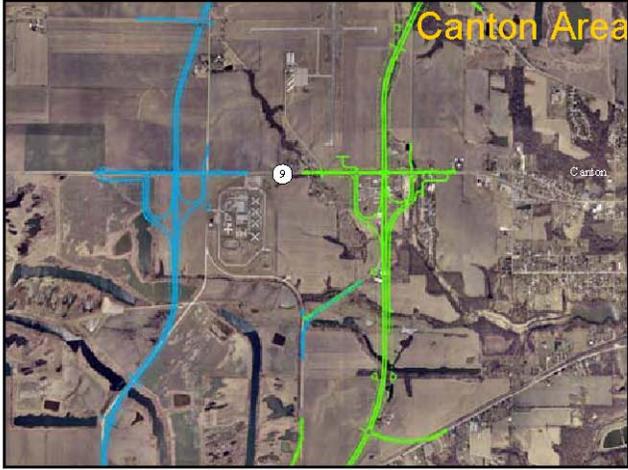
Eliminate Some Alignments



Current Alignments & Freeway Limits







Illinois 336
 Peoria to Macomb Study
 Advisory Council Meeting
 Sign-in Sheet

Date Wednesday August 24, 2005
Location Canton

Please print in large, clear letters

	Name	Representing
1	Mark Rophert	City of Canton
2	C. "Bud" Stoltenberg	City of Farmington - Mayor
3	James Whitman	City of Farmington - Council Person
4	GLORIA MANUEL	Smithfield
5	Amy Benecke McLaren	Peoria County Highway Dept
6	Clair Stine - Lewis town	Fulton Co. Farm Bureau
7	Bill Kuhn K&H Supply	
8	CHUCK TAAL	HANNA CITY IN
9	FRED WINTERBOTH	HANNA CITY
10	Don SWARTZBAUGH	City of Bushnell

Illinois 336
 Peoria to Macomb Study
 Advisory Council Meeting
 Sign-in Sheet

Date Wednesday August 24, 2005

Location Canton

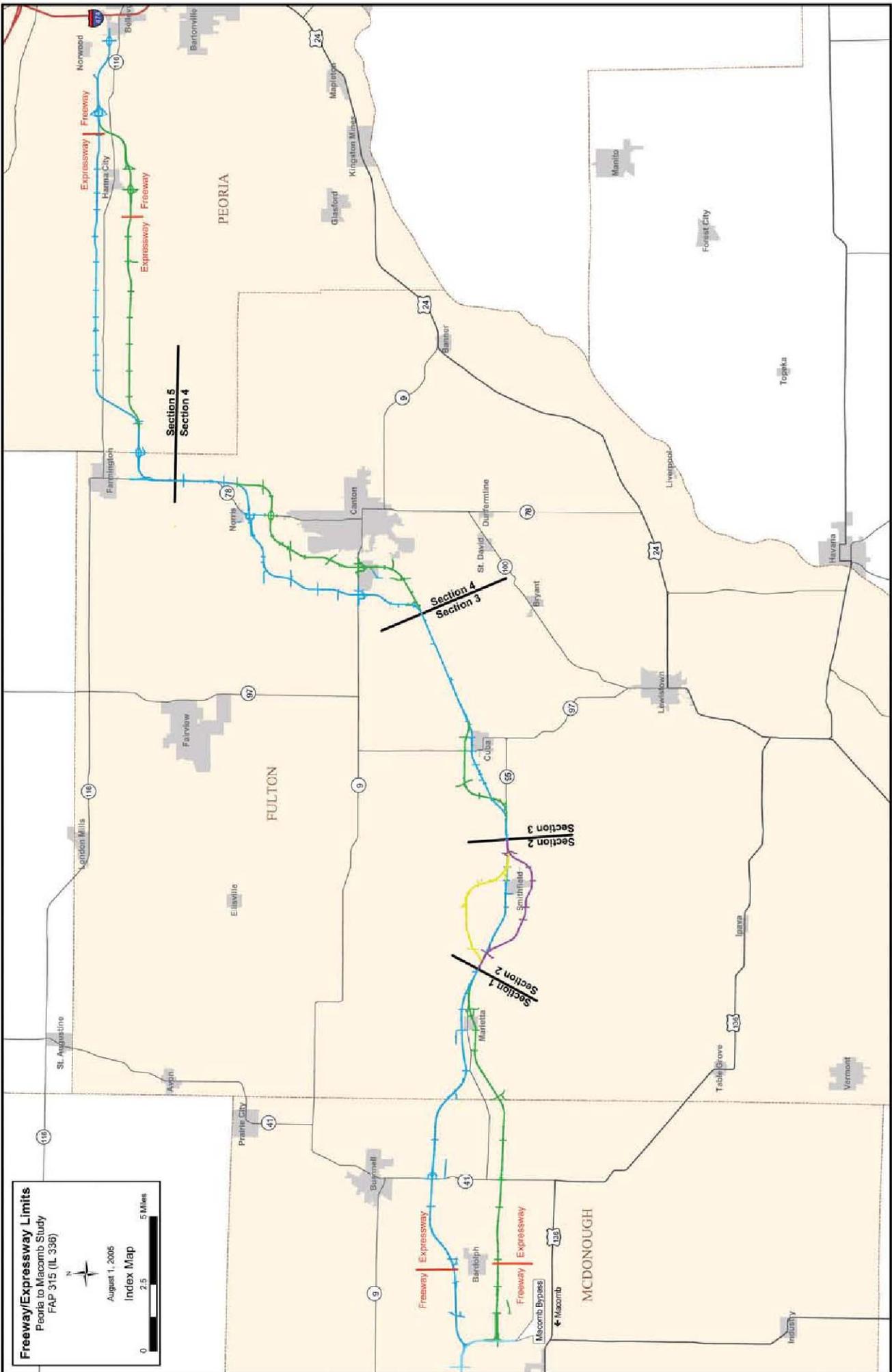
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	Name	Representing
11	Steven Bussard	City of Bussard
12	Paul Heize	Canton City Gov
13	Dennis Worfald	Peoria County F.B.
14	Red Hawking	PEORIA COUNTY FARM BUREAU
15	Mike Wissland	City of Macomb
16	Bruce Scagnini	Macomb Chamber
17		
18		
19		
20		

Freeway/Expressway Limits
 Peoria to Macomb Study
 FAP 315 (IL 336)

August 1, 2006
 Index Map

0 2.5 5 Miles





Illinois Department of Transportation

Division of Highways / Region 3 / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

February 10, 2006

BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS – PHASE I

Peoria to Macomb Study
FAP Route 315 (IL 336)
Various Sections
Various Counties
Job No. P-94-025-00
Catalog No. 032258-00P

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«CityStateZip»

Dear «Title» «LastName»:

This letter is to update you on what has been occurring since the last Advisory Group meeting held on August 24, 2005. At that meeting, we presented several alignments we were no longer considering and refined several alignments still under consideration. We also presented to you the Freeway and Expressway limits of the highway. At that time, we hoped to present this same information to the public in October or November of 2005.

One step that was necessary before holding the public meetings was to get concurrence from a group of agencies as required by the National Environmental Policy Act (NEPA agencies). This concurrence with "Alternatives to Carry Forward" is a formal step in the NEPA Environmental Impact Statement process. The process is designed to get concurrence with these agencies at key points as the study progresses to facilitate their approval of the final document. We met with the Federal Highway Administration (FHWA), which is the lead federal agency for this project, and then attended a NEPA agency meeting on September 9, 2005.

Unfortunately, we did not receive concurrence on the alignments at the September 9, 2005 meeting. Over several months after that meeting, we submitted additional support information and comparisons of alignments to the NEPA agencies. As a result of this coordination, we developed an additional alignment on the west end of the study area. Enclosed are two sheets showing the west end of the study area where we now have three alignments instead of the two we showed to you in August of 2005. (The two maps adjoin, with Map #1 to the west and Map #2 to the east.) The furthest north (purple) alignment is the new one. With the addition of this new alignment, we received agency concurrence to move forward on January 26, 2006.

«Title» «FirstName» «LastName»
«Company»
February 10, 2006
Page 2

One other change in the alignments occurred since our August meeting. As we noted in our Advisory Group meeting, the Illinois Nature Preserves Commission was considering creating a nature preserve adjacent to both sides of Illinois Route 95 east of the Spoon River. We investigated alignments north and south of Illinois Route 95 in the event that the existence of a new nature preserve along Illinois Route 95 would prevent us from following the alignment along Illinois Route 95. The Nature Preserve Commission met on October 18, 2005 and elected to not create a nature preserve along Illinois Route 95. As a result of that decision, we proposed dropping the north and south alignments (yellow and purple Map #4) in that area. The NEPA agencies concurred with that change.

There were no changes to the Freeway/Expressway limits.

Now that we have NEPA agency concurrence, we have scheduled the following meetings to present these alignments to the public:

Tuesday, March 21, 2006
4:00 p.m. to 7:00 p.m.

ITOO Society Hall
4909 West Farmington Road
Peoria, Illinois

Wednesday, March 22, 2006
4:00 p.m. to 7:00 p.m.

VFW Post 1921
1299 East Jefferson Street
Corner of S. Candy & E. Washington
Macomb, Illinois

Thursday, March 23, 2006
4:00 p.m. to 7:00 p.m.

Canton High School Gym
1001 North Main Street
Canton, Illinois

We hope you will be able to attend one of the public meetings listed above. If you would like to discuss any of the changes, please contact Mr. Michael McLuckie of our office at (309) 671-3468.

Very truly yours,



Joseph E. Crowe, P.E.
Deputy Director of Highways,
Region Three Engineer

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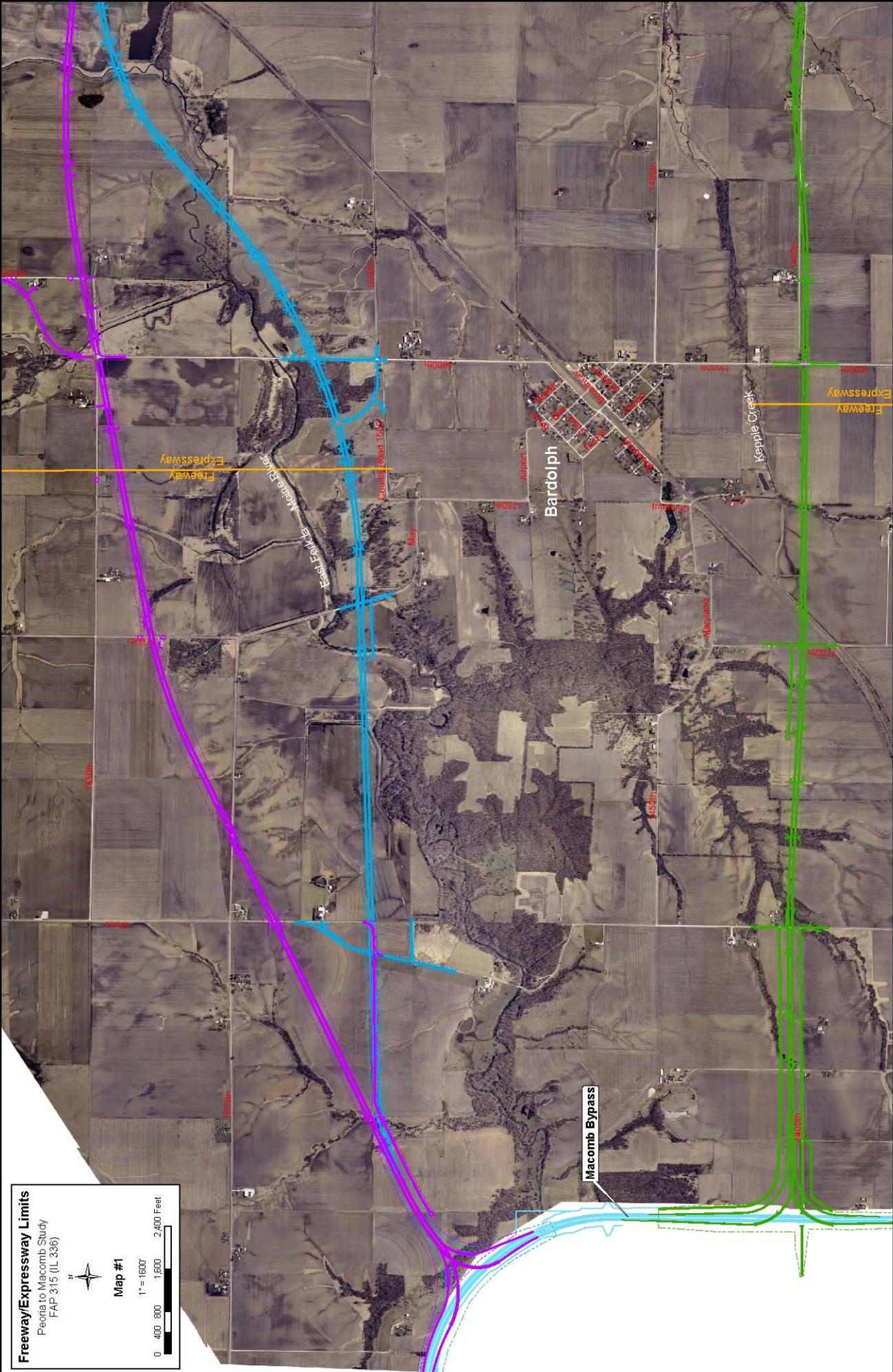
Enclosure

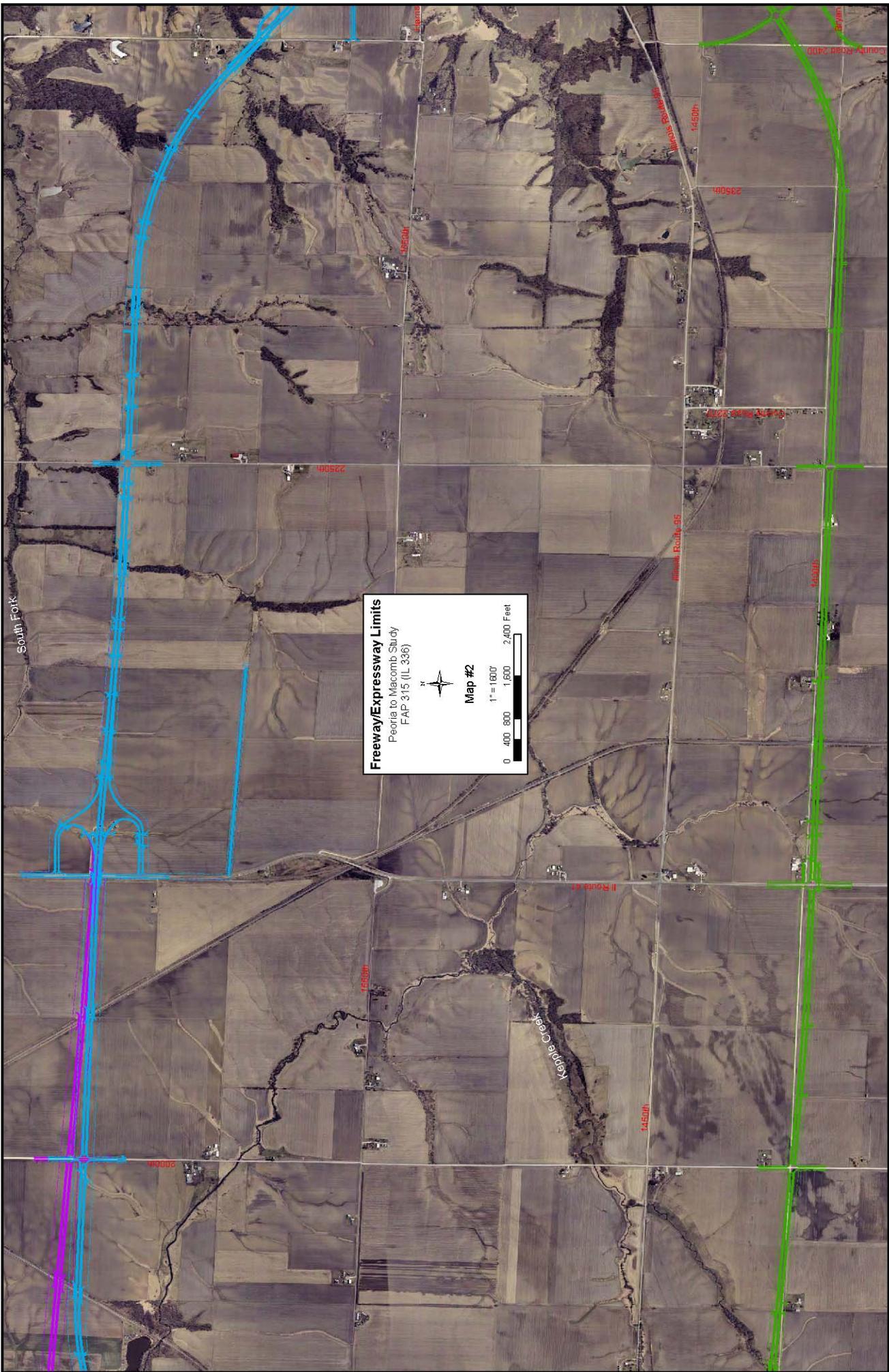
cc: Project File (M. McLuckie)

URS Corporation (Attn. Mr. Bob Andrews)

Title	FirstName	LastName	Job Title	Company	Address1	CityStateZip
Mr.	Ted	Harding	President	Peoria County Farm Bureau	208 South Trivoli Road	Trivoli, IL 61569
Mr.	William C.	Kuhn	Fulton County Engineer		430 East Oak Street	Canton, IL 61520-3155
Ms.	Elaine	Stone	Farm Bureau County Manager	Fulton County Farm Bureau	15411-A-N IL 100 Highway	Lewistown, IL 61542-8905
Mr.	Tom	Hickman	McDonough County Engineer		204 Western Avenue	Macomb, IL 61455
Ms.	Carla	Mudd	Farm Bureau County Manager	McDonough County Farm Bureau	717 West Jackson	Macomb, IL 61455
Mayor	Mick	Wisslead		Mayor of Macomb	232 East Jackson Street	Macomb, IL 61455
Mr.	Don	Swartzbaugh		Village of Bushnell	484 East Main Street, P.O. Box 149	Bushnell, IL 61422
Mr.	Douglas R.	Falk		City of Cuba	403 Jefferson Street P.O. Box 19	Cuba, IL 61427
Mr.	Fred	Winterroth	Village President	Village of Hanna City	313 North First Street P.O. Box 492	Hanna City, IL 61536
Mr.	Glen	Manuel	Village President	Village of Smithfield	210 North Main Street P.O. Box 1	Smithfield, IL 61477
Mr.	Steve	VanWinkle	Public Works Director	City of Peoria	419 Fulton Street, #307	Peoria, IL 61602
Mr.	Jewel C.	Bucy			119 South Adams Street	Lewistown, IL 61542
Ms.	Jodi	Berger		Village of Marietta	129 Coal Street P.O. Box 24	Marietta, IL 61459-0024
Mr.	Bruce	Biagini		City of Macomb	232 East Jackson Street	Macomb, IL 61455
Ms.	Amy	McLaren		Peoria County Highway Department	6915 West Plank Road	Peoria, IL 61604
Mr.	Mark	Rothert	Economic Director	City of Canton	2 North Main Street	Canton, IL 61520
Mr.	Dennis	Worsfold		Peoria County Farm Bureau	21229 West Farmington Road	Trivoli, IL 61569
Ms.	Linda	Bradford	Village President	Village of Marietta	129 Coal Street P.O. Box 24	Marietta, IL 61459-0024
The Honorable	Rodney W.	Heinze	Mayor of Canton	City of Canton	2 North Main Street	Canton, IL 61520
Mr.	Thomas J.	McFarland		Peoria County Highway Department	6915 West Plank Road	Peoria, IL 61604
Mr.	Thomas	Ford		Village of Bardolph	Box 80	Bardolph, IL 61416
Mr.	Casey	Cline		City of Farmington	488 East Fort Street	Farmington, IL 61531

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Freeway/Expressway Limits
Peoria to Macomb Study
FAP 315 (IL 336)

Map #2

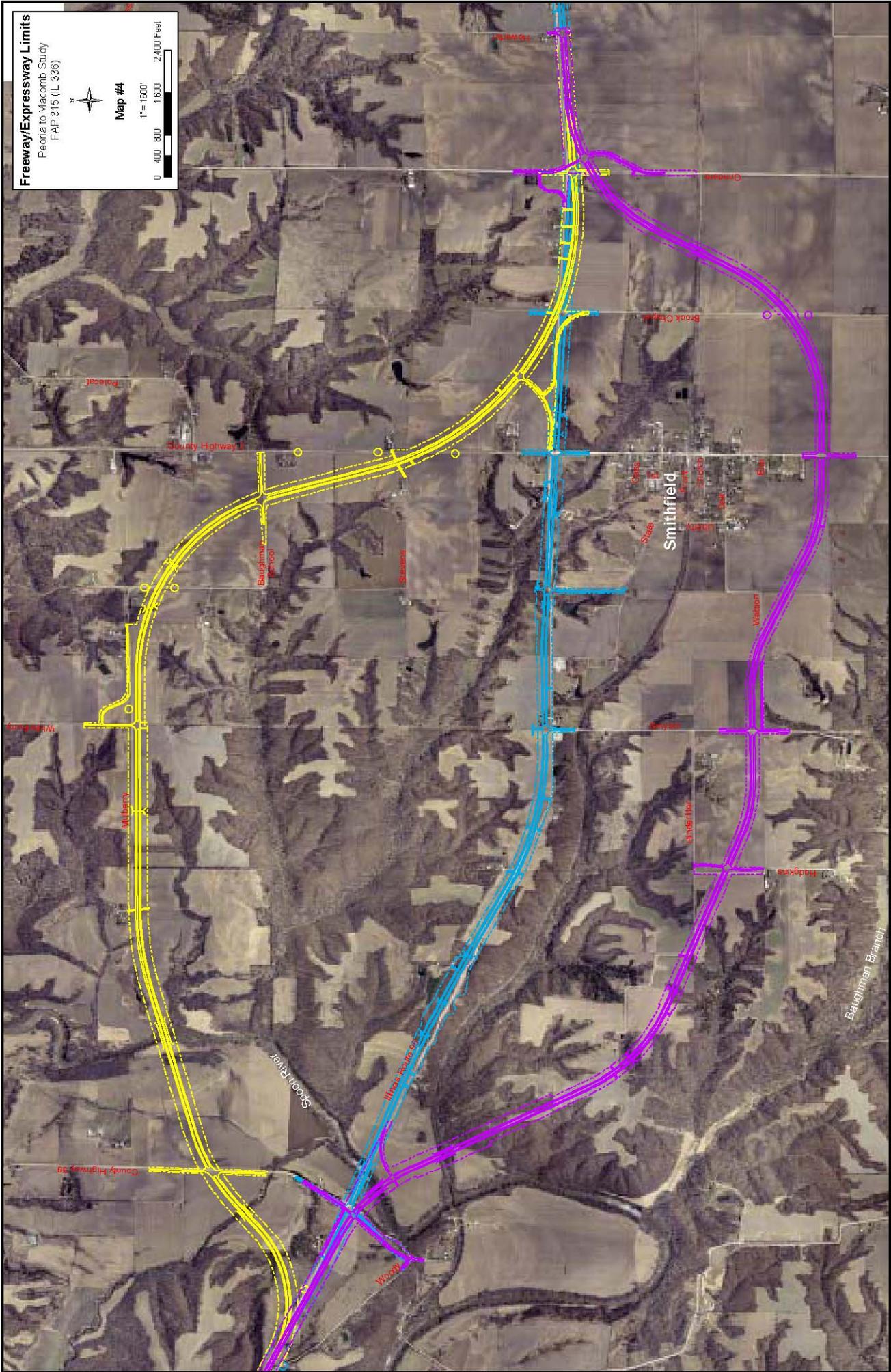
1" = 1600'
0 400 800 1,600 2,400 Feet

Freeway/Expressway Limits
 Peoria to Macomb Study
 FAP 315 (L 330)

Map #4

1" = 1600'

0 400 800 1600 2400 Feet



PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

January 24, 2007

SUBJECT

Advisory Group Meeting

TO

File; prepared by Mary Hagerty

The meeting was held to present the preliminary preferred alignment to the Advisory Group prior to presentation at public meetings.

Robert Andrews, URS summarized the project with a slide presentation:

- Overview of the project to date
- Summary of rationale for elimination of alternatives
- Alignment/geometrics changes near Cuba

He noted that the preliminary preferred alignment, which was presented on aerial photo-based boards at this meeting, had been presented to the agencies, who did not disagree with the alignment. He noted that the same alignment would be presented at public meetings in February, and would be available on the web site after the public meetings.

The presentation was followed by a question and answer period:

The Mayor of Bushnell wanted to know why an interchange at IL 41 is not included. Andrews said that the traffic did not warrant an interchange. The interchange on the North alignment had been included because of geometrics, not traffic.

The Fulton County Engineer had a few questions. He asked about the process. Andrews said that the draft EIS and design report were in progress and that a public hearing for the draft EIS would be held in early 2008. He wanted to know if the aerial-based maps show all roadway closures and access. Andrews said these items are still in progress and not all are shown. He asked about interaction with communities and noted that the project team has done a “remarkable” job of communicating with people. Mike McLuckie (IDOT) said that if anyone has questions or concerns, to contact IDOT. Tom Lacy (IDOT) said that it would be good if there would be community endorsement of an alignment or part of an alignment.

Someone wanted to know how far work on intersection approaches extended. McLuckie said that it varies from intersection to intersection and that this information would be developed over the next year. Someone wanted to know what will happen to segments of state routes that will become redundant with the new project. McLuckie said that some may be given to counties or townships.

Illinois 336

Peoria to Macomb Study
Advisory Council Meeting
Sign-in Sheet

Date Wednesday January 24, 2007

Location Canton

Please print in large, clear letters

	Name	Representing
1	Sue Lane	URS
2	Tom Herman	McDonough Co. Hwy. Dept. - previously Scott Hansen
3	Bruce Bazine	Macomb Bank for (Macomb Mayor Wisstead)
4	Steve Swartzbaugh	Swindell Mayor
5	Don Swartzbaugh	Business
6	Sarah McMullough	McDonough County Farm Bureau
7	Richard Ferguson	McDonough County Farm Bureau
8	Ed Peterson	Chairman - Fulton County Board
9	Alan Manuel (Manuel)	Village - Smithfield
10	Paul Heinze	Canton City mayor

new

new

new

new

new

new

new

Illinois 336
 Peoria to Macomb Study
 Advisory Council Meeting
 Sign-in Sheet

Date Wednesday January 24, 2007
 Location Canton

Please print in large, clear letters

	Name	Representing
11	Bill Kuhny	Fulton County
12	Dennis Warford	Peoria County Farm Bureau
13	TED HARRING	IS 11 11 11
14	Tom Lacy	IDOT DISTRICT 4
15	Steve Van Winkle (wife also comes)	City of Peoria
16	Paula Green	IDOT Dist. 4
17	Maureen Adams	IDOT DIST 4 / PD
18	DOUG FALK	City of Cuba
19	Bob Andrews	URS
20	Mike McLuckie	IDOT, District 4

new

Need a new name tag for Greg Larson, IDOT & Paula Green, IDOT; Tom Lacy, IDOT

ILLINOIS 336 Peoria to Macomb Highway Study

West-Central Illinois
Peoria, Fulton and McDonough Counties



Project Milestones

- **August 2003** Corridor Public Meeting
- **February 2004** Corridor Public Hearing
- **June 2004** Corridor Report Approved
- **December 2004** Public Meeting Presenting Initial Alignments
- **March 2006** Public Meeting Alternatives to be Carried Forward
- **February 2007** Public Meeting Presenting Preliminary Preferred Alignment
- **Spring 2008** Public Hearing on Draft Environmental Impact Statement

Dec. 04 Meeting Alignments

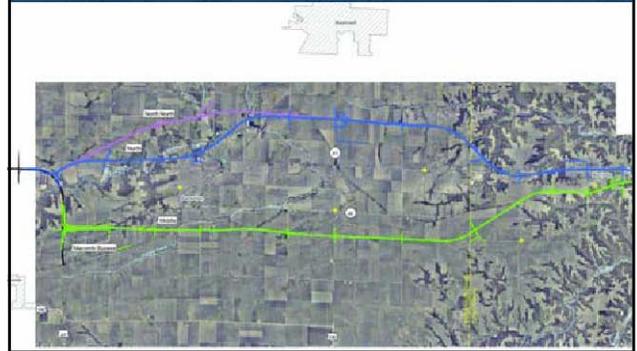


March 06 Alignments & Freeway Limits



Preliminary Preferred Alignments

Section 1



Section 1 North North Alignment Eliminated

- No public support for a north alignment.
- Most farm severances (26)
- Second highest acreage of land locked parcels (15 ac.).
- Impacts the most cropland (540 ac.).
- Highest new ROW requirement (631 ac.).
- More disruptive to the existing road network
- High number of stream crossings (18) and floodplain encroachment (25 ac.).
- Tied for highest cost with the North alignment.

Section 1 North Alignment Eliminated

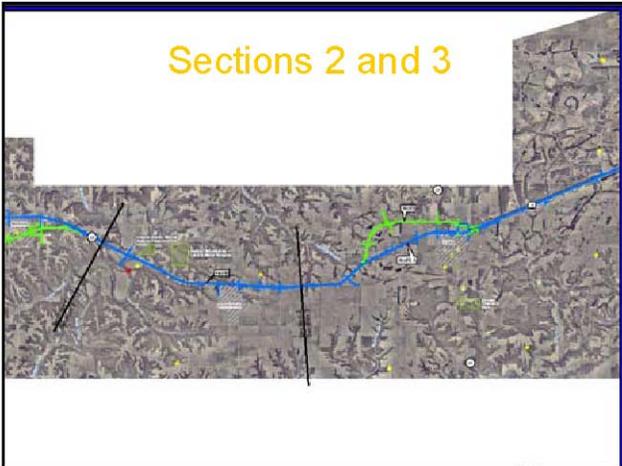
- No public support for a north alignment.
- Large number of farm severances (22).
- Highest amount of landlocked parcels (37 ac.).
- Highest impact to wetlands (13.5 ac.).
- Second highest cropland impacts (488 ac.).
- Highest impact to wooded land (57 ac.).
- High number of stream crossings (18) and highest floodplain encroachment (47 ac.).
- Tied for highest cost with North North alignment.

Section 1 Middle Alignment Preferred

- Most public support.
- Least amount of new ROW (100 acres less than the others).
- Fewest farm severances (9).
- Least impact to cropland (66 acres less than the others).
- Fewest stream crossings.
- Essentially no wetland or floodplain impacts.
- Least costly of the three alignments, by \$40M.

IMPACT DESCRIPTION		SECTION 1		
		Macomb Express to I-5 MI. East of Marquette		
		NORTH	NORTH	PREFERRED MIDDLE
LAND REQ'D (acres)	EXISTING ROAD ROW USED	72	70	127
	NEW ROW REQUIRED	604	631	496
	TOTAL ROW	676	701	625
EACH	SEVERANCES (parallel & diagonal)	22	26	9
ACRES	LAND LOCKED PARCELS	37	15	0
NUMBER	WETLANDS	21	6	3
ACRES	WETLANDS	15.4	0.5	0.2
ACRES	CROPLAND	488	540	422
ACRES	WOODED LAND	57	50	39
ACRES	GRASS LAND	52	34	29
ACRES	OTHER LAND	7	8	8
EACH	RESIDENTIAL RELOCATIONS	1	1	6
EACH	COMMERCIAL RELOCATIONS	0	1	0
EACH	STREAM CROSSINGS	18	18	6
ACRES	FLOODPLAIN ENCROACHMENT	47	25	0
MILE	LENGTH	15.0	15.0	14.4
2005 \$	CONSTRUCTION COST \$ MILLION	\$208	\$205	\$168

Sections 2 and 3



Section 2 IL 95 Alignment Preferred

- Single alignment considered in this section
- Used existing IL 95 right-of-way
- Fewer impacts than creating new alignment & roadway

IMPACT DESCRIPTION		SECTION 2	
		1.5 MI. E. of Marlinton to 1.5 MI. E. of Smithfield	
		PREFERRED	
		IL 95	
	EXISTING ROAD ROW USED	66	
	NEW ROW REQUIRED	139	
	TOTAL ROW	205	
EACH	SEVERANCES (parallel & diagonal)	0	
ACRES	LAND LOCKED PARCELS	0	
NUMBER	WETLANDS	1	
ACRES	WETLANDS	0.1	
ACRES	CROPLAND	99	
ACRES	WOODED LAND	22	
ACRES	GRASS LAND	13	
ACRES	OTHER LAND	5	
EACH	RESIDENTIAL RELOCATIONS	1	
EACH	COMMERCIAL RELOCATIONS	3	
EACH	STREAM CROSSINGS	3	
ACRES	FLOODPLAIN ENCROACHMENT	9	
MILE	LENGTH	5.1	
2005 \$s	CONSTRUCTION COST \$ MILLION	\$47	

Section 3 North Alignment Preferred

- Fewer relocations.
- Less disruptive to the Cuba street system in the northeast quadrant of the city.
- Less impact on agriculture.

IMPACT DESCRIPTION		SECTION 3	
		1.5 MI. East of Smithfield to 2.0 MI. South of Canton	
		PREFERRED	
		NORTH	NORTHA)
	EXISTING ROAD ROW USED	113	110
	NEW ROW REQUIRED	285	255
	TOTAL ROW	398	365
EACH	SEVERANCES (parallel & diagonal)	9	6
ACRES	LAND LOCKED PARCELS	0	0
NUMBER	WETLANDS	15	10
ACRES	WETLANDS	1.4	0.7
ACRES	CROPLAND	185	155
ACRES	WOODED LAND	6	6
ACRES	GRASS LAND	73	79
ACRES	OTHER LAND	21	15
EACH	RESIDENTIAL RELOCATIONS	4	9
EACH	COMMERCIAL RELOCATIONS	0	1
EACH	STREAM CROSSINGS	0	0
ACRES	FLOODPLAIN ENCROACHMENT	0	0
MILE	LENGTH	9.8	9.2
2005 \$s	CONSTRUCTION COST \$ MILLION	\$109	\$100

Section 4

Section 4 West Alignment Preferred

- Does not separate Canton from its airport. Less restrictive for redevelopment than the East alignment.
- Reduces the amount of construction through lakes and strip mined land.
 - Difficult and expensive due to compaction problems.
 - Unintended consequences relating to the water table.
 - Could create water quality problems/acid runoff
- One-third the wetland impacts of the east alignment.
- Costs \$36M less.
- One-fourth the relocations of the East alignment.

IMPACT DESCRIPTION		SECTION 4	
		2.0 MI. South of Canton to 2.4 MI. South of Farmington	
		PREFERRED WEST	EAST
LAND REQ'D (acres)	EXISTING ROAD ROW USED	87	102
	NEW ROW REQUIRED	522	510
	TOTAL ROW	609	612
EACH	SEVERANCES (parallel & diagonal)	14	6
ACRES	LAND LOCKED PARCELS	0	0
NUMBER	WETLANDS	6	17
ACRES	WETLANDS	2.8	3.7
ACRES	CROPLAND	407	235
ACRES	WOODED LAND	47	50
ACRES	GRASS LAND	61	173
ACRES	OTHER LAND	7	52
EACH	RESIDENTIAL RELOCATIONS	5	12
EACH	COMMERCIAL RELOCATIONS	1	14
FAH	STREET CROSSINGS	3	5
ACRES	FLOODPLAIN ENCROACHMENT	0	0
MILE	LENGTH	12.1	12.1
2005 \$:	CONSTRUCTION COST \$MILLION	\$148	\$184

Section 5



Section 5 South Alignment Preferred

- Less farm land severances.
- Seems to be better for the agricultural community if both severances and cropland take are considered.
- Half as many residential relocations.
- North alignment has almost four times as much floodplain encroachment as the South.
- North alignment takes more grassland and wooded land than the South.
- The North alignment does not support the transportation needs in the more heavily traveled east side of the Section as well as the South, particularly around Hanna City.

IMPACT DESCRIPTION		SECTION 5	
		2.5 MI. South of Farmington to I-474+1 Plover	
		NORTH	PREFERRED SOUTH
LAND REQ'D (Acres)	EXISTING ROAD ROW USED	58	65
	NEW ROW REQUIRED	904	920
	TOTAL ROW	962	985
EACH	SEVERANCES (parallel & diagonal)	51	32
ACRES	LAND LOCKED PARCELS	0	0
NUMBER	WETLANDS	4	2
ACRES	WETLANDS	0.2	0.5
ACRES	CROPLAND	754	878
ACRES	WOODED LAND	71	0
ACRES	GRASS LAND	48	28
ACRES	OTHER LAND	31	14
EACH	RESIDENTIAL RELOCATIONS	24	11
EACH	COMMERCIAL RELOCATIONS	0	0
EACH	STREAM CROSSINGS	2	0
ACRES	FLOODPLAIN ENCROACHMENT	19	5
MILE	LENGTH	19.0	18.8
2005 \$:	CONSTRUCTION COST \$MILLION	\$178	\$168



Community Officials

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

June 12, 2003

SUBJECT

Canton Community Committee

TO

File

Mike McLuckie called to say that he met with the above committee. They had several ideas. Among them was in order to keep the alignment as close to the west side of Canton as possible, they could possible get the lower “L” shaped piece of the new Double Tee State Park from IDNR and replace the land with other farm ground. Apparently the “L” piece of land was deeded over to the Nature Conservancy along with the other more wild or natural ground. The Canton Community Committee believes that IDNR plans to lease the farm ground out and get some income from the lease. The Committee does not believe that IDNR plans to make the “L” piece into a park or natural areas.

Mike asked URS to see if we could get an alignment to work through that area if the “L” piece of the park were not there.



PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

July 28, 2004

SUBJECT

Meeting with Peoria County Highway Transportation Committee

TO

File, Mike McLuckie

Bob Andrews (URS) and Mike McLuckie (IDOT) met with the Peoria County Engineer and the County Transportation Committee on the above date. The purpose of the meeting was to brief the county on the status of the project and review some preliminary alignments.

The County reviewed the alignments and had no significant comments at this time.

Notes prepared by Bob Andrews

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

August 4, 2004

SUBJECT

Group meeting and 336 Coalition Meeting

TO

Mike McLuckie, File

On the above date, IDOT and URS met with two groups at the Donaldson Center in Canton, IL.

The first group meeting was at 3:00 pm and included the Fulton County Engineer, William Kuhn and other Canton area interested civic leaders. Drawings were available showing preliminary alignments from Peoria to Macomb. The Canton group focused mostly on alignments around Canton. Comments from the Canton group included:

- All of the alignments under consideration in the Canton area were workable.
- The group generally preferred alignments that intersect with IL 78 south of Norris rather than north of Norris.
- The group favored alignments that were west of the Canton airport rather than east of it.
- One of the alignments roughly follows Cypress Road. Opinions were expressed indicating that the ground under Cypress Road probably was never strip mined, even though the road goes through the middle of a strip-mined area.
- The west end of the Cuba blacktop alignment should be adjusted to avoid filling the end of the deep strip mine lake paralleling the railroad and road. Avoiding the lake would also avoid a new home at the end of the lake.

The second group meeting was at 4:00 pm and included Mark Johann and members of the 336 Coalition board. This group looked at more of the entire project, but much of the interest was in the Canton area alignments. Comments included:

- Near unanimity that the alignment closest to the west side of Canton was the most favorable. This alignment runs east of the Canton airport rather than the route west of the airport favored by the 3:00 pm group.
- In the Macomb area, the northern alignments were favored over the southern alignments.

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

February 8, 2005

SUBJECT

Project Meeting with Village of Cuba & Cuba Schools

TO

Mike McLuckie

A meeting was held on the above date in the Cuba High School. In attendance:

<u>Name</u>	<u>Representing</u>
Janice Spears	Cuba Unit School District #3
Daryle Coleman	Principal, Cuba HS
Bruce Barrick	Mayor of Cuba
Doug Falk	Alderman, City of Cuba
Mike McLuckie	IDOT
Bob Andrews	URS/IDOT
Stephen Kehoe	URS/IDOT

INTRODUCTION

The December 2004 public meeting exhibits showed a north bypass of Cuba. Several people in the meeting commented that a south Cuba bypass would be preferable. Several comments were received following the meeting making the same point. A south bypass alignment is very restricted and would have to run along IL 95 then pass between Cuba and the new high school. Normally alignments that separate a school from its local community are not developed if other alternatives are available. The city and the school district asked that IDOT meet with them and discuss a possible south Cuba bypass. An alignment with several variations was developed. This meeting was arranged to discuss a south bypass.

DISCUSSION

An interchange between IL 336 and IL 97 is needed on the south bypass. Because the high school is on the east side of IL 97, the interchange has to be on the west side. Access to the high school is presently provided off a public road that connects to IL 97 north of the IL 95/IL 97 intersection. Several access options were considered and the one that serves the school the best aligns an interchange ramp with the school access side road. These factors require IL 336 to be grade separated over the school access road and IL 97.



The south access design includes the following:

- The IL 336/IL 97 interchange falls on the private golf course on the west side of IL 97.
- IL 336 will be between the high school and the City of Cuba. The highway will be on an embankment about 20 feet high.
- Access to the high school will remain unchanged.
- Part of the IL 336 embankment will be on school property. Part of the affected school property is a ravine not planned for future use, but the other part occupies about 1/3 of an area which could be used to build a new middle school in the future.

The City representatives stated that they prefer the north bypass. They believe that location fits better with future growth for the city.

After discussion, the school representatives stated that they are not totally opposed to the south bypass but prefer the north bypass. Reasons why the south bypass is less desirable to them are:

- Noise from IL 336 next to the school.
- Visual separation from the city that is caused by a high embankment.
- Potential safety concerns with IL 336 traffic connecting to IL 97 near the school and school's access road.
- Limits to potential use of their land for future middle school construction.
- The school planned to use the golf course for some physical education classes.

Since there was general agreement that the south bypass is less desirable than a north bypass, the south one will be removed from further consideration.

Respectfully submitted,

URS

Robert J. Andrews, PE
Project Engineer

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

August 19, 2005

SUBJECT

IDOT meeting with Farmington

TO

File, Prepared by Bob Andrews

The City of Farmington met with IDOT local roads on the above date. The main purpose was to discuss using the \$500k that the City got in the new transportation bill. The money is earmarked for improvement to the road in front of the new school. Mike McLuckie also sat in on the meeting and briefed the City regarding our plans to extend IL 78 south past the school and to locate and interchange on that extension.

The City would like to have a three lane section in front of the school. It does not look like they have enough money to carry three lanes south to the railroad tracks. IDOT is working with them to see if IDOT can supplement their money and build three lanes at least up to the tracks. The City also wants to extend E. Wilson Street east to the road in front of the school. Wilson Street would match up with the north entrance to the school.

The City is very pleased with our plans for IL 78 and the interchange location. It fits very well with their plans for the City. They hope that the City will grow south to the new road and interchange.

The Mayor and Administrative Manager will attend the Advisory Group meeting on Wednesday.



MIKE McLUCKIE
@ IDOT DIST 4

Meeting Record

Date: August 19, 2005 Client: City of Farmington, IL
Meeting Date: August 19, 2005, 2:00 PM Project: Lightfoot Road High Priority Funds
Location: IDOT District 4, 6th Floor Project #: 105545
Reported By: Eric Bachman
Present: See Attached Meeting Sign-In Sheet
Purpose: Lightfoot Road Funding, Schedule, Start-Up, and Design Criteria

The following items were discussed at the subject meeting and any discussion or decisions reached are also summarized.

1. The City discussed their preferred typical street section and estimated project costs. The City also requested if there were any additional funds available to help fund the project short fall. The City's current preferred typical section consists of an urban 3 lane section from Rte. 116 south to the first school entrance and then tapering down to an urban 2 lane section from the first school entrance south to the RR tracks. The City is holding a special council meeting on August 22, 2005 to further discuss section alternatives and formally decide upon the preferred typical section.

Mr. LaSalle mentioned the Governor's staff is reviewing the current Highway Bill and High Priority Funds. Currently no funds have been obligated for fiscal year 2006. The Department of Transportation will know a lot more regarding funding status this Fall. Mr. LaSalle indicated that he was not aware of any additional fund availability. IDOT does not have any current funds available to fund the 3rd Lane for Lightfoot Road. The City also could not re-coup past money invested in the Lightfoot Road project should they transfer Lightfoot Road jurisdiction to the State in the future.

Mr. Merkle and Mr. LaSalle mentioned the possibility of the City taking an advance on their MFT account similar to an interest free loan. Cuba recently did this on a project as well. Repayment amounts against this advancement can not be more that 50% of the current MFT allotment level.

Mr. Mcluckie briefly summarized the 2 potential horizontal alignments for 336. One of the potential interchanges is located south of IL 78 and Lightfoot Road. Some impacts regarding this interchange location were briefly discussed. These alignments will be formally presented at a Public Meeting later this Fall.

2. The District indicated at the meeting that Lightfoot Road was functionally classified as a "Local Street" from Rte. 116 to the south Corporate Limit. The proposed project limits are from Rte. 116 extending to the south Corporate Limit at the RR tracks. The School is the Generator. The proposed project limits will need to be approved by IDOT and the Federal Agency representative.
3. Mr. Merkle mentioned that the Department would perform a 24 hour traffic count on Lightfoot Road by the end of September. This will provide ADT, single unit truck, and multi unit truck counts to the City for this project.

4. Mr. LaSalle indicated the City could start R.O.W. acquisition services at this time and pay for it from General or possibly MFT funds if the R.O.W. Federal Acquisition requirements are followed. The District needs to certify the newly obtained R.O.W.
5. The City requested having the Lightfoot Road project placed on the 03/10/2006 Letting. If this is not possible, the City would like the project placed on the 04/28/2006 Letting. The 03/10/2006 is requested due to the intense pressure being received to get the street built prior to the next school year. The summer construction would also allow for the street to be closed to traffic during construction and significantly reduce costs. See the attached District Letting Process Schedule.

Mr. LaSalle mentioned that no funding appropriation has been made at this time for fiscal year 2006 (the March and April Lettings). Some appropriation would need to be made into 2006 in order to make these lettings. If it is possible, it would need to be pushed through. It might mean that another project would have to be dropped from the 2006 fiscal year.

6. Mr. LaSalle mentioned that providing a 20% project match via MFT funds utilized for engineering is not typical. The City could request this as a "soft" match, but it is not typical, may not be approved, is difficult to administer, and does not happen very often.
7. Mr. LaSalle mentioned the City could send a letter to him requesting the Department provide construction engineering services on this project since it connects to Rte. 116. He mentioned that it can not hurt to try and request these services.
8. Mr. LaSalle and Mr. Sassine mentioned that Farnsworth Group should send in a letter and map requesting approval of the project limits. The next Bi-Monthly meeting is scheduled for the end of October 2005.

Farnsworth Group will also start requesting Accident Data and submit the Environmental Survey Request Form (ESRF). The District needs 5 copies of the information and exhibits attached to the ESRF. The project is anticipated to be a Group 1 project.

9. Federally funded projects are normally placed on a State Letting. Possibilities were discussed for placing the project on a Local Letting.

Anyone desiring to change these meeting minutes should fax, mail, or email Mr. Bachman at ebachman@f-w.com by September 2, 2005 otherwise the minutes will stand as written.

Respectfully Submitted,



Eric Bachman, PE

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

November 11, 2005

SUBJECT

Project Meeting with Fulton County Farm Bureau

TO

Mike McLuckie

A meeting was held on the above date in Fulton County Farm Bureau Building, located in Lewistown at the junction of State Routes 97 and 100. Michael McLuckie from IDOT and Robert Andrews from URS briefed Elaine J. Stone, Manager, Ken Lock, President, and the Fulton County Farm Bureau Board of Directors on the status of the project. The exhibits presented at the August 24, 2005 Advisory Group meeting with presented to the Farm Bureau Board of Directors.

There were a few questions related to land acquisition procedures and construction timing. Mr. McLuckie explained that the land acquisition process cannot start until this current study phase is complete. The study is estimated to be complete in 2007. Currently there are no significant funds allocated to the project beyond the study phase. McLuckie also outlined the appraisal and negotiation process for land acquisition.

Respectfully submitted,

URS



Robert J. Andrews, PE
Project Manager

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

February 22, 2007

SUBJECT

Meeting with Fulton County

TO

File

A meeting with Fulton County Highway Department was held on the above date. In attendance:

<u>Name</u>	<u>Representing</u>
Mike McLuckie	IDOT
Bob Andrews	URS
Steve Kehoe	URS
Nicole L. Darling	Fulton County
William C. Kuhn	Fulton County

The purpose of the meeting was to review the preliminary preferred alignment presented to the public this week with regards to impacts and changes proposed to the local road system in Fulton County. Points discussed were:

- URS will look at rebuilding Owens Road as a connection for trucks into Norris from both 336 and from old IL 78. An exhibit can be made for meetings with Township Commissioners and Village of Norris if needed.
- Sideroads in Fulton County should be 24' pavement with 2' shoulders. The side slopes can be 2:1 and maintain a 2' ditch bottom in areas where some improvement is needed but no additional ROW is being taken.
- It is better to connect Blank Road to 336 and not to show improvements or connection to Richardson Road. The profile of 336 could be raised to place a box culvert under 336 that would allow the local private road network to continue to operate. An exhibit can be made for this area to talk again with the County and Township Commissioners.
- It will take some research into how the road network and properties are set up in a few areas. Lin Engineering will be directed by URS to look at the court house for property and easement information. The areas requiring additional property information include Canton, Cuba, and the power line running north of IL 95 on the west side of Cuba. The County furnished copies of old plat books from before the time the mines removed the existing road network around the west side of Canton. These plat books showed a grid network common to other areas.
- County Highway 21 will now end at the Cypress Road / 336 intersection.
- County Highway 22 will start at IL 9 and continue south to County Highway 5, near the Spoon River College, using Enterprise Road through the Industrial Park.



- Sections of CH 21 and CH 22 that are left as remnants will be turned over to the Township Road network.
- URS should take another look at the road network ideas around Cuba. The 7th Street connection should be analyzed again. Separate exhibits for a 7th Street connection to 336 along with necessary road improvements VS. a 10th Street connection to 336 with necessary road improvements should be made for a meeting to be set up in Cuba within the next month. Bill Kuhn will try to set up the meeting in Cuba to discuss the future road network before anything is finalized. Bill will try to have the proper decision makers present at the meeting.

Meeting notes prepared by Steve Kehoe, URS Corporation

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

April 3, 2007, Tuesday

SUBJECT

Meeting with McDonough County

TO

File

A meeting with McDonough County Highway Department was held on the above date. In attendance:

<u>Name</u>	<u>Representing</u>
Mike McLuckie	IDOT
Tom Hickman	McDonough County
Bob Andrews	URS
Jim LeVan	URS

The purpose of the meeting was to review the preliminary preferred alignment presented to the public in the February Public Meeting with regards to impacts and changes proposed to the local road system in McDonough County.

- URS discussed the latest revision of the IL-336 alignment plotted on newly created exhibits on aerial photo, slightly revised from the public meeting exhibits. The exhibits presented were left with Tom Hickman.
- The US-67 Macomb bypass interchange was discussed. URS asked if 1400th could be closed. The 67/336 interchange is proposed to be a system interchange, and does not connect into 1400th. In the 67 Macomb Bypass plans, 1400th is proposed to go over 67. The location happens to interfere with the proposed 67/336 system interchange causing the flyover ramps to be at higher elevations. This causes additional fill and longer bridges. It was noticed that 1400th is not a through route and terminates 1 mile east and 1 mile west of the interchange location. It was asked whether 1400th could be closed just either side of the interchange, still allowing access to properties, but no longer going over 67. This would likely cause some adverse travel for a few properties. Tom Hickman was going to discuss with other relevant persons in McDonough County and provide opinions to IDOT.
- URS then went over the alignment from proposed IL-67 bypass heading east. Most of the proposed 336 alignment in McDonough County is straight east-west traveling adjacent to 1400th.
- No notable issues are present until Mohawk Road (CR 2270 E). URS pointed out that the access from Mohawk Road would not be tied into 336 as it is currently to 1400th St. Mohawk Road currently shows up as closed to 336. URS inquired about what appeared to be an east-west unimproved connection from Mohawk to E2250th St. Upon further investigation this connection is listed as CR 1415N, therefore it is a public connection.



- URS also discussed the proposed intersection of 336 and county line road (CR 2400 E). URS mentioned that it would consider slight adjustments to the proposed intersection and re-routing of the local roads if there were additional input from McDonough County. Tom Hickman was going to discuss with other relevant persons in McDonough County and provide opinions to IDOT.

Meeting notes prepared by URS Corporation

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

June 28, 2007

SUBJECT

Meeting with Fulton County

TO

File

FROM

Bob Andrews

The following people met with Fulton County Engineer William Kuhn on the above date:

<u>Name</u>	<u>Representing</u>
Bob Andrews	URS Corporation
Steve Kehoe	URS Corporation
Mike McLuckie	IDOT

The purpose of the meeting was to review the local road issues related to IL 336 through Fulton County. This was a follow up meeting to a meeting held February 22, 2007. In the February meeting, some access and local road decisions were made. In the June meeting, we discussed some of those issues and how well the design worked out for them.

Some areas that we discussed in detail were:

- Two options near Marietta to connect IL 336 to IL 95 east of town were reviewed. The option that uses existing East Coal Cut Road was selected. The County asked that CH 34 west of town be paved with an all weather surface from IL 336 north to IL 95. It is now a gravel surface. The County also requested that CH 34 be paved south of IL 336 to the RR bridge. This point was taken under consideration by IDOT.
- Two options near Smithfield were reviewed. Fickle Road and Smysor Road will not be connected to IL 336. A section of IL 95 will be left in place on the south side of IL 336. The section left in place will serve as a frontage road. Fickle Road and Smysor Road will be connected to the frontage road. The frontage road will connect to IL 336 west of Smysor Road.
- We reviewed the area around Cuba. We left 10th Street open and 7th Street closed. This is the way it was shown in the public meetings. We added a public road to connect the Churchill's driveways to IL 336. The new road will be over ½ mile east of the 10th Street intersection. The new road will have a median crossover.
- We considered an option to connect the remnant of IL 95 back to IL 97 south and east of Cuba. The option was considered in an attempt to reduce farmland impacts where the IL 95/IL 336

intersection is located. We decided not to select this option because of geometric reasons. The option shown in the public meeting was retained.

- The connection to CH 5 near the Ripper farm was reviewed. The intersection was moved off the mainline curve which allowed a sharper curve and fewer impacts to the Ripper farm. We decided to accept the revised intersection.
- The decisions made last meeting about Blank Road, the East Haul Road and the West Haul Road were reviewed. As decided last time, Blank Road will have an intersection with IL 336. The West Haul Road will not have an intersection with IL 336 but will remain open via a bridge or other structure. The West Haul Road will have an intersection with IL 336 that will require a design exception since it is 1,200 feet from the end of the ramp and policy requires 1,500 feet.
- We discussed getting trucks into Norris. At the last meeting, the County suggested we upgrade Owens Road to County standards and bring in trucks from the east. It turns out that there are problems with upgrading the road. There are dams and lakes near the road and the profile is fairly hilly. Significant impacts would be created by improving this road. Our alternate approach was to connect IL 336 to the existing IL 78 pavement north of Norris and use that for trucks. Trucks would come in from the northeast and they could also come in from the west using the West Haul Road discussed above.

Other items discussed in the meeting:

- Bike routes/paths – The City of Farmington is making improvements to Lightfoot Road in front of the school this summer. The plans don't meet state standards and the work will have to be redone when Lightfoot Road is designated IL 78. There are no bike or pedestrian items shown on the plans. It appears that those items were omitted to save money. The County is going to get us a copy of the Farmington area bike and pedestrian plan so we can determine what accommodations are appropriate.
- The County asked that we create a bike route or path from Farmington to Norris. They say that there is regional interest in doing more with bike trails.
- The RR line that runs north-south from Canton to Farmington is owned by BNSF and is unused at present. Pioneer Rail Corp is trying to acquire this line. Some of the regional bike studies have included this line as a rails-to-trails trail. The County does not think that could happen anytime soon.

Follow up:

The County would like a 1"=200' set of drawings of the entire Fulton County alignment sent to them. The County wants to review the access and side road issues in detail including the options we picked in this meeting. They then intend on reviewing the issues with the local transportation officials so they understand and accept the design. Mr. McLuckie said that he is available to attend a meeting with the transportation officials.

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

December 6, 2007

SUBJECT

Meeting with Fulton County

TO

File

FROM

Bob Andrews

The following people met with Fulton County Engineer William Kuhn on the above date:

<u>Name</u>	<u>Representing</u>
Bob Andrews	URS Corporation
Steve Kehoe	URS Corporation
Mike McLuckie	IDOT

The purpose of the meeting was to review the local road issues related to IL 336 through Fulton County. This was a follow up meeting to meetings held February 22, 2007 and June 28, 2007. In the February meeting, some access and local road decisions were made. In the June meeting, we discussed some of those issues and how well the design worked out for them. After the June meeting, we made some changes to the local roads and submitted them to the County for review and discussion with the townships. The purpose of this meeting was to review and discuss any of the Counties comments.

We looked at three minor modifications that we had done since the drawings were submitted to the County:

- We lowered the profile at CH 34 South of Marietta for drainage reasons. The grade change resulted is more reconstruction of CH 34 South of IL 336, but created a better, less steep grade for CH 34.
- We made a minor revision to CH 22 West of Canton.
- The interchange with IL 78 South of Farmington was changed to an intersection. The intersection has adequate capacity and has less impacts to access than the originally conceived interchange.

Mr. Kuhn said that all the changes were reasonable and acceptable. Mr. Kuhn stated that he has reviewed the design with other local transportation officials and they have no recommended changes.

Other items discussed in the meeting:



- The County asked that we create a bike route or path from Farmington to Norris in our meeting in June. They say that there is regional interest in doing more with bike trails. In this meeting, we reviewed a bike path layout that follows IL 78 from Norris to Farmington on the West side of the new IL 336/IL 78 highway. Mr. Kuhn said that the bike route as presented was acceptable. He will work with the Cities and others to connect this segment of the bike path up to the other existing/planned routes in the area.
- Fulton County is developing a county wide Comprehensive Plan which includes a strategic transportation component. IL 336 will have an impact on traffic patterns within the county and the Comprehensive Plan is taking the IL 336 project into account. The Plan will be compatible with the IL 336 project. Mr. Kuhn stated that there is overwhelming support in Fulton County for the IL 336 project. Earlier in the project, we were informed that there are potential new coal strip mines planned east of existing IL 78. There are no permits issued yet, but Mr. Kuhn thought it was likely that permits will be issued and the project will proceed. The coal mines seem to have no significant effect on the IL 336 project.
- Fulton County is planning on contracting for aerial photography and 2' contours for the whole county in the spring of 2009. The County would make the data available to IDOT if it would help with the design of IL 336. Mr. McLuckie said that he believes that the data we have already acquired for IL 336 will be sufficient for the design phase. IDOT will make the IL 336 data (aerials, contours, mapping and ground control) available to Fulton County. Mr. Kuhn said that would be very helpful and accepted the offer. URS will copy the data to a Fulton County furnished hard drive.
- IDOT and URS are meeting with the Canton Prison this afternoon. Mr. Kuhn said he would attend the meeting if he could.

Meeting minutes prepared by Robert Andrews, URS Corporation.

Other Coordination

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

May 22, 2003

SUBJECT

Meeting with Canton Airport/Park District

TO

Mike McLuckie

On the above date, Bob Andrews and Mike McLuckie met with the following people regarding the Canton Airport and the project in general:

<u>Name</u>	<u>Representing</u>
Gary G. Baker	Director, Canton Park District
Kevin Stephenson	Canton Park District Board of Commissioners
William C. Kuhn, PE	Fulton County Engineer

Mike McLuckie gave an introduction to the project and stated that the project team has heard that the airport may have expansion plans. This meeting is to gather data in order to better assess the impact of possible corridors on the airport's plans.

Airport Issues

- The Park District owns the airport. An independent contractor who employs two full time and two part time people operates the airport.
- There are about 19,000 operations at the airport each year.
- The airport is general aviation with a 3,900-foot north-south runway that was constructed in 1967.
- They maintain operations seven days per week and have about 32 hanger spaces and 27 tie down spaces. In addition, there is a maintenance hanger on-site.
- The Air National Guard uses the airport for training and several large helicopters use the facility.
- The Park District owns the land north of the runway up to County Highway 21. They are considering lengthening the runway to 5,000 feet, all to the north.

In the future, the airport could partner with a commercial airport and some of the commercial airport's operations could be transferred to Canton. The airport believes that the roadway systems in the area limit the possibilities for these commercial operations somewhat. There is a 160 acre commercial park just south of the airport and IL 9.

Possibly the airport will be able to attract more general aviation and corporate pilots to Canton where the fuel and hangers fees are less than Peoria and the airspace is less congested. Some student pilots currently



take off from Peoria and practice takeoffs and landings at Canton. Student pilots from six area flight schools use the facility.

There is a current shortage of qualified aircraft mechanics. Spoon River College is considering adding courses in that field to their offerings. Much of the course work would be done at Canton Airport. The airport believes roadway improvements like IL 336 would be of benefit to the airport and Park District.

Park District Issues

- The District employs seven full time and 85 part time people
- The Park District boundaries are the same as Canton Township.
- The Park District has two parks on the west side of Canton, Lakeland and Big Creek Parks. There is fee fishing at Lakeland and the District is constructing a swimming pool and senior center at Big Creek Park. They expect to draw people from about 15 miles to use the pool. The uses at these parks are active and significantly different than the open space and habitat uses envisioned for the new state park to the west. There are no plans to connect the State park and the District Parks with any trails or greenways.

Other Trail and Recreational Use Issues

- Canton Lake is operated by the City of Canton. The Park District does not have faculties there. The City has campgrounds, day use areas, some boat ramps and a currently closed beach at the lake, which is also a public water supply source.
- Hulit Park is a 60 acre lake located southwest of Canton Lake.
- Current plans are to make use of the old railroad property parallel to IL 78 as a rails-to-trails project.
- The Western Illinois Network for Trails and Greenways is promoting the use of the old TP&W corridor as a rails-to-trails project from La Harpe to Mapleton Illinois.

Other Comments

- The County Engineer believes that the traffic patterns on the busy state and local roads are very stable. The proportion of traffic carried by each highway remains fairly constant. Traffic does not shift from road to road very much.
- There is a large Panhandle Eastern pipeline that goes under Canton Lake and goes to Bushnell. It could be large enough to influence corridor or alignment selection.
- The County believes that the green corridor with a close western bypass of Canton and use of the Cuba to Canton blacktop is the corridor that most closely matches the existing traffic desire lines.

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

June 6, 2003

SUBJECT

Panhandle Eastern Pipelines

TO

File

MEMORANDUM

Bob Andrews from URS talked to Dave Hagemann of Panhandle Eastern on the above date. Mr. Hagemann is located in the Glenarm, IL office at 217.625.2841.

I explained the we are studying a new highway corridor and have been told that Panhandle Eastern has facilities in the project area. Mr. Hagemann offered to send detailed maps showing the location of the lines in the area. The line from Canton to Bushnell is not a Panhandle line, it is owned by Bushnell gas. The Panhandle lines and the Bushnell lines are 6" diameter. In one location, Panhandle has two 6" lines. After I determined the relatively small size of the lines, we decided it was premature to be getting detailed utility maps. Once and alignment is selected, we can pursue this further.

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

June 18, 2004

SUBJECT

Meeting with Greater Peoria Regional Airport

TO

File, Mike McLuckie, Jo Emerick

The following people met at the Peoria Airport Administration Building to discuss airport plans and IL 336 alignments that are being developed:

<u>Name</u>	<u>Representing</u>
Mike McLuckie	IDOT
Bob Andrews	URS
Solomon Balraj	Peoria Airport – Director of Airports
Chuck Taylor (by phone)	CMT – consultant to Peoria Airport

Master Plan

The airport's overall master plan shows a 500' extension to runway 13/31 and other taxiway and apron improvements including relocating 1,500 feet of Smithfield Road. It also shows the construction of a future runway 13L/31R and related taxiways and aprons. The airport has completed an Environmental Assessment for the 500' extension project. No EIS has been initiated for the remaining work shown in the master plan. The master plan, including the 13L/31R work has been submitted to the FAA. Attracting a particular carrier like DHL does not drive the new runway. Even if DHL were to locate at the Peoria Airport, the need for more capacity would have to be there before the added runway project would be initiated.

Construction of 13L/31R would require closing IL 116. Height restrictions and runway protection zone would extend up to the southern edge of Farmington Road. Freight railroad access is shown on the master plan. The plan indicates that access would come from the east (Peoria side) rather than from the west from Farmington.

IL 336 Alignments

URS had developed two preliminary alignments in the area of the airport. Both are north of Farmington Road and neither seems to conflict with the airport's future plans. The IL 336 plans show an interchange at Maxwell Road. The airport welcomes this interchange location. If the future 13L/31R runway and adjacent warehouses, hangars and other facilities are constructed, the airport would like to have truck access from the west so freight traffic does not have to use the main airport entrance. It seems that an interchange on IL 336 at Taylor Road might be a good solution for the airport and might serve the area roadway network well, too.

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

June 24, 2004

SUBJECT

Discussion with UPRR

TO

File, Mike McLuckie

I talked to the Union Pacific Railroad on the above date regarding the line south of IL 116 between Peoria and Farmington. The person I talked to is:

Jim Harrel
Senior Manager – Real Estate
Union Pacific Railroad
1400 Douglas Street
Stop 1690
Omaha, NE 68179-1690

Current phone number 402-997-3557

The railroad is pleased that they are being included in the planning for the IL 336 project. They wish to be kept apprised of project developments as they occur. Mr. Harrel asked to be placed on our newsletter mailing list.

The status of the line in question is somewhat uncertain. The UPRR has not disposed of or abandoned the line because a third party says they are interested in acquiring the line and returning it to service. A deal does not seem eminent and the interest was first expressed several years ago. Mr. Harrel said that if the deal does not go through, the UPRR would most likely abandon or dispose of this line.

In my opinion, we can still consider alignments that take over or severely impact this line. Hopefully, the potential buyer will decide to buy or not before we get down to a preferred alignment.

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
 Section: Various
 Peoria, Fulton, McDonough Counties
 Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
 URS Job No. 25364560

DATE

August 4, 2004

SUBJECT

Meeting with TP&W Railroad

TO

Mike McLuckie, File

Mike McLuckie and Bob Andrews met with Michael S. Hains, Roadmaster, Toledo, Peoria and Western (TP&W) Railway on the above date at the TP&W offices in East Peoria. The primary subject was the status of the TP&W trackage from Peoria/Mapleton to LaHarpe. Mr. Hains explained that the track in question is unused at present. TP&W had filed to abandon the track. This was opposed by Pioneer Railway and the issue is now tied up with the Surface Transportation Board. All the rail and other hardware is still in place, but TP&W has sold off some of their right-of-way outside the track limits. Normally they own 50' of right-of-way each way from the centerline of tracks. In some cases, this width has been reduced. Mr. Hains directed us to contact Todd Cecil in San Antonio at 210-841-7657 to get information regarding the amount of right-of-way owned by TP&W. We should inquire specifically about the area between milepost 139 (Canton) and milepost 172 (Bushnell). As second contact in San Antonio is Ricky Laxson at 210-841-7656. We should note that we have talked to Michael Hains as the local contact when contacting San Antonio.

The information above was obtained in the meeting with TP&W. Following the meeting, some web research and other contracts filled in some of the details. The following summarized that further research:

- The Surface Transportation Board (successor to the Interstate Commerce Commission and associated with the U.S. Department of Transportation) granted permission for TP&W to sell their line between LaHarpe and Peoria/Mapleton/Hollis (LaHarpe line) to SF&L Railway's subsidiary A&K.
- Pioneer Railway subsidiary Keokuk Junction Railway (KJRY) filed a protest with the Surface Transportation Board that alleged that A&K intended to salvage and scrap the line rather than operated it.
- On 10/17/02, the Surface Transportation Board rescinded permission for TP&W to sell the LaHarpe line to A&K because the Board believed it was misled into believing that A&K was going to operate the line, not scrap it.
- On 4/9/03 KJRY filed an application with the Surface Transportation Board to acquire and operated the 76 mile long LaHarpe line. As part of the Environmental Assessment filed on December 29, 2003, KJRY stated that they intended to run approximately:
 - One train per day, 5 days per week with 30 cars per train. Speeds would be at 10 MPH.
 - They anticipate about 7,500 cars per year.

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

May 26, 2006

SUBJECT

Meeting with Pioneer Railcorp.

On May 26, 2006, IDOT and URS met with Pioneer Railcorp to discuss rail relocations as a part of the Peoria to Macomb project. In attendance:

<u>Name</u>	<u>Representing</u>
Mike McLuckie	IDOT
Bob Andrews	URS
Steve Kehoe	URS
Shane Cullen	Pioneer Railcorp, Superintendent of Transportation
Frank C. May	Pioneer Railcorp, Right of Way Agent

The purpose of the meeting was to discuss relocating about six miles of mainline track and a one-mile long siding as a part of the IL 336 project. The relocation area is between Cuba and Canton along CH 5 (Cuba to Canton Blacktop). Currently the track and siding are north of the county highway. The proposal is to relocate the tracks and siding to the south and build the new road north of the relocated tracks. The county road would not be reconstructed. The new route would carry the county traffic.

Mr. McLuckie gave an overview of the project and its current status. He also explained that the proposed IL 336 alignments are north of the railroad at both Cuba and Canton. If the tracks are not relocated, IL 336 would have to cross the tracks with grade separation structures at both ends. This is costly to build and maintain and impacts more land than paralleling the tracks.

IDOT/URS explained the proposed relocation and reviewed drawings showing sections of the proposed work and alignments superimposed on aerial photographs. A summary of the proposed relocation is as follows:

- The new track and siding would be constructed using all new materials.
- The existing track and siding would remain in service while the replacement facilities are constructed. After the new track is completed, the mainline would be cut over to the new track and the existing track would be removed.
- A service road is included along the railroad.
- Small amounts of fill are required in strip mines in order to construct the railroad embankment. Fill would be rock. No sheet piling is needed to contain the embankment.
- A common ditch in between the highway and railroad is provided to reduce construction width and avoid more embankments in strip mines.



In the meeting, the railroad did not express any significant concerns with concept of relocating the mainline and siding to the south of the new road. The material discussed and presented in this meeting will be presented to the president of the railroad. IDOT/URS will come back for another meeting, if needed. The following is a list of items discussed in the meeting regarding the preliminary plan:

- A service road is a good idea for this location
- Once the work is done, the railroad will own the right-of-way the tracks are on and IDOT will own the right-of-way the highway is on.
- An agreement will be needed for maintenance of the common ditch.
- There may need to be an agreement related to embankment stability and repairs.
- All the public road crossings will probably be precast concrete panels.
- The railroad asked for a tabulation of all the existing crossings and all the proposed crossings.

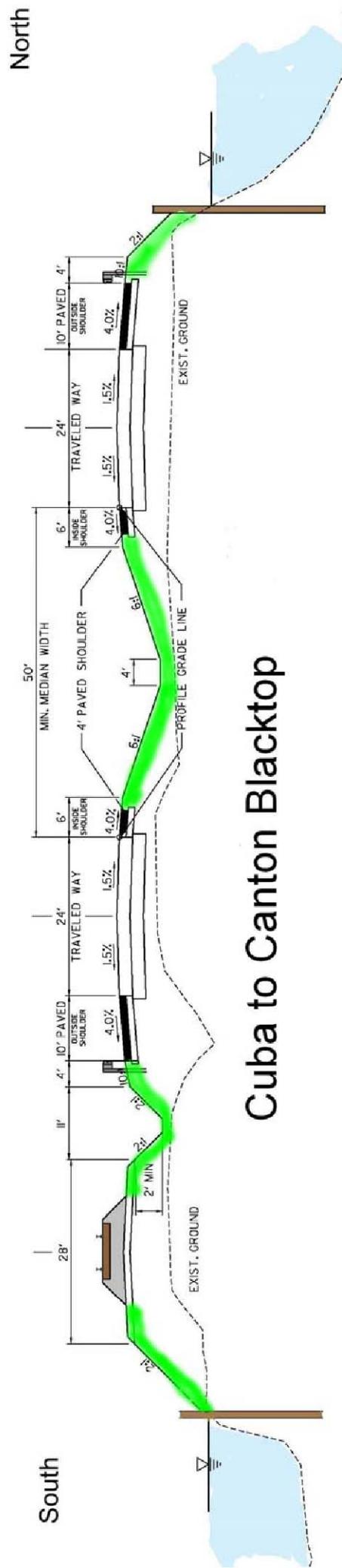
The railroad kept the drawings presented in the meeting in order to discuss the issue with their president. Mr. McLuckie cautioned the railroad to treat the designs as very preliminary for both the railroad relocation and the roadway work. Many items will change as the study progresses.

IDOT will send the railroad a list of existing and proposed grade crossings. All the crossings are on side roads or entrances. Illinois 336 will not have any at-grade crossings.

Respectfully submitted,

URS Corporation

Robert J. Andrews, PE
Project Manager





Illinois Department of Transportation

Division of Highways / Region 3 / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

July 10, 2006

BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS – PHASE I

Peoria to Macomb Study
FAP Route 315 (IL 336)
Various Sections
Various Routes
Job No. P-94-025-00
Catalog No. 032258-00P

Mr. Shane Cullen
Pioneer Railcorp
1318 South Johanson Road
Peoria, IL 61607

Dear Mr. Cullen:

The following is a list of current crossings for your line along the Cuba/Canton Blacktop and the proposed crossings, which would be required when the proposed Illinois Route 336 highway is built:

Existing Crossings

Public	7 th Street (Cuba)
Private	Churchill farm/residence entrance
Private	Field entrance at west end of siding
Private	Field entrance at east end of siding
Public	Wee Ma Tuk Road
Private	Field entrance 4,665 feet east of Wee Ma Tuk Road
Public	Lone Barn Road
Private	Field entrance 3,090 feet east of Lone Barn Road
Public	CH 22 Spoon River College
Private	Power Sub Station
Private	Earl Newton farm/residence entrance

Summary of Existing Crossings

4 Public Roads, 2 Private Residences, 5 Field/Power Sub Station Entrances.
Note: Bob saw one more dirt field entrance than this count. It could not be found in the aerial image. (i.e. 6 Field/Power Sub Station Entrances).

Mr. Shane Cullen, Pioneer Railcorp
RE: Peoria to Macomb Study (IL 336)
Page Two
July 10, 2006

Proposed Crossings if West Canton Alignment is Used

Public	10 th Street (Cuba)
Private	Lena Mae Clayberg residence entrance
Private	Virginia Ewing residence entrance (and others 3,300 feet south by the lake)
Private	Field entrance MSDG Chicago property
Private	Field entrance MSDG Chicago property
Private	Field entrance MSDG Chicago property
Public	Gale Road
Public	Cuba/Canton Blacktop tie into West Alignment near Lone Barn Road
Private	Keep field entrance 3,090 feet east of Lone Barn Road as is.
Public	Keep CH 22 Spoon River College as is.
Private	Keep Power Sub Station as is.
Private	Keep Earl Newton farm/residence as is.

Summary of Existing Crossings

4 Public Roads, 3 Private Residences, 5 Field/Power Sub Station Entrances.

Proposed Crossings if Close to Canton Alignment is Used

Public	10 th Street (Cuba)
Private	Lena Mae Clayberg residence entrance
Private	Virginia Ewing residence entrance (and others 3,300 feet south by lake)
Private	Field entrance MSDG Chicago property
Private	Field entrance MSDG Chicago property
Private	Field entrance MSDG Chicago property
Public	Gale Road
Public	CH 22 Spoon River College
Private	Keep Power Sub Station as is.
Public	Cuba/Canton Blacktop tie into Canton Close Alignment Earl Newton farm (Earl to use new road to cross tracks.)

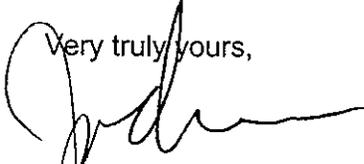
Summary of Existing Crossings

4 Public Roads, 2 Private Residences, 4 Field/Power Sub Station Entrances.

Mr. Shane Cullen, Pioneer Railcorp
RE: Peoria to Macomb Study (IL 336)
Page Three
July 10, 2006

If you have any questions or comments, please contact Mr. Mike McLuckie of our office at (309) 671-3468.

Very truly yours,



Joseph E. Crowe, P.E.
Deputy Director of Highways,
Region Three Engineer

MAM:tdp

Enclosure

cc: Project File (M. McLuckie)
URS Corporation (Attn. Mr. Bob Andrews)

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PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

December 6, 2007

SUBJECT

Illinois River Correctional Center (Canton Prison)

TO

File

FROM

Bob Andrews

The following people met at the Illinois River Correctional Center on the above date:

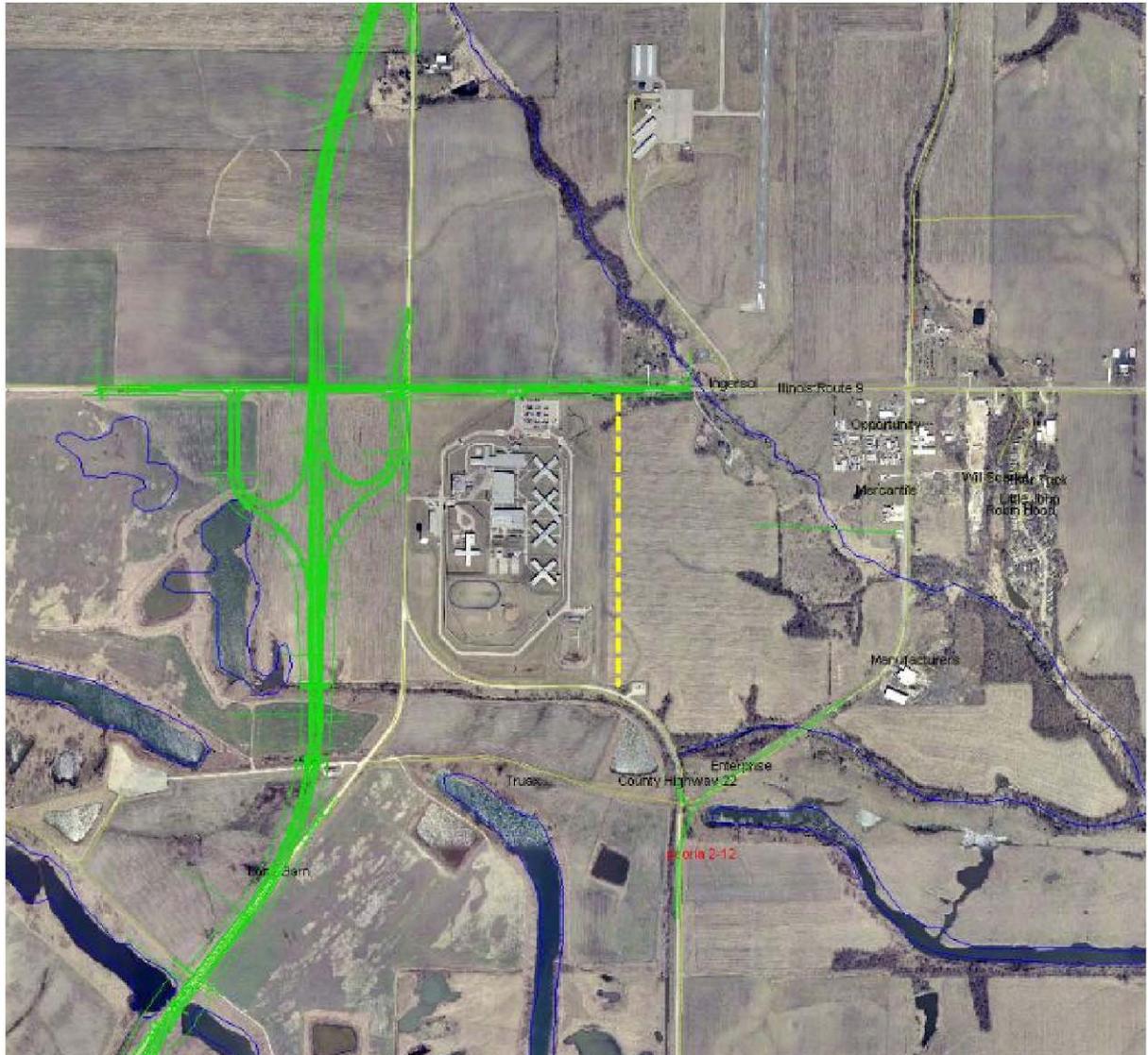
<u>Name</u>	<u>Representing</u>
Bob Andrews	URS Corporation
Steve Kehoe	URS Corporation
Mike McLuckie	IDOT
Todd Scanlan	Illinois Department of Corrections – Capital Programs
Todd Shaugo	Illinois River Correctional Center
Jerry Bohier	Illinois River Correctional Center
Richard Biriey	Illinois River Correctional Center
Michael Jadin	Illinois Department of Corrections

The Illinois 9 interchange with IL 336 will be located directly west of the correctional center. Access to the facility will be changed as a result of the IL 336 project because of the route itself and changes to the local road system. The purpose of the meeting was to review the project with correctional center officials before the design is finalized.

Drawings of the roadways at the facility and within about 2 miles of the facility were reviewed. The main parking lot for the facility connects to the south side of IL 9. This connection will remain and will not be a problem. A small amount of right-of-way will be required from the facility on the south side of IL 9, but this does not seem to pose any problems.

The main vehicular entrance into the facility is located off CH 22 west of the facility. This section of CH 22 needs to be closed because it is right next to the interchange ramps and within the access control limits. The plan was to relocate CH 22 east to go along the existing road through the industrial park. This would move the CH 22/IL 9 intersection 0.85 miles east of its current location. This relocation would work, but would cause the many trucks that service the facility to travel a longer and more circuitous route than they now use. The facility staff has concerns regarding this relocation.

Several alternative options were discussed. The one that has the most merit is to relocate CH 22 as planned and to add another section of county highway just east of the facility to connect into CH 22. This would put the truck entrance about 800 feet east of the parking lot entrance. Auxiliary lanes would be provided at this intersection.



The green lines show IL 336 and its related improvements as discussed in the meeting. The dashed yellow line shows location of the new section of county highway. This design seemed to be the best of the ones considered in the meeting. URS will develop this idea into drawings and make sure a WB-65 truck can make all the turns. A meeting was set up for 10:00 am on December 20, 2007 at the correctional center to view and discuss the revised design.

Meeting minutes prepared by Robert Andrews, URS Corporation.

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

December 20, 2007

SUBJECT

Illinois River Correctional Center (Canton Prison)

TO

File

FROM

Bob Andrews

The following people met at the Illinois River Correctional Center on the above date:

<u>Name</u>	<u>Representing</u>
Bob Andrews	URS Corporation
Steve Kehoe	URS Corporation
Mike McLuckie	IDOT
Bill Kuhn	Fulton County
Austin Randolph, Jr	Illinois River Correctional Center - Warden
Todd Scanlan	Illinois Department of Corrections – Capital Programs
Todd Shaugo	Illinois River Correctional Center
Jerry Bohier	Illinois River Correctional Center
Richard Birkey	Illinois River Correctional Center
Mark Pirtle	Illinois Department of Corrections

At the last meeting on December 6, 2007, the Correctional Center asked IDOT to revise vehicular access to the Facility by creating a new road along the east property line of the Facility. This road connects to IL 9 at the north end and County Highway 22 at the south end. The Correctional Center preferred this to access via Enterprise Drive further east of the Facility. The purpose of this meeting was to review the revised access.

Drawings were reviewed showing County Highway 22 being rerouted to connect to IL 9 on the east property line of the Facility and to continue to the south to reconnect with existing County Highway 22. The remaining piece of CH22 south and west of the Facility provides the final leg of the access to the Sally Port. The design was acceptable to the Department of Corrections staff. The Corrections staff stated that they wished all the roads leading up to the Sally Port to remain public roads because they have no way to maintain these roads if they were to become private. After reviewing the roads and the properties served by them, it appears that all the roads in question will be county or township public roads.



The Corrections staff asked for one addition to the design as presented. They asked that a cul-de-sac be provided at the end of the road near the Sally Port so accidental visitors and snow plows could turn around without pulling into the Sally Port drive. IDOT agreed to add this feature. All agreed that another follow-up meeting was not needed just to review this one small addition.

Meeting minutes prepared by Robert Andrews, URS Corporation.

Interested Groups and Citizens

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

August 4, 2004

SUBJECT

Group meeting and 336 Coalition Meeting

TO

Mike McLuckie, File

On the above date, IDOT and URS met with two groups at the Donaldson Center in Canton, IL.

The first group meeting was at 3:00 pm and included the Fulton County Engineer, William Kuhn and other Canton area interested civic leaders. Drawings were available showing preliminary alignments from Peoria to Macomb. The Canton group focused mostly on alignments around Canton. Comments from the Canton group included:

- All of the alignments under consideration in the Canton area were workable.
- The group generally preferred alignments that intersect with IL 78 south of Norris rather than north of Norris.
- The group favored alignments that were west of the Canton airport rather than east of it.
- One of the alignments roughly follows Cypress Road. Opinions were expressed indicating that the ground under Cypress Road probably was never strip mined, even though the road goes through the middle of a strip-mined area.
- The west end of the Cuba blacktop alignment should be adjusted to avoid filling the end of the deep strip mine lake paralleling the railroad and road. Avoiding the lake would also avoid a new home at the end of the lake.

The second group meeting was at 4:00 pm and included Mark Johann and members of the 336 Coalition board. This group looked at more of the entire project, but much of the interest was in the Canton area alignments. Comments included:

- Near unanimity that the alignment closest to the west side of Canton was the most favorable. This alignment runs east of the Canton airport rather than the route west of the airport favored by the 3:00 pm group.
- In the Macomb area, the northern alignments were favored over the southern alignments.

CITIZENS AGAINST 336

ARGUMENTS AGAINST ILLINOIS 336 (PEORIA TO MACOMB)

The Illinois department of transportation is in the final route selection phase of planning Illinois route 336, a senseless and destructive four-lane highway from Peoria to Macomb. Its proponents claim that it is necessary for "economic development" in the region, but the facts are:

There has been no careful study indicating that 336, if built, will provide any real economic benefit to this region. In fact, the highway is just as likely to have a negative impact on area businesses as a positive one. "four-lanes" do not guarantee economic success. Look at Galesburg...

Construction of Illinois 336 would result in the destruction of over one hundred homes, and would seriously disrupt the lives of many other families whose homes are not actually taken for the highway. Imagine the fun of having a four-lane highway in your front or back yard. Imagine having to drive a mile to visit the person "across the road."

Many farms along the route would be cut into pieces. Some farmers would lose valuable farmland without any guarantee that the ground could be replaced. As far as trying to farm on both sides of a freeway, I.D.O.T. says that farming is a business, and those affected will just have to deal with the inconvenience.

If built, Illinois 336 would cut through the heart of "Spoon River Country", which has become famous for beautiful rural scenery and great hunting opportunities. Who wants to come visit an expressway?

Illinois 336 from Peoria to Macomb will cost approximately ONE BILLION DOLLARS. This is a completely irresponsible use of your tax money, at a time when important state and national programs are being slashed or eliminated. None of your tax money should be spent on useless boondoggles

Write: "Citizens Against 336", P.O.box36, Marietta, Il 61459,
Or phone 309-926-6136 to leave a message or get more info.

CITIZENS AGAINST 336
MEETING: 7:00 P.M. MARCH 3rd, 2005
CUBA ELEMENTARY SCHOOL, CUBA, ILLINOIS

- * A Little Old Time Music -----John and Stephen Lane
- * Opening remarks -----Noel Lane
- * Slide show and commentary --Ken Kedzior
- * Public discussion -----Audience: everyone welcome !
(Why I oppose Ill. 336, How the hwy. would affect me, etc.)
- * Sign letters to legislators & Governor (We collect and mail.)
- * Fill out I.D.O.T. comment sheets. (We will collect & deliver)
- * Closing comments

Up to this point, a small number of people have borne all the expenses incurred for mailings, copying, etc. Please help us out by putting something in the donation can by the door... THANKS !

Please use the contact sheets included in your packet. Every letter and every phone call to a legislator will help. "Letters to the Editor" of area newspapers will help keep the public reminded of our message: 336 is not needed !



ILLINOIS 336 Peoria to Macomb Study

Project Comments/Questions:

If you would like to receive a response to your comments/questions, please fill out the following information and indicate your preferred method of contact:

- Mail
- Phone
- Email

Name: _____

Address: _____

City: _____

State: _____

Zip Code: _____

Phone: () _____

-Email: _____ @ _____

Please fax or mail your questions/comments to:

Mr. Eric Therkildsen, P.E., Program Development Engineer
Illinois Department of Transportation, District 4
401 Main Street
Peoria, IL 61602

email: comments@peoriatomacomb.com

or call:
(309) 671-3333
(309) 671-3450 TDD
(309) 671-3498 FAX

Dear Senator Shadid,

I am writing on the subject of the proposed construction of Illinois highway 336 from Peoria to Macomb. I strongly oppose the construction of this highway for several reasons.

First, it will, for no good reason, destroy the homes of many families, and will change the lives of many others very much for the worse. I am fairly sure that if the highway was coming through your back yard, you would either move or do everything you could to stop its construction. Unfortunately, many of the people who live in the way of the highway do not have the means to easily move, and besides, who would buy a house knowing that a highway would soon be running through the back yard? Many farmers along the route will also have their farms cut into pieces.

Second, the expectations of economic miracles that will come from Illinois 336 are greatly overblown. The highway is being promoted by business interests and is certainly not being built "by popular demand." For most residents along its route, Illinois 336 will simply be an inconvenience (if it doesn't take their house, that is). There are already several good highways heading west from Peoria and they are empty a great deal of the time.

Finally, the highway will be terribly expensive. The Governor and President Bush both stress daily the necessity of spending tax money wisely. Billion dollar boondoggles do not qualify as wise use, especially at a time when schools are not being paid money owed to them by the state, important state and federal services are being cut, and social security and state pension funds are threatened.

Illinois 336 from Peoria to Macomb is destructive, senseless, and fiscally irresponsible. I urge you to oppose it!

Sincerely,

This same letter was reproduced with the following people in the address field:

- Senator Shadid
- Senator Sullivan
- Representative Meyers
- Representative Smith
- Senator Obama
- Senator Durbin
- Governor Blagojevich
- Congressman Evans
- Congressman LaHood

Dear Senator Sullivan,

I am writing on the subject of the proposed construction of Illinois highway 336 from Peoria to Macomb. I strongly oppose the construction of this highway for several reasons.

First, it will, for no good reason, destroy the homes of many families, and will change the lives of many others very much for the worse. I am fairly sure that if the highway was coming through your back yard, you would either move or do everything you could to stop its construction. Unfortunately, many of the people who live in the way of the highway do not have the means to easily move, and besides, who would buy a house knowing that a highway would soon be running through the back yard? Many farmers along the route will also have their farms cut into pieces.

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Sincerely,

Dear Representative Meyers,

I am writing on the subject of the proposed construction of Illinois highway 336 from Peoria to Macomb. I strongly oppose the construction of this highway for several reasons.

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Sincerely,

Dear Representative Smith,

I am writing on the subject of the proposed construction of Illinois highway 336 from Peoria to Macomb. I strongly oppose the construction of this highway for several reasons.

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Sincerely,

Dear Senator Obama,

I am writing on the subject of the proposed construction of Illinois highway 336 from Peoria to Macomb. I strongly oppose the construction of this highway for several reasons.

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Sincerely,

Dear Senator Durbin,

I am writing on the subject of the proposed construction of Illinois highway 336 from Peoria to Macomb. I strongly oppose the construction of this highway for several reasons.

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Sincerely,

Dear Governor Blagojevich

I am writing on the subject of the proposed construction of Illinois highway 336 from Peoria to Macomb. I strongly oppose the construction of this highway for several reasons.

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Sincerely,

Dear Congressman Evans,

I am writing on the subject of the proposed construction of Illinois highway 336 from Peoria to Macomb. I strongly oppose the construction of this highway for several reasons.

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Sincerely,

Dear Congressman LaHood,

I am writing on the subject of the proposed construction of Illinois highway 336 from Peoria to Macomb. I strongly oppose the construction of this highway for several reasons.

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Illinois 336 from Peoria to Macomb is destructive, senseless, and fiscally irresponsible. I urge you to oppose it!

Sincerely,

Below is contact information for your elected representatives. **Please write a letter or make a phone call. Your representatives want to hear from you.**

Rep. Rich Meyers (R 94)
(217) 782-0416
200-7N Stratton Bldg
Springfield, 62705

Rep. Mike Smith (D91)
(217) 782-8152
278-S Stratton Bldg
Springfield, 62706

State Sen. George Shadid (D-46)
(217) 782-8250
127 Statehouse
Springfield, 62706

State Sen. John M. Sullivan (D-47)
(217) 782-2479
113 Statehouse
Springfield, 62706

U.S. Sen. Richard Durbin
(202) 224-2152
332 Dirksen Bldg.
Washington, D.C. 20510-1304
E-mail: dick@durbin.senate.gov

U.S. Sen. Barack Obama
(202) 224-2854
SDB-40B Dirksen Bldg.
Washington, D.C. 20510
E-mail:
Barackobama@obama.senate.gov

Congressman Lane Evans (D-17)
2211 Rayburn HOB
Washington, D.C. 20515
202-225-5805
e-mail: lane.evans@mail.house.gov

Gov. Rod Blagojevich
State Capitol
207 Statehouse
Springfield, Il 62706

Some Words of Encouragement:

The proposed highway 336 is a "child of politics." You are a voter. Politicians are sensitive to the views of their constituents. If local politicians are shown that many of their constituents are against this destructive, senseless project, they will reconsider their support for it. **We can stop this highway!**

Citizens Against 336: A Skeptical View of the Peoria to Macomb Expressway

The Highway – Way back in a different economic era (1969) the Illinois State Legislature authorized the construction of a limited-access four-lane highway from Quincy, Illinois to Peoria, Illinois. Justification for the highway was vague; not much more specific than, “We are building more highways so we will have more highways”. This authorization occurred before NAFTA, WTO, Earth Day and the modern environmental movement, and before the beginning of what could be called the “de-industrialization of America”. Changes in the country’s economic, environmental, and social outlooks have reduced the necessity for four-lane highways in many parts of the country, including Western Illinois. Concerns for protection of the environment have increased, and citizens have a better understanding of the environmental degradation that inevitably accompanies new highway construction. In addition, conservative political theorists have advanced the idea that individual property rights must not be limited or “taken” by the government except under conditions of real necessity.

Traffic volume was not and is not currently given as a justification for building the Peoria to Macomb expressway. Large parts of the completed sections of Illinois 336 are little used, and there is no evidence of any great demand for greater east-west traffic-carrying capacity in this part of the state. Although traffic volumes from Canton to Peoria are large enough to warrant highway improvements, from Cuba to Macomb, traffic volume averages little more than one vehicle per minute. Existing highways in this area are in good condition and are more than adequate for traffic flows several times larger than currently exist.

Highway boosters regularly trot out “safety” as a reason for building four-lane highways. The idea that Illinois 336 is being built for safety reasons is almost too silly to bother refuting, but it is worth noting that statistics comparing highway safety normally compare interstate highways with all other roads, including one-lane country lanes complete with beer-drinking teenagers on Friday nights. On most of the existing highways between Peoria and Macomb, deer are the greatest hazard; one which will be made much worse by “interstate” speeds.

The “Need” – Highway proponents continually cite the need for a four-lane highway from Peoria to Quincy or for a four-lane highway from Peoria to Macomb as a necessary spur to economic development, primarily in Canton and Macomb. Apparently, no one is prepared to claim that the highway is necessary for the survival of either Quincy or Peoria, which shows good sense. Peoria is already well connected, and if it needed another four-lane highway connection, it would be towards Chicago, not Macomb. One need look no farther than Galesburg to see that four-lane connections are no economic magic bullet. Galesburg has available factory space, unemployed workers, and four-lane connections, but it is being “de-industrialized” at a rapid pace.

Highway boosters are generally not very specific when they talk about “economic development,” so we must make some assumptions. Fulton County does have higher than average unemployment for Illinois counties, but the meaning of this statistic is not clear. The real question is, “How many highly employable people who are actively looking for work are unable to find work which is reasonably matched to their skills and educational levels”? Probably, the number of people who fit this description is not large. The unfortunate truth is that many unemployed persons in Fulton County were formerly employed in industries that

are gone now, never to return, or have never had full-time work for an extended period because of limited education and work skills. Even if there were an influx of “new economy” jobs into Fulton County, many of the unemployed are not qualified for them, and those jobs would have to be filled by persons who do not currently live in Fulton County, or who are already employed elsewhere. Perhaps the real need in Fulton County is for a more highly educated workforce, better schools, and new highways made of fiber-optic cable, instead of concrete.

Macomb area highway boosters make essentially the same claims as those from Fulton County: “Economic development is desperately needed, and a four-lane highway is the key to bringing this about”. In this case, highway boosters are definitely crying “wolf”. A peek at state unemployment statistics shows that of the ninety-nine counties in Illinois, McDonough County has the fifth lowest unemployment rate. How could this have happened without that critical four-lane highway?

So, it would seem that Fulton County’s economic problems will not be solved by a new highway, and McDonough County, by the most commonly used standard-unemployment- does not really have serious economic problems. What highway boosters in both areas have is not needs, but ...

Wants – Highway boosters in both Fulton County and McDonough County really want more people. This is the core meaning behind their term “economic development”. For some businesses, banking and insurance, for example, more people means more business, which means higher profits. Highway boosters would have legislators think they speak for all residents of their communities, but they really do not. In Canton, especially, a four-lane highway to Peoria would threaten the viability of many local businesses. They would face the double liability of “big box” competition outside of town and of local shoppers speeding down the “four-lane” to Peoria area malls. Even with an unemployment rate above seven percent, most residents of the Canton area who want to work have jobs. For these people, a ring of new suburbs around Canton would make life worse, not better. Economists know that communities that are expanding have higher per capita costs than those with stable populations. New schools, roads, sewer and water lines, and other infrastructure must be built, and paid for by taxpayers. Lines are longer, traffic congestion is worse, and established community norms are upset. Of course, someone must be employed to build new infrastructure, but it is not at all certain that those who are currently unemployed will do the work.

In Macomb, as in Canton, the only logical meaning of boosters’ drive for “economic development” is more people. City fathers are justly proud of two new employers coming to town, but one must ask, who will work there? McDonough County is fully employed; there are no mobs of highly employable people standing around looking for work. Either local people will quit their old jobs, or new employees will come from outside the county. Macomb businesses may, in fact, benefit from increased population but, as in the case of Canton, they are not really speaking for all residents. It is also true that many Macomb businesses survive precisely because of the city’s isolation.

In short, Western Illinois residents should be skeptical of business leaders’ claims that new highways will bring economic development, and should be especially skeptical of the idea that economic development, in any form, is good for everyone. Some forms of economic development are helpful to some people; some forms of economic development are harmful

to many people. It is reasonable to ask whether current residents of Canton and Macomb are obligated spend their own money and degrade their own lives in order to attract the new residents needed to increase profits for a small number of businesses.

Pella – Since Macomb area highway boosters insist that the possibility of a four-lane highway to Peoria was critical to Pella's decision to build a factory in Macomb, this issue deserves comment. First, the initial public announcement of Pella's decision included the company's list of reasons for coming to Macomb. Nothing was said about Illinois 336, or about any other form of transportation. Later (one assumes, at the request of highway boosters), Pella came out with an "Oh, yeah, the highway was important too," statement. Not very convincing. The reasons first provided by Pella included: a high quality work force, an excellent educational system, a pleasant, friendly small-town atmosphere, and a very generous incentive package (several million dollars worth of services and tax breaks). Those who have studied location decisions made by corporate managers know that managers want to locate where they will be happy to raise their families and where their children will get a good education. Macomb rates high on these counts. They also know that corporations must be ("incentivized" (bribed) before they will consider coming to your town. Macomb rated high on this count, too. Pella produces high-value products; transportation costs are a relatively small part of product costs. The idea that Pella would base its location decision on the possibility that their trucks might occasionally save a few minutes of driving time on a highway that might be ready to use in a decade or more is ridiculous. Ten years from now, Pella might be making its windows in Mexico. Or China. Don't laugh; just think about Maytag. It is worth asking, " Why didn't Pella decide to locate in Canton, or Galesburg?" The answer, whatever its details, has nothing to do with highways.

The costs – Illinois 336 boosters seem to take the attitude that if they just keep talking loudly enough and long enough, a sixty-mile long highway costing hundreds of millions of dollars will just fall out of the sky. They do not acknowledge that the money and land needed to build the highway must be taken from people who will not share in any benefits the highway might bring.

It is undeniable that government construction projects are never pursued on a strict cost/benefit basis, but at a time when both federal and state governments are, by any rational standard, bankrupt, building a highway that solves no existing traffic problems and whose supposed benefits are so nebulous and uncertain seems both immoral and perverse. Immoral, because money used for construction of this unneeded highway will be taken away from programs and projects that are badly needed. At the federal level, Social Security and Medicare are threatened because current surpluses are being squandered on pork barrel projects. National Parks and Historic Sites are falling apart for lack of maintenance funds. American troops in harm's way do without protective armor because the administration is desperate to control war costs. At the state level, the governor is trying to raid funds supposedly dedicated to conservation, protection of natural areas, and employee pensions in order to fund highway projects that he admits are being built largely to provide employment for construction workers.

Probably the most instructive way to view the Peoria to Macomb expressway is to think of government as a corporation on the verge of bankruptcy. Corporate executives decide to spend nearly a billion dollars on a project that solves none of the company's

problems on the basis of a hunch that the project might turn a profit. No analysis of competing corporate needs, no studies predicting probable outcomes. Just a billion dollars spent on a hunch.

Just as highway boosters ignore the fact that money for Illinois 336 construction must be taken from somewhere, they ignore very large social and environmental costs that would accompany its construction. IDOT estimates that a minimum of a hundred homes would have to be "relocated" (demolished) between Peoria and Macomb. The actual number would probably be significantly higher. This translates into several hundred people forced from their homes. "But they will be fairly compensated," say highway boosters. This is not really true. In many cases, families have sacrificed financially and/or driven many miles daily in order to enjoy life in the country. These sacrifices will be uncompensated. Many people are living in the same rural communities their parents and grandparents lived in. Having to move to a new location is an uncompensated loss. Many displaced families will be unable to find a similar homestead in a rural setting, and will be forced to live in town. This lowered quality of life will be uncompensated. Children will be taken from friends and forced to go to new schools. The unhappiness this causes will be uncompensated. In short, people make many kinds of investments in their communities besides financial ones. When they are forced to move, these investments are destroyed without compensation. It must be remembered that these uncompensated losses will occur so that a small number of businesses in a different community may have increased profits.

Farmers in the way of highway construction face a kind of double jeopardy. In addition to the possibility of losing their homes, they will find that the highway cuts fields into unmanageable pieces, or separates buildings from fields and pastures. Farmers and highway builders like the same kind of ground. Highway construction often takes the best ground and leaves farmers with unprofitable rough ground. Tillable ground taken by a highway cannot always be replaced close enough to be properly managed, and competition for newly available farm ground is stiff. The new highway itself will interfere with farm operations by making movement of large machinery more difficult and more necessary. Finally, and perhaps most importantly, a Peoria to Macomb expressway (if it fulfills boosters' hopes) will accelerate the spread of suburban sprawl westward out of Peoria. This is exactly what highway supporters hope and expect will happen. Suburban sprawl makes farming more difficult because of increased traffic and because of complaints about ordinary farm noises and smells. None of the costs to farmers described above will be compensated. Once again, these uncompensated losses will occur so that a small number of businesses in a different community may have increased profits.

In addition to social and financial costs, construction of the Peoria to Macomb Expressway would have a significant environmental cost. Due to its incredibly productive farmland, and due to suburban sprawl around major urban areas, Illinois retains only a tiny fraction of its pre-industrial landscape. This means that many ecosystem types, and the living things which occupied them, have disappeared entirely or exist only as small fragments. Fulton County, especially in the area around the Spoon River valley is one of the few areas in this part of the state that retains relatively large "natural" areas. Because of the relative scarcity of such areas in the Midwest, and because of its large populations of deer, turkeys, and geese, Fulton County has become known nation-wide to hunters and outdoor enthusiasts. A nascent "industry" of supplying hunting experiences to people from far away has sprung

up in the area. More than one study has concluded that Fulton County's greatest resource is its unspoiled natural areas and the attraction they exert on hunters. A four-lane highway through the heart of the Spoon River valley will be a great detriment to the continued development of outdoor tourism. The regionally known "Spoon River Drive" brings people from far away every fall. The proposed route(s) for Illinois 336 lie practically on top of an important part of the Spoon River Drive. It is far from certain whether the Spoon River Drive will survive the construction of this highway.

In addition to the specific environmental problems noted above, all highway construction creates siltation problems, interferes with natural drainage patterns, impedes daily and seasonal movement of wildlife, and creates a "killing zone" for wildlife which, for some species is the major source of mortality. Also, highway pavement and flood-protection devices speed the movement of rainwater into streams and rivers, thereby preventing this water from recharging aquifers which farmers and rural dwellers depend on. Finally, in an era when petroleum shortages seem just over the horizon, and global climate change caused largely by burning of fossil fuels seems inevitable, does it make sense to continue building highways whose principal effect will be to cause people to drive farther every day as they go to and from work?

New highway construction, seen from an environmental viewpoint, is almost always destructive, and should happen only when it solves clearly seen and carefully defined social and economic problems. The Peoria to Macomb Expressway does not meet these criteria.

The Pork –Thoughtful citizens, and all politicians, understand that highway construction is the preferred method for elected officials to "bring home the bacon" to their constituents. This is because highway construction is visible, longlasting, and easily associated with a particular politician and a particular place. Money spent on most other kinds of public improvements is either less visible or is less easily associated with a particular place or elected official. Increased education funding, and improved health care programs, for example, tend to pass unnoticed because they are spread over the society at large. Elected officials need to ignore the built-in political advantages of highly visible highway construction, and focus on the task of spending tax money wisely and efficiently. Building unneeded highways is not "wise use" of the taxpayers' hard-earned money.

In conclusion, the construction of a freeway or expressway from Peoria to Macomb is a project that would not survive any objective balancing of costs and benefits. The highway is being promoted primarily by business interests that stand to profit by its construction. Most citizens in the West Central Illinois area are disinterested or unaware of the project (unless they will be harmed by it). There is no evidence of strong public demand or need for the highway, and no systematic attempt has been made to predict its economic effects. The highway, if built, will cause great social and economic harm to those it displaces. Its construction would be environmentally destructive. The highway is not justified by regional traffic densities. Its construction at a time when state and federal governments, viewed by any rational standard, are bankrupt, would be fiscally irresponsible.

Elected officials should look beyond Illinois 336 as a visible symbol of their ability to "bring home the bacon," and put an end to this project.



Illinois Department of Transportation

Division of Highways / Region 3 / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

April 15, 2005

BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS – PHASE I

Peoria to Macomb Study
FAP Route 315 (IL 336)
Various Sections
Various Counties
Job No. P-94-025-00
Catalog No. 032258-00P

Mr. Noel P. Lane
Citizens Against 336
6110 E. Buckeye Church Road
Smithfield, IL 61477

Dear Mr. Lane:

Enclosed please find one copy of the responses to Illinois 336 questions the Citizens Against 336 e-mailed the department on April 5, 2005. Should you have any further questions and/or comments, please contact Mr. Mike McLuckie at (309) 671-3468.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Joe Crowe', written over the closing text.

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Region Three Engineer

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Enclosure

cc: Project File (M. McLuckie)
URS Corporation (Attn: Mr. Bob Andrews)

1. **If built, how would 336 affect maintenance of nearby existing state highways that parallel the new "four lane"? Will these highways continue to be maintained as they are now, or will they be relegated to the status of secondary roads and allowed to deteriorate? We speak specifically of Illinois Routes 116, 78 and 95.**

It is unclear at this point of the study what will happen to Illinois Routes 116, 78 and 95. Some portions of those routes may remain the maintenance responsibility of the State (IDOT) or be given to the local agencies to maintain (county, township, city, town). This will be decided as the study progresses.

2. **Would county highways that become feeders for 336 be upgraded to 80,000 pound standards? If so, how will the upgrades be financed?**

Traffic will dictate the design of an individual highway. If construction of IL 336 created a major shift in traffic requiring a connecting highway to be upgraded, the money would be included in the IL 336 construction cost.

3. **What guarantee of access to 336 would residents and businesses have where construction of the new road eliminates the existing highway?**

Every attempt will be made to provide access to the properties adjacent to the proposed highways. This may be direct access or thru another public road. If we cannot provide access to a property, it will be purchased as a landlocked parcel.

4. **In general, what are IDOT's policies in regard to access on "freeways" versus "expressways"?**

Expressways are constructed as partial access controlled facilities. This means direct access is allowed for single family residence and field entrances and public roads may be at-grade intersections. Also, interchanges are constructed or planned at most marked routes or high-volume county highways. Commercial properties are not allowed direct access and are brought in off of public or frontage roads. A similar facility would be US 67 between Monmouth and Macomb.

Freeways are constructed as full access control facilities. This means the only direct access to a freeway is by an interchange. Adjacent properties are provided access to other public roads through a frontage road system or adjacent side roads. A similar facility would I-74.

5. **Modern farming often involves moving large equipment many miles in order to work in widely separated fields. In general, what rules apply to movement of farm machinery on freeways versus expressways? Would any exceptions to the general rules be allowed for farmers whose operations have been recently disrupted by construction of a four-lane highway?**

Farm machinery is not allowed to be driven on a freeway. Farm machinery would need to be driven on side roads or frontage roads to access fields. With an expressway, farm machinery is allowed to be driven on the highway and field access is generally allowed along the main highway. No exceptions to these general rules are allowed.

6. **Does IDOT help cover moving expenses for those whose residences or businesses are displaced by new highway construction? For this purpose, is a distinction made between residences and businesses? For this purpose, are farms considered to be businesses? If an entire farmstead (including machine sheds, grain bins, etc.) were to be displaced, which sorts of moving expenses would be eligible for IDOT compensation? If moving expenses are reimbursed, is this done on a 100% basis, "reasonable and customary" basis, or in some other way? Please explain.**

IDOT covers moving and relocation expenses up to 50 miles for residences and businesses as long as they are reasonable and necessary. There is a distinction between business and residential properties and also those that may be a combination of the two. Each individual property, whether a residence or business, will have its own unique issues which we can't begin to get into here. Are Farms considered a business? This may depend on how they file their taxes. Do we pay to move machine sheds, grain bins, etc? This may depend on if their "connected" to the ground and therefore considered real estate or if their on skids and considered personal property. Relocation benefits are outlined in a booklet provided by the Department of Transportation. A booklet entitled, "Your Rights and Benefits as a Displaced Person", is also enclosed for your review.

7. **How would intersections of 336 and county highways or township roads be handled? Stop and cross? Bridge? Dead end? If different treatments are possible, how does IDOT make these decisions?**

The intersections of IL 336 with county highways and township roads will be handled differently depending on a freeway design or an expressway design. With a freeway design, no at-grade intersections are allowed with the four-lane highway. A county highway or township road could go over or under the freeway, connect to the freeway with an interchange or be closed at the freeway. IDOT will look at safety, traffic, access, cost, adverse travel and talk with the roadway "owner" to make the decision. With an expressway design, at-grade intersections are allowed with the four-lane highway. A county highway or township road could go over or under the expressway, connect to the expressway via interchange or intersection, or be closed to the expressway. IDOT will look at safety, traffic, access, spacing of access, cost, adverse travel and again talk with the roadway "owner" to make the decision.

8. **What are IDOT's high and low estimates of the number of residences and businesses that would be "displaced" (demolished) by construction of 336? Please provide this information by construction "segments" and by route alternatives, if possible.**

The estimates of relocations are revised as alternates are developed, refined and some eliminated. The most recent estimates available are those presented in the December 2004 public meetings displaying all the alignments. A summary of those estimates are as follows:

Section 1: Macomb to Marietta	5 to 20
Section 2: Marietta to Norris	55 to 70
Section 3: Norris to Peoria	35 to 60

The handout from the December 2004 meetings (enclosed) presents these numbers alignment by alignment.

9. **Would IDOT consider choosing a more expensive routing alternative in order to minimize disruption of residences? Has this been done in the case of past IDOT highway construction projects?**

Several factors are analyzed when choosing a new alignment for a highway. We generally try to minimize our acquisitions while balancing cost of the highway and its affect to the surrounding environment. We can not identify a specific instance where a more expensive route was chosen to minimize disruption as there are many different variables involved in alignment location.

10. **When would IDOT begin putting restrictions on building, improvements, etc., after a final route choice has been made? If restrictions begin right after a route choice is made, it seems that those in the highway's way could be "locked in place" for a decade or more. Could this actually happen? Is any exception made for farmers or other businesses that need to expand or make improvements for business purposes?**

The only time any restrictions are place on a property is when the department seeks Corridor Protection. If this is done it will be part of the public involvement process. If Corridor Protection is approved, a map showing the proposed right-of-way limits is filed with the county and all properties affected by these limits are notified by a registered letter. After these notices are received, property owners are not allowed make improvements or start developments without giving the department a 60-day advanced notice. After receiving the notice, the department must decide within 45 days to purchase the proposed right-of-way and if so has an additional 120 days to complete the purchase or start eminent domain. If the Department elects not to purchase the property, the improvements can be made and will be considered part of the property with any future acquisition. The Corridor Protection statute is covered in the Illinois Highway Code (605 ILCS 5/4-510). Corridor protection is not currently included in the study.

11. **Under "normal" circumstances, what is the minimum distance allowed between a residence and the highway's right-of-way?**

To quote state statute 605 ILCS 5/4-500:

"When acquiring land for a highway on a new location, and when a parcel of land one acre or less in area contains a single family residence, which is in conformance with existing zoning ordinances, and only a part of that parcel is required for State highway purposes causing the remainder of the parcel not to conform with the existing zoning ordinances, or when the location of the right of way line of the proposed highway reduces the distance from an existing single family residence to the right of way line to 10 feet or less, the acquiring agency shall, if the owner so demands, take the whole parcel by negotiation or condemnation. The part not needed for highway purposes may be rented, sold or exchanged by the acquiring agency"

This is specifically for a highway on new location, not widening an existing facility. In general, the "minimum" distance is controlled by appraisal process through before

and after fair market values and the amount of damages assigned to the remainder. This will vary greatly from property to property.

12. **Does IDOT ever "take" property that is not inside the right-of-way? Under what circumstances might this happen? Are property owners ever given the choice of being "taken" or not, or does IDOT always make a simple "yes" or "no" decision?**

The above response addresses property that is completely outside the right-of-way. The department will also purchase property which is not needed for the improvement if it is land locked by the improvement. Another instance is when there's a small remainder of the whole which may be considered an uneconomic remnant during the appraisal process. If this determination is made, the department may purchase the remainder if the owner agrees.

13. **How are the major highway-building contractors chosen for a particular project?**

Contractors for construction projects, such as the IL 336 project, are selected through a formal bidding process. The department holds seven bid lettings during a calendar year at its central headquarters in Springfield. Prequalified contractors purchase bid packets for projects they are interested in and submit bids based on pay quantities identified in the design plans. After analysis by the department to ensure proper bidding procedures were followed, contracts are awarded to the low bidder of all bids received.

14. **Please list the most likely bidders for construction of all or part of the proposed Illinois 336 project.**

Because there is no certain time frame for construction, it is difficult to predict what construction contractors would bid on a project. In addition, no determination of types of construction contracts (i.e. bridges only, grading only, paving only, etc.) that would help define likely bidders has been made.

15. **Are there any special restrictions on political campaign contributions made by highway construction contractors?**

There are no special restrictions regarding political contributions by construction contractors.

16. **Does the law allow highway construction contractors to provide food, entertainment, gifts, etc., to IDOT officials? Are such offers ever made?**

As with all state employees and officials, IDOT employees must abide by the State Officials & Employees Ethics Act 5 ILCS 430 from the Illinois Compiled Statutes. In addition, each employee must complete mandatory ethics training annually.

17. **The "336 Coalition" website estimates highway construction costs at somewhere between \$250 million and \$400 million. Please provide IDOT's estimated minimum and maximum costs for this project. (We understand that many possible totals could be derived from different combinations of route choices.)**

The estimates of construction costs are revised as alternates are developed, refined and some eliminated. The most recent estimates available are those presented in the December 2004 public meetings. The costs are based on 2004 dollars and include construction costs only. A summary of those estimates is as follows:

Section 1: Macomb to Marietta	\$100M to \$150M
Section 2: Marietta to Norris	\$395M to \$630M
Section 3: Norris to Peoria	\$145M to \$170M

18. **Please estimate in percentages the amounts of total costs that would be spent for: preliminary studies, acquisition, engineering, and construction. (Additional categories would be fine.)**

It is too early in this study to accurately estimate percentages of costs. Costs could vary greatly depending on the alignment chosen and whether the highway becomes a freeway or an expressway.

19. **Approximately what percent of the money to be spent for preliminary studies (excluding engineering, acquisition, and construction) has already been spent?**

Approximately 23.8% of the money under contract for the preliminary studies has been spent according to the last invoice submitted by URS Corporation on March 15, 2005. The total value of the preliminary study is ~ \$11.3 million.

20. **How will total highway maintenance costs in the 336 corridor be affected by construction of Illinois 336? Please explain the basis for your estimates (same total traffic volume, greater total traffic volume, etc.).**

We cannot predict how future maintenance costs will be affected until the preferred alignment location and type is determined as well as the disposition of the other state highways (IL 95, IL 116, IL 78) is established.

21. **Please provide an estimate of the percentages of state and federal money spent in each of the categories of: preliminary studies, acquisition, engineering, and construction. (Additional categories would be fine.)**

The preliminary study for this project is 100% state money. The amount and type of land acquisition, engineering and construction funds are unknown at this time. Funding for these items will depend on various factors at the time of construction. The study is being performed to allow for the use of Federal funds on all aspects of the project.

22. Why is this highway being built?

The project is only being studied at this point. The purpose of the proposed project is to provide a modern transportation facility from Interstate 474 (I-474) west of Peoria, Illinois to the eastern side of Macomb, Illinois. The proposed action is one of a series of actions providing western Illinois and the communities of Jacksonville, Quincy, Monmouth, Macomb, Bushnell, Canton, and the Peoria area greater access to each other and to various east/west and north/south interstate and expressway systems. There has been a lot of support for this project from the communities listed above and the legislators and congressmen representing this area. This support led to the state giving the priority to this project and funding the current study.

23. Have any studies been done which attempt to predict probable economic effects of this highway (336)? If so, please provide a citation.

No.

24. Are you (IDOT officialdom) aware of any carefully designed/statistically meaningful studies that link (positively or negatively) economic development with construction of four-lane highways? (If so, please provide citations).

We have reviewed several studies that addressed the long-term economic impact of new highway construction or expansion. Some studies found positive long-term economic benefits, while others did not. For example, an evaluation of impacts of new highway construction in Appalachia found that highway investment in the region had significant positive, economic impact. On the other hand, a general study of large infrastructure spending in other rural areas found that the new highway simply caused the relocation of economic activity between industries - some industries grew at the expense of others. Both of these studies are listed here:

"Wilbur Smith Associates. 1998. *Appalachian Development Highways Economic Impact Studies*, prepared for the Appalachian Regional Commission."

"Chandra, Amitabh and Eric Thompson. 2000. 'Does public infrastructure affect economic activity? Evidence from rural interstate highway system,' *Regional Science and Urban Economics* 30 (2000), pp. 457-490."

25. What is the usual traffic volume that IDOT uses to justify four-lane highways? Is this number based on daily totals or rush hour maximums?

Generally speaking, somewhere between 8,000 and 9,000 vehicles per day, one would look at a four-lane highway. There is no one number at which a four-lane facility is "justified" by our design policies. Traffic is not the only factor in determining the number of lanes. Other factors affecting the number of lanes are future traffic, level of service (LOS), and route continuity. Of course, each segment of corridor, such as the Illinois Route 336 Extension, may have different traffic volumes and different other parameters affecting LOS. There are often portions of such long corridors which do not strictly meet the LOS standard for a multi-lane cross-section. However, experience has shown it is best to retain the multi-lane cross-section throughout for route and section consistency, unless there is compelling reason to do otherwise.

26. **Please provide a copy of your latest map of "Annual Average Daily Traffic" on state and federal highways between Peoria and Macomb, including data for all those highways that might reasonably be related to the necessity of building Illinois 336. For state highways 116, 78, 9, and 95, and for U.S. highway 136 between Macomb and IL 41, please provide the exact dates on which traffic data were collected.**

The 2003 "Average Daily Total Traffic" for the State Primary System is enclosed. All traffic information was counted during calendar year 2003. An exact date of each count is unknown. Traffic volumes are also available on the IDOT internet site.

27. **Please provide copies of all publicly distributed IDOT documents relating to the construction of Illinois 336, and provide to "Citizens Against 336" copies of any such documents published in the future.**

Hard copies of the following documents are being provided:

- Open House Public Information Meeting brochure - August 2003
- Open House Public Hearing brochure - February 2004
- Open House Public Information Meeting brochure - December 2004
- Peoria to Macomb Highway Newsletter - February 2004
- Peoria to Macomb Highway Newsletter - May 2004
- Peoria to Macomb Highway Newsletter - November 2004

All this information and more can be found on a project website at www.peoriatomacomb.com.

28. **Has any determination of through traffic volume from Peoria to Macomb been made? If so, what were the results?**

In order to get an assessment of traffic movements through the study area, an origin and destination survey was conducted in 2003. The purpose of the study was to help in corridor selection. Motorists were stopped and asked where they started their trip and when the end point of their trip was. As was expected, almost all of the current travel in the study area has an origin and destination within the study area. No determination of the future through traffic volumes have been made.

29. **What is the primary purpose of the proposed "northeast bypass" around Macomb?**

The NE bypass, in conjunction with the NW bypass, will provide a link and route continuity to a system of expressways already constructed (US 67 north), under construction (IL 336-Quincy to Macomb), or planned (US 67-Macomb to Jacksonville). The bypass will help reduce through truck traffic and reduce congestion caused by at-grade railroad crossings on existing US 67/US 136. In addition, traffic origination and destination studies conducted in the Macomb Area Study revealed that the largest through traffic movement in the study area was from north to south.

30. How would IDOT determine which parts of 336 would be freeway and which parts would be expressway? Along portions built as freeway, how does IDOT decide whether to provide a frontage road?

There are advantages and disadvantages to both types of design. Future development along freeways does not generally cause the increase in congestion and accidents because of no direct access which is not the case with development along an expressway. However, freeways are generally more expensive and disruptive to construct because more frontage roads and bridges are usually required at the time of construction.

We are currently looking in detail at each type of facility throughout the corridor. The impacts of each type can be very similar in some areas and very different in others. Once the details are developed, we assess the advantages and disadvantages for various sections of the route. We intend to present the preferred facility type in each section, plus several alternative alignments, in the next public information meetings being planned for later this year. After receiving input, alignments will be further refined and a facility type(s) will be selected.

With either type of facility, expressway or freeway, public road access to properties will be maintained. Part of the study is to do an analysis to determine how best to provide access to all the properties. Options include constructing frontage roads, constructing new bridges carrying existing roads across the new highway, or in some cases, constructing the new highway over existing roads. The decision as to which highway type will be recommended will be based on, but not limited to, the following general criteria:

- Access/Adverse Travel
- Compliance with Current Policies
- Public Input
- Environment
- Farmland Impacts
- Forecasted Traffic
- Cost

31. When does IDOT anticipate beginning the actual construction phase of 336 will begin?

The anticipated beginning of the actual construction phase of IL 336 cannot be determined at this time because no funding is available for design, land acquisition, and construction in the departments 7 year highway program. The study is all that is funded and probably is two and a half to three years away from completion. If additional funding were to become available for design engineering, land acquisition, utilities and construction, it would take approximately three years from completion of this study before a section of construction could begin.

32. Please describe IDOT's method of determining "fair market value", especially the time aspect. Fair market value when is the question. Homes in the Smithfield area are already being put up for sale. Many suspect that they will be sold at a loss. What adjustments to "fair market value" are made if a property has lost (or gained) value due to projected highway construction?

The time of determination of the value of a property to be taken for additions to the highway system is the date of the actual taking, if the property is acquired by purchase, or the date of the filing of a complaint for condemnation, if the property is acquired through the exercise of the right of eminent domain. In estimating the value of the property before taking, the appraiser shall disregard any decrease or increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner. Any decrease or increase in value caused by the acquisition of a part of the property, however, is considered in estimating the value of the remainder after taking. Fair market value is determined by an appraisal based on comparable sales, size of the acquisition, soil type, damages, location, etc.

33. In which federal funding cycle (6-year funding cycle) do you expect construction money to be appropriated for 336.

The department cannot predict when construction funding will be available in future federal highway bills. The current highway bill under consideration has a small amount of funding requested for design engineering. No construction funds have been requested in the current bill under consideration. This bill has not been signed into law as of this writing.

ATTENDANCE SHEET

NAME	REPRESENTING
1 KEN KEDZIOR	CITIZENS AGAINST 336
2 Noel Lane	"
3 Richard Essex	"
4 Mike McLuckie	IDOT - District 4
5 John Anderson	"
6 Maureen Addis	"
7 Eric Therklidsen	"
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May 30, 2006

Dear Mr. Therkildsen,

Enclosed, please find:

- *Questions from our group pertaining to Illinois 336 that we look forward to having answered at our meeting on Thursday, June 8th.*
- *A copy of my letter to you explaining my feelings on the north route of the Macomb to Marietta section of IL 336.*

Our meeting with you on June 8th at 1:00 p.m. will be held at Damon Doll's farm shop located at 16045 E. 2000th Street, Bushnell. We look forward to meeting with you, and we do appreciate your time and thoughtful consideration of our questions.

Thank you,

Steven C. Hess

May 25, 2006

Program Development Engineer, Illinois Department of Transportation, District 4
401 Main Street
Peoria, IL 61602

Dear Mr. Therkildsen,

The proposed North corridor of the Illinois 336 project between Macomb and Marietta would have huge consequences to the farming operation of my wife (Phyllis), myself, and our family. The north route severs no fewer than five tracts of land we operate. But the biggest effect is to our dairy operation. Our family farm, established in 1869, has always been a livestock operation from its very beginning. We currently milk 220 - 240 Holstein cows and have a total of 480 head of dairy cattle. Our farm employs nine full-time and three part-time employees. The major impact of the northern corridor puts our future in question. Currently, two of our four children are considering returning to the farm but all expansion, and generational transition plans are now on hold due to the proposed IL 336. The north route slices our home base operation in half and places a major four-lane highway within a few hundred feet of our large livestock operation. The thought of having thousands of vehicles each day looking in our back door is not a pleasant one. But the major threat to us is the inaccessibility of half of the land base for the dairy operation. We currently chop 130 acres of corn silage each year and then inject manure as organic fertilizer into those fields on a rotational basis. We also have a one-hundred acre alfalfa hay base which is harvested five times each growing season. During harvest we deliver loads to the bunker silo every five minutes. This would not be possible across a major highway with restricted access. During the manure application process we use a dragline to inject the liquid manure out of our storage pits. The exposure of a hose next to a major highway is very disturbing, plus the fact we could not access the land (half of the crop base) on the south side. We had plans to bring our children back into our operation and double or triple the size. This is totally out of the question with the proposed north corridor.

As the last remaining commercial dairy operation in McDonough County I would ask the Illinois Department of Transportation to use the 'middle' corridor for the Macomb to Marietta section, and allow our dairy operation to prosper and expand and continue on as a family farm for the next 130 years.

The fact that this north corridor creates twenty-plus severances, twelve more bridges to maintain, and cost 40 million additional dollars are also valid reasons to eliminate this proposed route.

Sincerely,

Steven C. Hess

QUESTIONS FOR ILLINOIS DEPARTMENT OF TRANSPORTATION PROGRAM DEVELOPMENT ENGINEER:

What was the decision making process for the proposed alignments?

How do you publicize your Public Meetings?

What factors were considered when choosing the site for crossing the Spoon River?

Why was US 136 eliminated as a possible route?

What is the one commercial relocation noted on the Impact Matrix for the North/North alignment?

How many (and specifically which) township roads between Macomb and Marietta will be closed?

What is the longest distance between cross-overs of the Macomb to Marietta section?

How do you determine the placement of overpasses versus at-grade crossings?

Who will maintain the access roads and approaches for the at-grade crossings?

Please explain about the borrow pits that would be needed to build the overpasses required by the North and North/North alignments between Macomb and Marietta. How many are being planned, and what size will they be?

What is the effect of road construction on floodplains and wetlands?

Who will be involved in making the final decision on placement of the road?

What is the target date for announcing the final route for the Peoria to Macomb segment?

Please explain the procedure used when the state exercises eminent domain.

Please explain how the state determines the fair market value of the land that is condemned.



Illinois Department of Transportation

Division of Highways / Region 3 / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

June 8, 2006

BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS – PHASE I

Peoria to Macomb Study
FAP Route 315 (IL 336)
Various Sections
Various Counties
Job No. P-94-025-00
Catalog No. 032258-00P

Mr. Steven C. Hess
19485 N. 1200th Road
Bushnell, IL 61422

Dear Mr. Hess:

Enclosed find one copy of the response to questions you e-mailed to the Department on May 30, 2006. Should you have any further questions or comments, please contact Mr. Mike McLuckie at (309) 671-3468.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Joseph E. Crowe'.

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Region Three Engineer

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Enclosure

cc: Project File (M. McLuckie)
URS Corporation (Attn: Bob Andrews)

1 What was the decision making process for the proposed alignments?

It is unclear on what part of the process you are most interested in, but the following is a process followed for this and other highway projects, for going from a corridor (which may be up to a few miles wide) to a selected alignment (a few hundred feet wide):

1. Data about the corridor area is gathered. This data includes engineering, environmental and data gained through public involvement.
2. Initial alignments are developed. These initial alignments include all that we consider practicable to achieve the purpose of the project. Options to follow state routes, alignments suggested by public, county or municipal groups and other alignments that appear to be feasible from an engineering standpoint are included.
3. These alignments are developed to a point where costs and impacts can be evaluated. Public input is sought and alignments are modified to reduce the negative impacts and increase the benefits.
4. The project team selects the most beneficial alignments, considering efficiency, cost, and impacts, and documents the reasons for selecting those alignments. On this project, two or three alignments were selected for further study.
5. The project team then reviews the selections with various levels of decisions makers in IDOT. Selection or modification of alignments can take place during this process.
6. Once IDOT believes the team has identified the best alignments, our advisory group is consulted. This group is comprised of mayors or their appointees of cities along the route plus the counties and the county agriculture bureaus.
7. The selected alignments are brought before the Federal Highway Administration (FHWA) for input and concurrence.
8. The FHWA and IDOT then take the selected alignments before a group of agencies to get their input and concurrence. This step may involve further adjustments and revisions.
9. Once the agencies concur with the selection of the alignments, they are presented to the public in public meetings and follow-up meetings with interested parties.
10. The process continues and steps 3 through 8 are repeated with the selection of a single preferred build alignment. The no-build alternative is always considered. Detailed analysis of the preferred alignment is conducted and Environmental Impact Statement is drafted.
11. The preferred alignment and impacts are presented to the public in a Public Hearing.

2 How do you publicize your public meetings?

The public meetings are announced in the following ways:

- Newsletters are mailed to those who have attended a meeting in the past
- Paid ads are placed in local papers about three weeks and one week before the meetings
- Press releases are sent to local papers, and radio and television stations

- In addition, on this project meetings are always held on three successive evenings in different cities so people have a chance to attend any one of the three meetings. Press stories about the first meetings help publicize the remaining meetings.

3 What factors were considered when choosing the site for crossing the Spoon River?

Existing IL 95 crosses the Spoon River, the flood plain and the river bluff. All these features have been impacted by the existing roadway, bridge and slopes. Widening the crossing from two lanes to four lanes reduces the impacts compared to adding another river, flood plain and bluff crossing at a new location. If another location were selected, the existing highway along IL 95 would still remain in place to serve the homes and farms along it.

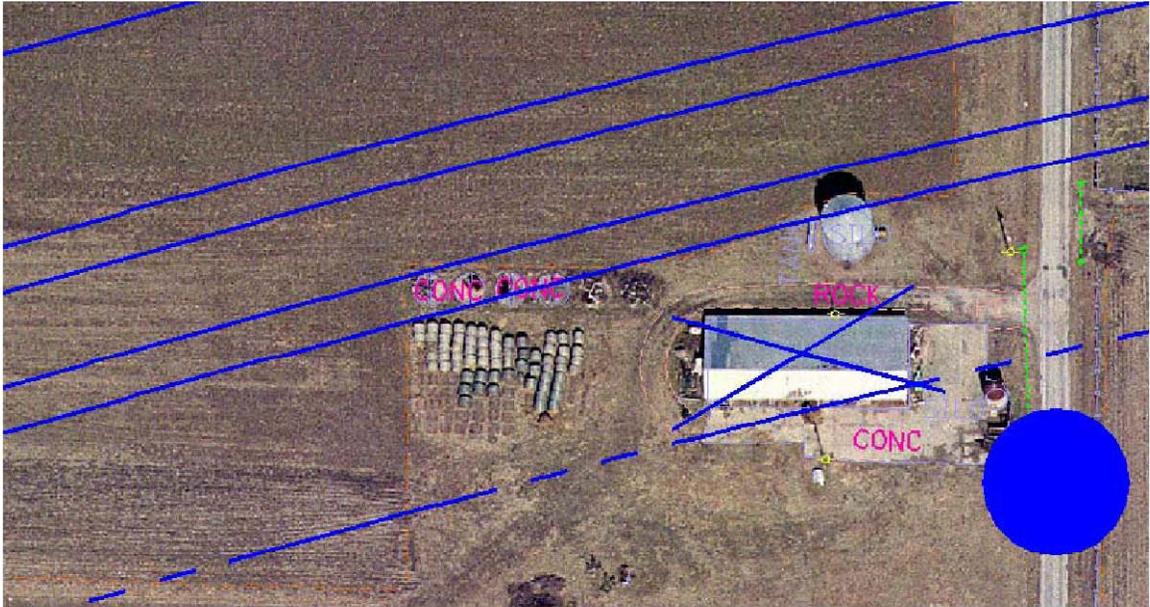
4 Why was 136 eliminated as a possible route?

There were two alignments considered that utilized a portion of US 136 and ended with a south interchange at Macomb. Both were eliminated for the following reasons (not necessarily related to the US 136 part of the alignment):

- both would impact structures judged to be potentially eligible for the National Register of Historic Places.
- more new right-of-way required
- The City of Macomb believes a south interchange would contribute to traffic problems and did not support the South or South Middle alignments.
- least public support
- highest residential and commercial relocations
- substantially higher impact to cropland (more than twice as much)
- highest number of stream crossings
- highest woodland impacts

5 What is the one commercial relocation noted on the impact matrix for the North/North alignment?

It was not confirmed as commercial, it appeared that way from the aerial photo. It is not residential, but seemed to deserve a listing as an impact.



6 How many (and specifically which) township roads between Macomb and Marietta will be closed?

- For North alignment, no closures.
 - E 1600th St. – to be a bridge over freeway with no direct access
 - May Rd – to be under freeway with no direct access
 - CH 2 CH 17– to be under freeway with direct access via a connector
 - E 2000th St. – at grade intersection
 - E 2100th St./IL Rte. 41 – Interchange
 - E 2250th St – at grade intersection
 - McDonough County Line Rd – to be under freeway with direct access via a connector
 - Point Pleasant Rd. - at grade intersection
 - CH 34 - at grade intersection
 - Shaw Creek Rd. - at grade intersection

- For North-North alignment, 1 closure.
 - E 1600th St. – freeway over with no direct access
 - N 1600th Rd. – freeway over with no direct access
 - E 1700th St. (May Rd to south) – closed adjacent to freeway
 - Relocated (redesigned) at grade intersections, containing:
 - Expressway from east and west
 - CH 2 CH 17 from south– shifted to east with S-curve
 - 1825 from north
 - The existing west leg (N 1650th Rd) is shifted north of the expressway intersection, forming a separate intersection
 - E 2000th St. – at grade intersection
 - E 2100th St./IL Rte. 41 – Interchange
 - E 2250th St – at grade intersection
 - McDonough County Line Rd – to be under freeway with direct access via a connector
 - Point Pleasant Rd. - at grade intersection
 - CH 34 - at grade intersection
 - Shaw Creek Rd. - at grade intersection

- For the Middle alignment, no closures.
 - E 1600th St. – freeway over with no direct access. N1400th/E1600th intersection remains open
 - E 1700th St. – freeway over with no direct access
 - E 1800th St. – at grade intersection
 - E 2000th St. – at grade intersection
 - IL Rte. 41 – at grade intersection
 - E 2250th St – at grade intersection
 - McDonough County Line Rd – Relocated at grade intersection
 - Point Pleasant Rd. – expressway over railroad and side road. No direct connection.
 - CH 34 - at grade intersection
 - Shaw Creek Rd. - at grade intersection

7 What is the longest distance between cross-overs of the Macomb to Marietta section?

See response to question 8.

8 How do you determine the placement of overpasses versus at-grade crossings?

There are several considerations. About first three miles of each end of the project is freeway. On a freeway, no direct connections are allowed except with public roads at interchanges. There are no interchanges planned in the first three miles on the west end of the project.

Along the expressway, no traffic signals are allowed and the design speed is 65 miles per hour. IDOT has specific criteria, based on traffic projections for the intersections, for determining if traffic signals are warranted. Since traffic signals are not allowed, any intersection that warrants traffic signals will be constructed as an interchange (overpass or underpass). At crossings of public roads, the following guidelines apply, to determine whether an interchange or an at-grade intersection is constructed:

- Initially construct an interchange where traffic signals are warranted within nine years of construction.
- Where signals are warranted within 10 to 20 years, plan for the future development of an interchange. Purchase the access rights for approximately 1000 ft to 1200 ft (300 m to 350 m) along each leg of the major crossroad.
- Where a low-volume marked route exists within 2 miles (3.0 km) of another parallel marked route, or high-volume crossroad, consider relocating the low-volume route and providing one interchange for both routes.
- An interchange generally will not be warranted where traffic signals are not warranted within the 20-year design period.

As to whether a side road will be connected to the mainline or not, median cross over spacing governs that. If there are too many crossings along the mainline, safety is reduced. For rural expressways, the normal minimum spacing between intersections is one mile. In certain circumstances that one-mile spacing can be reduced to one-half mile if there is benefit to do so. A study is then needed to determine the safety of reducing the cross over spacing.

9 Who will maintain the access roads and approaches for the at-grade crossings?

Maintenance of these facilities is a negotiated item between the state and the local agency. Typically IDOT starts off maintaining the new roadways that it builds (frontage roads, service drives). The Local Agencies retain ownership of their improved or relocated roadways. Jurisdictional transfers of service drives and frontage roads can also occur after the project.

10 Please explain about the borrow pits that will be needed to build the overpasses required by the North and North/North alignments between Macomb and Marietta. How many are being planned, and what size will they be.

On highway projects if borrow is needed, it almost always is left up to the contractor to furnish it. With any of the alignments, it is apparent that borrow will

be needed. How much has not been determined yet. Until the roadway profile is set and the construction sections are determined, locations and sizes of borrow pits are difficult to estimate with any accuracy.

Once the construction plans are completed, the quantity of borrow is estimated. Each bidding contractor negotiates with landowners in the area for borrow. Different contractors will have different locations and sizes for their material. The contractors do not have any powers of eminent domain. They must negotiate with landowners for this material.

11 What is the effect of road construction on floodplains and wetlands?

Every effort is made to minimize the effects of roadway construction on wetlands and floodplains. In the case of permanent removal of wetlands, they must be replaced in a greater than 1 to 1 ratio (from 1:1.5 up to 5:1 depending on where the replacement wetlands are located). In the case of floodplains, the roadway designs must limit the raise in water level as much as possible and be shown not to damage structures and property.

12 Who will be involved in making the final decision on placement of the road?

As outlined in the response to question 1, it starts with the IDOT project team. Ultimately the FHWA takes responsibility for the decision.

13 What is the target date for announcing the final route for the Peoria to Macomb segment?

We hope to make an announcement next year.

14 Please explain the procedure used when the state exercises eminent domain.

Here's the general Land Acq Process from Appraisal to property transfer:

Appraisals

- Appraisals are utilized by the Department to establish a basis for determining just compensation (fair market value). The Illinois Constitution states that private property shall not be taken for public use without payment of just compensation.
- When an appraisal is prepared, the owner or the owners designated representative is given the opportunity to accompany the appraiser during inspection of the property.
- The department utilizes both staff and fee appraisers approved by the Department to prepare appraisals.

Type of Interest

⇒ temporary easements

- value based on rental value for a set period, usually 3 years.

⇒ permanent easements

- compensation is the difference between values of the property before and after the imposition of the easement

PROJECT

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Catalog No. 032258-00P

PROJECT NUMBERS

IDOT Job No. P94-025-00
URS Job No. 25364560

DATE

June 8, 2006

SUBJECT

Meeting with public group

TO

Mike McLuckie, File

On June 8, 2006 IDOT met with a group of about 40 people. The meeting was requested and organized by Steven Hess. The meeting was held at 16045 E. 2000th Street, Bushnell, Illinois. Those present representing the project team were:

<u>Name</u>	<u>Representing</u>
Maureen M. Addis	IDOT
Michael A. McLuckie	IDOT
Eric Therkildsen	IDOT
Robert Andrews	URS

Mr. Hess attended the meeting and State Senator John M. Sullivan attended and spoke at the meeting. Senator Sullivan stated that there was a meeting the previous night that State Representative Richard P. Myers attended.

Mr. Therkildsen responded to the list of questions that the group previously submitted. The group of people wanted to let IDOT know that they are negatively affected by the NORTH and NORTH NORTH alignments. There is public support by groups associated with Buchnell for locating alignments as close to Buchnell as possible. This group is opposed to the north alignments and wanted by make sure IDOT was aware of the opposition. This group was in favor of the MIDDLE alignment. This group did not express opposition to the projects, just the north alignments.

URS Corporation
100 South Wacker Dr.,
Suite 500
Chicago, IL 60606
Tel: 312.939.1000
Fax: 312.939.4198
www.urscorp.com



June 12, 2006

Mr. Steven C. Hess
19485 N. 1700th Road
Bushnell, IL 61422

Reference: PTB No. 123/22
PEORIA TO MACOMB STUDY - FAP 315 (IL 336)
Section: Various
Peoria, Fulton, McDonough Counties
Job No. P94-025-00
Catalog No. 032258-00P
Contact Person: Mike McLuckie

Dear Mr. Hess:

Mr. Michael McLuckie from the Illinois Department of Transportation asked that I send you 100 additional copies of the meeting handout used in our March 21, 22 and 23rd, 2006 public meetings for the Peoria to Macomb Highways Study. The copies are included with this letter.

If you have questions or comments please contact Mr. McLuckie or Mr. Eric Therkilsen at (309) 671-3333.

Sincerely,
URS

Robert J. Andrews, P.E.
Project Manager

URS Corporation
100 South Wacker Drive, Suite 500
Chicago, IL 60606
Tel: 312.939.1000
Fax: 312.939.4198



Illinois Department of Transportation

Division of Highways / Region 3 / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

June 12, 2006

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS – PHASE I
Peoria to Macomb Study
FAP Route 315 (IL 336)
Various Sections
Various Counties
Job No. P-94-025-00
Catalog No. 032258-00P

Mr. Steven C. Hess
19485 N. 1700th Road
Bushnell, IL 61422

Dear Mr. Hess:

Enclosed find 25 copies of the handouts from the March 2006 public meetings you requested on June 8, 2006. Should you have any further questions or comments, please contact Mr. Mike McLuckie at (309) 671-3468.

Very truly yours,

A handwritten signature in cursive script that reads "Joseph E. Crowe".

Joseph E. Crowe, P.E.
Deputy Director of Highways,
Region Three Engineer

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Enclosure(s)

cc: Project File (M. McLuckie)
URS Corporation (Attn: Bob Andrews)

06/12/06 10:00 AM
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June 8, 2006

Don Chapman 503 W. GARDLEY Bushnell
Melba Leighty 15057 N 1600 Rd Macomb, Ill.
Diane Clark 16521 E 1825th St Bushnell, IL
Nora Clark 10521 E 1825th St Bushnell
Judy Leighty 15057 N 1600 Rd. Macomb, Ill.
Murrell Hollis 17025 N 1900 Rd Bushnell, IL
~~WAD~~
~~Holly Heikes~~ 17211 N 1650 Rd Mazon, IL
Earl Sheekler 15980 E 2400th St Marietta, IL
Velma Ferguson 17420 N MOORD Bushnell, IL
Robert Ferguson 24593 N. Barnes School Rd. Marietta, IL
Mab Ferguson 24593 N Barnes School Rd Marietta, IL
Curt Ferguson 626 N. Pike St. Bushnell, IL 61422
Milma Hess 626 N. R. 1. St. Bushnell, IL 61422
Charles Hess 24147 N. Seven Hills Rd. Marietta, IL
Carroll Lindsey 24147 N Seven Hills Marietta, IL
John Snyder 1272 S Lake Shore Rd Galena, IL
Carolyn Hays 17055 E 1825th St. Bushnell, IL
Ann Wanz 18510 N 1550th St Macomb, IL
Ruth Ann Smith 18510 N 1550th St Macomb, IL
Ray Sherman 410 N. W. 5th St Galva, IL
Patti Smith 15120 E 1600 Macomb
Steve Longfry P.O. Box 26 BARDOLPH, IL 61414
Jean Davenport 19515 E 1700th St Bushnell, IL
CWE AWALTON 16120 E. 1700th Macomb, IL
Levi Walton 871 W. main Bushnell
Barbara Braker 16700 E 1825 Bushnell
Laurie McSouth 12820 N 1650 Macomb
21680 N 1900th Rd. Bushnell

Marshall Brewster 15825 N 16000 FL RD Macomb MI
Amber Trueblood The Macomb Journal
Nick Doll 16045 E 20000th St.

Rick Guzman
Beth Guzman
Tracy Hess
Damon Doll
Luan Butler

Call Steve Sargent

Project Newsletters



ILLINOIS 336

Peoria to Macomb Highway Newsletter

November 2004

Alignment Progress and Development

The Illinois Department of Transportation (IDOT) continues to make progress toward the completion of the Peoria to Macomb Highway study for a new four-lane highway between Interstate 474 in Peoria and the planned Macomb bypass. Hearings were held in February 2004 to announce the selection of a preferred corridor. In response to input from the public, IDOT elected to modify the preferred corridor by expanding it in one area near Bushnell. The revised Corridor Report, with the modified preferred corridor as the selected corridor, received formal approval on June 23, 2004. The approved report and maps can be viewed on IDOT's website at www.dot.state.il.us/desenv/env.html.

Since June, work has been proceeding on developing alternative highway alignments within the selected corridor. The potential alignment paths are at least 300 feet wide for the four-lane highway. Five alternative alignments are being proposed from Macomb to Marietta, six alternative alignments are being proposed from Marietta to Norris, and three alternative alignments are being proposed from Norris to Peoria.

Public Meeting Announcement

IDOT is holding three open house public meetings to discuss the alternative highway alignments. The purpose of these meetings is to review the preliminary alignments and provide a basis for eliminating some while continuing the study, development, and refinement of the others. Maps and exhibits of the alignments as well as assessment data will be presented. The three identical meetings will be held in Canton, Peoria, and Macomb on the following dates and locations:

Tuesday December 7, 2004 4:00pm to 7:00pm	<i>Canton High School Gym</i> 1001 N. Main Street Canton, Illinois
Wednesday December 8, 2004 4:00pm to 7:00pm	<i>ITOO Society Hall</i> 4909 W. Farmington Road Peoria, Illinois
Thursday December 9, 2004 4:00pm to 7:00pm	<i>VFW Post 1921</i> 1200 E. Jefferson Street Corner of S. Candy & E. Washington Macomb, Illinois

Individuals may attend any of these meetings at any time during the open house hours. Displays will be available and discussions will be on an informal basis. Written and verbal comments will be accepted. The meetings are accessible to disabled individuals. For special needs, call the numbers listed at the end of the newsletter.

Next Steps

Further public meetings and hearings will be scheduled to provide information and receive input on the project over the next 3 to 4 years. Over the next year or so you may notice people in the field doing environmental inventory and survey work.

Project Website

A website for this project is being created at www.peoriatomacomb.com. After the public information meetings in December the alternative alignments, assessment data, and comment forms will be posted to the website.

Please direct your comments or questions to:

Mr. Eric Therkildsen, P.E.
Program Development Engineer
Illinois Department of Transportation, District 4
401 Main Street, Peoria, IL 61602
or call (309)671-3333, TDD (309) 671-3450



Illinois Department of Transportation



ILLINOIS 336

Peoria to Macomb Highway Newsletter

February 2006

Study Progress

In December of 2004, IDOT held three open house public meetings to discuss alternative highway alignments. Over 770 people attended the meetings and IDOT received over 200 written comments. Following that meeting work has progressed in these areas:

- Alignments were reviewed based on public comments and input, engineering factors, environmental impacts, socio-economic assessments and other factors.
- Some alignments were eliminated from further consideration and others were retained.
- Field environmental inventories and surveys are being conducted.
- The alignments that were retained have undergone further evaluations and development.
- Decisions have been made regarding which parts of the new facility will be freeway and which parts will be expressway.
- Interchange locations have been selected.

Public Meeting Announcement

IDOT is holding three open house public meetings to discuss the alternative highway alignments, freeway/expressway locations and access issues. Generally there are two alternative alignments along the route. Following the public meetings, IDOT plans to identify a preferred alignment. Maps and exhibits of the alignments as well as assessment data will be presented. Three identical meetings will be held in Peoria, Macomb and Canton on the following dates and locations:

Tuesday March 21, 2006 4:00pm to 7:00pm	ITOO Society Hall 4909 W. Farmington Road Peoria, Illinois
Wednesday March 22, 2006 4:00pm to 7:00pm	VFW Post 1921 1299 E. Jefferson Street Corner of S. Candy & E. Washington Macomb, Illinois
Thursday March 23, 2006 4:00pm to 7:00pm	Canton High School Gym 1001 N. Main Street Canton, Illinois

The public is invited to attend any of these meetings at any time during the open house hours. Displays will be available and discussions will be on an informal basis. Written and verbal comments will be accepted. The meetings are accessible to disabled individuals. For special needs, call the numbers listed at the end of the newsletter.

Next Steps

Field environmental inventories and surveys will continue. A preferred alignment will be identified and detailed engineering studies and environmental assessments will be conducted. A public hearing will be scheduled to present the preferred alignment.

Project Website

A project website has been created at www.peoriatomacomb.com. After the public information meetings in March the alternative alignments, assessment data and comment forms will be posted to the website.

Please direct your comments or questions to:
Mr. Eric Therkildsen, P.E.
Program Development Engineer
Illinois Department of Transportation • District 4
401 Main Street • Peoria, IL 61602
or call (309) 671-3333 • TDD (309) 671-3450



Illinois Department of Transportation



ILLINOIS 336

Peoria to Macomb Highway Newsletter

February 2007

Study Progress

- August 2003 Corridor Public Meeting
- February 2004 Corridor Public Hearing
- June 2004 Corridor Report Approved
- December 2004 Public Meeting Presenting Initial Alignments
- March 2006 Public Meeting Alternatives to be Carried Forward

In March of 2006, IDOT held three open house public meetings to discuss alternative highway alignments, freeway/expressway locations and access issues. About 1,000 people attended the meetings and IDOT received over 250 written comments. These were the highest attended meetings to date for the project, however, the number of written comments has remained consistent with the past meetings. As with the past comments, most pertained to preferences of one alignment verses another within each segment. Also, some have taken a stance of either opposed to or in favor of the entire project. Of those that expressed an opinion on the overall project, about half supported and half opposed the project. Following that meeting work has progressed in these areas:

- Alignments were reviewed based on public comments, engineering, environmental impacts, socio-economic assessments.
- Field environmental inventories and surveys were conducted.
- A preliminary preferred alignment was selected for further study and more detailed development.
- Final decisions have been made regarding which parts of the new facility will be freeway and which parts will be expressway.
- The preliminary preferred alignment was presented to federal and state agencies who will ultimately need to approve the project Environmental Impact Statement.

Public Meeting Announcement

The Illinois Department of Transportation will hold three public meetings to recommend a Preliminary Preferred Illinois Route 336 Four-Lane Highway Alignment for further study for the corridor extending from I-474 in Peoria to Macomb, IL. The study area includes portions of Peoria, Fulton and McDonough Counties. The meetings will focus on reviewing the remaining preliminary preferred alignment. Maps and exhibits of the alignments as well as assessment data will be presented. IDOT will use public input at the up-coming meetings to refine the preferred alignment. Three identical meetings will be held in Peoria, Macomb and Canton on the following dates and locations:

Tuesday February 20, 2007 4:00 PM to 7:00 PM	ITOO Society Hall 4909 W. Farmington Road Peoria, Illinois
Wednesday February 21, 2007 4:00 PM to 7:00 PM	Canton High School Gym 1001 N. Main Street Canton, Illinois
Thursday February 22, 2007 4:00 PM to 7:00 PM	VFW Post 1921 1200 E. Jefferson Street S. Candy & E. Washington Macomb, Illinois

The public are invited to attend any of these meetings at any time during the open house hours. Discussions will be informal. Written and oral comments will be accepted. The meetings are accessible to disabled individuals. For special needs, call the numbers listed at the end of the newsletter.

Next Steps

Detailed engineering studies and a Draft Environmental Impact Statement will be prepared and approved for public presentation. A public hearing will be scheduled in the spring of 2008 to present the preferred alignment and the Draft Environmental Impact Statement.

The Federal Transportation Bill signed in August of 2005 included continued funding for further studies on IL 336. These funds will be used for construction plan preparation and soils studies. The location of the first construction sections is currently under review by IDOT.

Project Website

A project website has been created at www.peoriatomacomb.com. After the public information meetings in February the Preliminary Preferred Alignment, assessment data and comment forms will be posted to the website.

Please direct your comments or questions to:
Mr. Eric Therkildsen, P.E.
Program Development Engineer
Illinois Department of Transportation • District 4
401 Main Street • Peoria, IL 61602
or call (309) 671-3333 • TDD (309) 671-3450



Illinois Department of Transportation



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

December 8, 2008

HPER-IL

Mr. John P. Froman, Chief
The Peoria Tribe of Indians of Oklahoma
118 S. Eight Tribes Trails
P. O. Box 1527
Miami, OK 74355

Dear Mr. Froman,

Subject: FAP 315 / Illinois Route 336, Peoria to Macomb
Peoria, Fulton and McDonough Counties

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is preparing an Environmental Impact Statement (EIS) for the proposed IL 336 Project across a section of former upland prairie west of the Illinois River Valley between Peoria and Macomb, in Peoria, Fulton, and McDonough Counties, Illinois (see attached map). The EIS will evaluate transportation improvement alternatives for travel between the urban Peoria area and the city of Macomb 60 miles to the southwest. The FHWA hereby invites you to be a Section 106 consulting party for the Il 29 Project, pursuant to 36 CFR 800.3(f). The following provides additional information on the project and its status.

Project Background:

The FHWA and IDOT are developing the IL 336 EIS in accordance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA). Since the inception of the project, substantive efforts have been made to identify specific alternatives to be addressed in the EIS.

The purpose of the proposed project is to improve transportation continuity, facilitate modal interrelationships, improve travel efficiency, and enhance economic stability within the IL 336 corridor from Peoria County to McDonough County. The proposed highway facility will provide a safe and efficient highway that will serve existing and future travel demand for both regional and local travelers while minimizing disturbance to the natural and built environment.



Your Participation:

Cultural resources surveys conducted by the Illinois Transportation Archaeological Research Program at the University of Illinois have resulted in some 119 archaeological sites being recorded within the preferred alignment. Of these, less than 30 have the potential for subsurface deposits and will require a testing program. Although burial mounds and prehistoric cemeteries are known in this section of western Illinois, all of these mortuary sites have been avoided by the preferred alignment. The sites to be tested are habitation sites, ranging from small camps to moderate-size villages. While it is possible that a few scattered burials may be encountered, attempts will be made to avoid construction impacts to these. Should archaeological sites eligible for the National Register be unavoidably impacted by proposed construction, FHWA and IDOT will coordinate the adverse impacts as outlined in Section 106 of the NHPA.

No sites have been found that can be historically linked to a particular Native American tribe. However, since this portion of Illinois was once a part of Peoria tribal territory, we are inviting you to be a Section 106 consulting party for this proposed project and the cultural resources studies that are taking place.

We are requesting that Dr. John Walthall, Chief Archaeologist with IDOT, coordinate the results of the archaeology studies for this project with you directly. However, if you prefer that FHWA maintain the lead role in all correspondence with the Peoria Tribe of Indians of Oklahoma, please contact Janis Piland of FHWA at (217) 492-4989. The FHWA and IDOT look forward to cooperating with your tribe concerning these archaeological investigation activities in Illinois. Thank you in advance for your assistance in this study.

Sincerely,

/s/ Norman R. Stoner

Norman R. Stoner, P. E.
Division Administrator

Enclosure

cc: Dr. John Walthall, IDOT, Bureau of Design & Environment

ecc: Randy Strang, JD Stevenson, Matt Fuller, Janis Piland, Theresa Claxton

S:\Outgoing Correspondence\2008\IL336_itr to Peoria tribe_jpiland

CROWE ATTN
THERKILSEN



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764



December 23, 2008

Hector R. Santiago
Regional Rivers Coordinator
National Park Service
Midwest Regional Office
Planning and Compliance Division
601 Riverfront Drive
Omaha, Nebraska 68102



RE: Illinois 336, Macomb Bypass to I-474
Bridges over the Spoon River
Job No.: P94-025-00
Fulton County, Illinois

Dear Mr. Santiago:

The Illinois 336 project involves the proposed construction of a four lane, limited access highway on new alignment between the Macomb Bypass (approved but not yet constructed) in McDonough County east to Interstate 474 in Peoria County, a distance of approximately 60 miles. The project is being processed as an Environmental Impact Statement. The proposed project will cross the Spoon River, a stream that is listed on the National Rivers Inventory.

The Spoon River (Fulton, Knox, and Stark Counties) from the mouth to the channelization, a distance of 175 miles, is listed on the National Rivers Inventory. The stream's Outstandingly Remarkable Values (ORVs) are its scenic and recreational attributes. It is a long river segment through central Illinois farm country having very few cultural intrusions, unique in this respect for the area. Stream banks are fairly well wooded with some large forested areas occurring in the corridor. The river receives moderate recreational use.

Within the project area, the Spoon River is a Class C stream according to the Illinois DNR/EPA Biological Stream Characterization Work Group. A Class C stream is considered a moderate aquatic resource. The fishery consists primarily of bullheads, sunfish, and carp. Species diversity and the number of intolerant fish species are reduced. The trophic structure is skewed with increased frequency of omnivores, green sunfish or tolerant species.

This segment of the Spoon River within the project area is listed as an impaired stream by the Illinois EPA (Water Quality Report, 2008). The stream segment is in nonsupport of its primary contact (swimming) designated use. The cause of the impairment is fecal coliform from unknown sources. The stream is in full support of its aquatic life designated use. The secondary

contact (boating), and aesthetic quality designated uses were not assessed by the Illinois EPA.

The proposed alignment will cross the Spoon River at the existing Illinois 95 Bridge site. The river and adjacent areas are depicted on the attached Exhibits. The river at this location is approximately 65 feet in width and 3 to 7 feet deep. The substrate at this location is 80 percent mud, 10 percent sand, and 10 percent gravel. The stream banks are steep and undercutting has occurred in some areas. The bank vegetation is sparse and contains scattered trees with some portions lacking woody vegetation. The area immediately adjacent to the existing bridge and approach roadway is mostly agricultural ground (row crops) and occurs within the 100-year floodplain. Harper-Rector Woods, an Illinois designated Nature Preserve, occurs approximately 750 feet upstream of the proposed crossing. This 37-acre old growth forest occurs on the east bank of the Spoon River and is a remnant representative of dry mesic and wet mesic upland forest.

Construction activities at the Spoon River crossing will consist of the following activities. Two closely-spaced structures would be built just upstream of the existing structure. These structures will not have piers within the river. The existing two-lane bridge and its piers will be removed. Demolition of the existing bridge and its piers would require placing temporary, clean aggregate work pads in the river. The material would be removed and disposed of at an upland site away from the river.

The project as proposed will have temporary affects on the stream's scenic and recreational Outstandingly Remarkable Values (ORV's). The Spoon River and the adjacent lands are scenic. The Spoon River Valley Scenic Drive passes through the project area. The scenic features are the picturesque villages and historic sites and the spectacular fall foliage. Minor impacts due to construction activity to the rivers scenic qualities will be sustained at the point of the bridge crossing with the removal of some trees.

The Illinois DNR has no information on the recreational usage of the river. Canoeing guide books indicate that the Spoon River is a good stream for those who enjoy roughing it. There are a few commercial facilities along the river but most access to the stream is from bridges on paved roads. Some temporary impacts to the recreational use of the river are anticipated. The river at this point will not be open to canoeing during the construction of the new bridges and the removal of the existing bridge. The removal of the piers from the river will enhance the scenic view and recreational usage of those that use this resource.

Based on the above considerations, we believe that the project as described will not have an adverse affect on the rivers scenic and recreational attributes or would impair its inclusion into the Wild and Scenic River System at some future date.

Illinois 336
Spoon River Bridges
December 23, 2008

If you have any questions regarding this project please contact Charles Perino of my staff at 217-785-2130 or charles.perino@illinois.gov.

Sincerely,

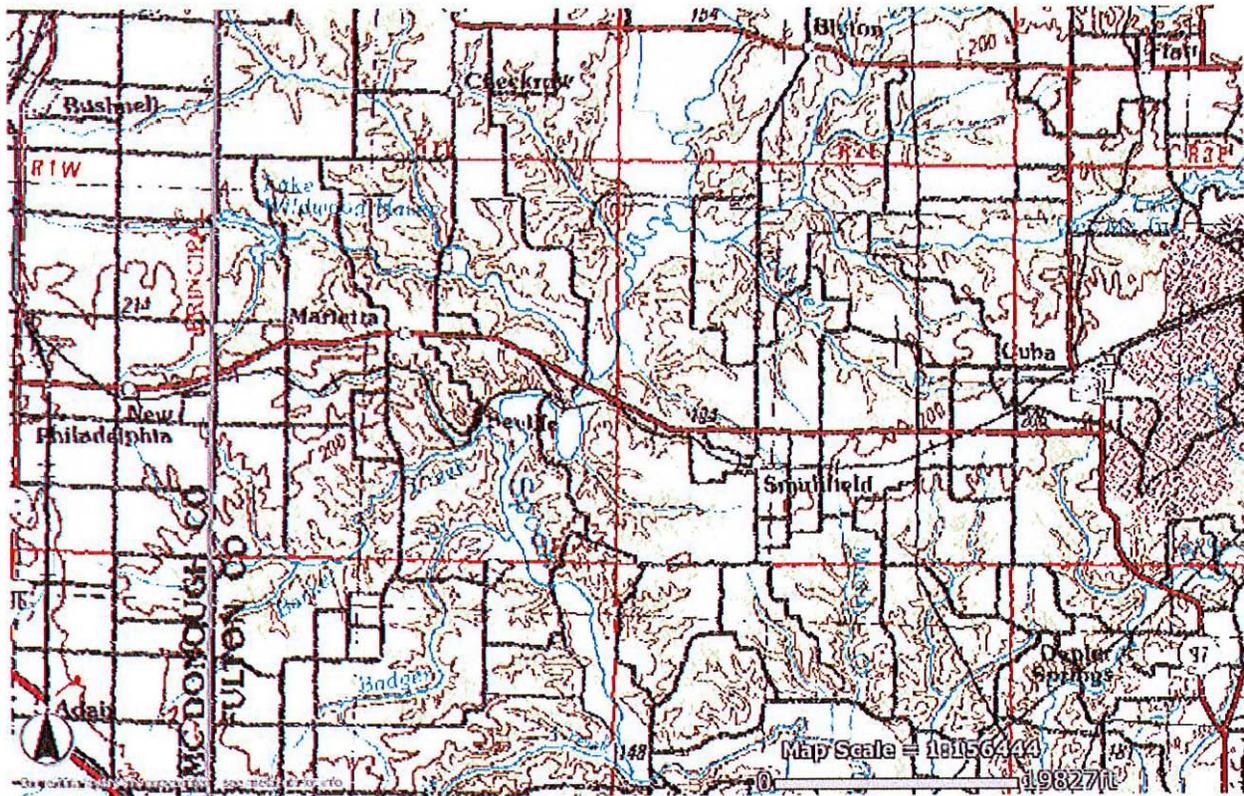


Barbara Stevens
Chief, Environment Section

cc: Joseph E. Crowe Attn: Eric Therkildsen ✓
Heidi Liske, FHWA
Tom Brooks, IDOT Natural Resources Unit Manager

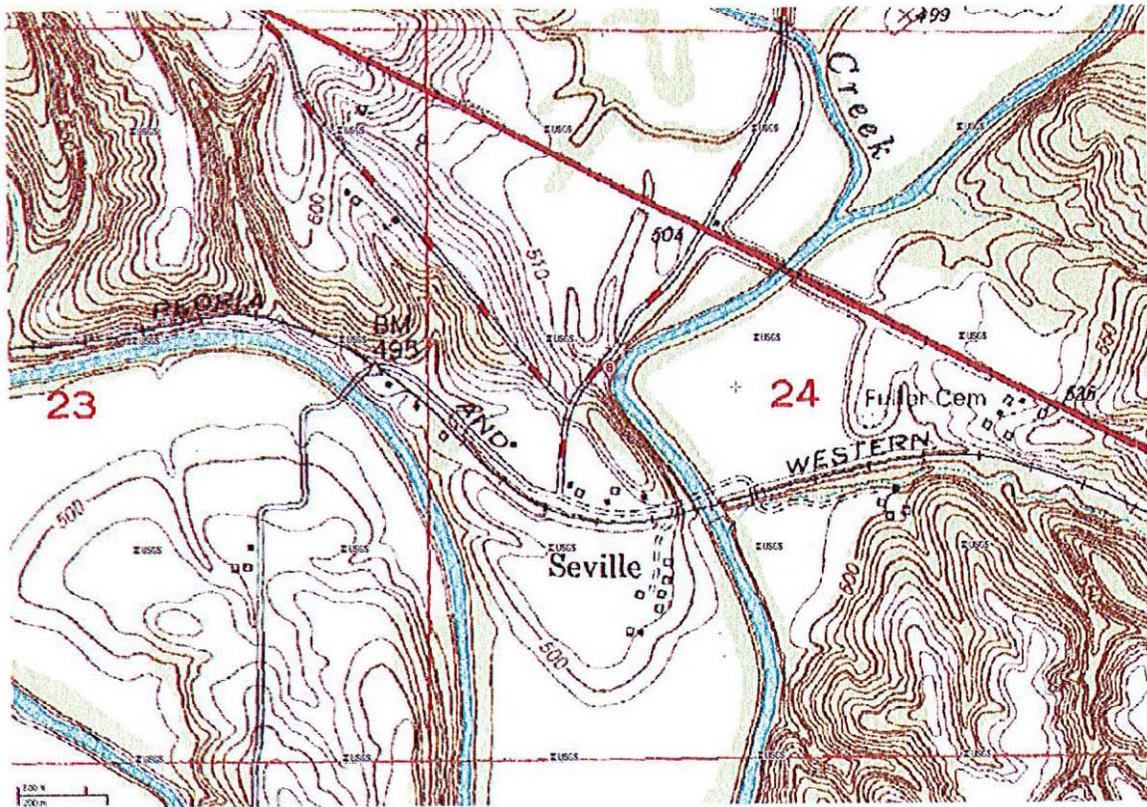
Enclosures

Location Map, Illinois Route 95 and the Spoon River, Fulton County, Illinois.





[INHS] Site IL336-5. Spoon River (x IL95); Smithfield USGS Quad; Fulton County; Universal Transvers Mercator system (UTM) coordinates of this site: (NAD 83), Zone 15, T 724999m North, 4485374m West. River stage is relatively high. Note deposition of fine sediments in foreground, and steep homogeneous mud banks devoid of vegetation and other substrates -- looking northeast (left bank facing upstream) towards the Illinois Route 95 bridge. Photo by Steven J. Taylor, taken on 3 March 2004, during habitat assessment of site by Taylor and M.J. Wetzel (INHS) during their site selection along the IDOT IL336 (2004) project corridor.



[INHS] Site IL336-5. Spoon River (x IL95); Smithfield USGS Quad; Fulton County. Photo on preceding page was taken at location marked with balloon marker "B" on this map (at elbow of river just N of town of Seville); preceding photo taken from left bank (facing upstream – NE) towards the Illinois Route 95 bridge. Photo by Steven J. Taylor, taken on 3 March 2004, during habitat assessment of site by Taylor and M.J. Wetzel (INHS) during their site selection along the IDOT IL336 (2004) project corridor.

Figure 4. Close up aerial view of Illinois Route 95 Spoon River Crossing.







United States Department of the Interior

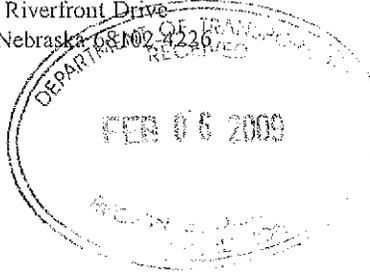
National Park Service

Midwest Region
601 Riverfront Drive
Omaha Nebraska 68102-4226



30 JAN 2009

L6015(MWR-PCL/PC)



Ms. Barbara Stevens
Chief, Environmental Section
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764



Dear Ms. Stevens:

Thank you for your December 23, 2008, letter providing information about the Illinois 336 project, a proposed construction of a 60-mile long, four lane limited access highway on new alignment from the Macomb Bypass (approved but not yet constructed) in McDonough County east to Interstate 474 in Peoria County. As you have noted, the proposed project will cross the Spoon River, a stream listed on the Nationwide Rivers Inventory (NRI).

The Spoon River, from its mouth to the point of channelization 175 miles upstream, is on the NRI. The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic Rivers (WSR) System (System). The intent of the NRI is to provide information to assist Agencies in making balanced decisions regarding the use of the nation's river resources and to prevent potential impacts to the values for which a river has been placed on the list. A Presidential Directive and subsequent instructions issued by the Council on Environmental Quality (CEQ) require that each Federal Agency, as part of its normal planning and environmental review processes, take care to avoid or mitigate adverse effects on rivers identified on the NRI. Further, all Agencies are required to consult with the National Park Service prior to taking actions that could effectively foreclose wild, scenic, or recreational status for rivers on the NRI. The CEQ procedures for interagency consultation to avoid or mitigate adverse effects on rivers in the NRI may be found at the following Web site:

<http://www.ncrc.nps.gov/programs/rtca/nri/index.html>

The Spoon River is listed on the NRI because of the degree to which the river is free-flowing (without straightening, diversion, riprapping, or other modifications of the channel), and for its outstandingly remarkable values – scenery and recreation. Project planning should include measures to avoid and mitigate adverse impacts to these values. The information submitted with your letter indicates extensive construction activities will occur within the bed and bank of the river and within the immediate corridor. Two closely spaced bridge structures will be built immediately upstream of the existing bridge. The new structures will not require the



construction of piers within the stream channel. The existing bridge and its piers are planned to be removed. Additionally, a temporary stone-fill work pad/causeway will be necessary to complete the bridge and pier removal.

Bridge removal and construction projects have a high potential to adversely affect water quality, free-flow, and the values for which a river has been listed on the NRI. To reduce impacts to the river and to ensure the Spoon River maintains its eligibility to be included into the WSR System, the following measures should be included in planning and project implementation:

RECOMMENDED PROJECT MEASURES/CONDITIONS:

Critical Bridge Design Principles:

1. Full Span Bridge -- New bridge designs should allow for the complete passage of a 100-year flood event beneath the structure and throughout the floodplain without piers within the stream channel.

2. Deck Drainage -- The direct discharge of runoff into the river is not compatible with the need to protect and enhance NRI rivers. All deck drainage should be routed to infiltration basins, grassed swales, or other routes that facilitates the assimilation of pollutants into the landscape prior to discharge.

3. Current Alignment -- In order to reduce the disturbance footprint of a bridge project and minimize the cumulative impacts of bridge encroachments upon the river corridor, new bridge construction should remain on the alignment of the bridge it is replacing and expanded footprints should be mitigated.

4. Mitigative Measures -- Mitigation should include but not necessarily be limited to the complete removal and restoration of the old bridge site to preexisting conditions, riparian forest/corridor restoration, and no net loss of floodplain. No net loss of floodplain requires the removal of bridge approaches/fill and a return to preexisting contours.

Erosion Control/Riparian Zone Protection/Tree Replacement:

1. A stormwater and sediment erosion control plan shall be in effect and readily accessible onsite for the entire project/disturbance period.

2. Appropriate sediment/storm water controls will be installed prior to grading or other land disturbing activities. The use of hay or straw bales is prohibited.

3. All erosion control devices shall be inspected daily and maintained throughout the duration of the project. Accumulated sediment shall be cleaned out of erosion control devices, and worn out or deteriorated materials should be replaced on a regular basis.

4. Disturbances to the riparian zone shall be limited to the access points and construction limits. Provisions must be in place to protect remaining vegetation/trees from damage by

construction equipment. These provisions must limit the removal of riparian vegetation and include measures to avoid equipment damage to remaining trees (trunks, branches, and/or roots) located in the work area. Severely damaged trees (where damage would lead to mortality) may remain onsite to serve as nesting cavities, hold soil, and prevent erosion. However, replacement trees must be planted as indicated in condition number six of this section.

5. Disturbed/exposed areas in the riparian corridor (slope and banks) shall be properly stabilized (seeded, mulched, or otherwise) immediately after grading to prevent erosion and establishment of invasive plant species. Appropriate native tree and shrub species must be planted to replace tree and shrubs removed along the riverbanks.

6. Except in the immediate area around the abutments, bulldozers may not be used to knock trees/stumps/root wads out of the ground. Trees not in the immediate area around the abutment located within the construction work limits and that are 25 feet or less from the toe of the slope of the river must be cut flush to the ground with roots remaining intact.

7. All trees removed, or otherwise severely damaged, from the riverbank/riparian corridor (including ordinary high water mark to the bank top and 25 feet beyond) within the project construction limits of the river must be replaced, at the location they were removed, as follows:

- Trees less than 12 inches in diameter at breast height (DBH) will be replaced with bare root tree seedlings at a 1:1 ratio.
- Trees between 12 and 20 inches DBH will be replaced with bare root tree seedlings at a 2:1 ratio.
- Trees greater than 20 inches DBH will be replaced at a 1:1 ratio with tree saplings that are at least 2 inches DBH and 12 feet in height.
- Native shrubs should also be planted randomly throughout the disturbed area.

Replacement trees shall be planted by qualified staff at the appropriate time of year (late fall or early spring) and in a random fashion to avoid crowding or a plantation appearance. Qualified individuals include arborists, foresters, or trained staff with similar expertise and experience in river restoration projects. Staff from the Illinois Department of Natural Resources should be consulted prior to planting in order to determine species selection, spacing, care, and cultivation (locations within the riparian corridor, riverbanks).

8. Planted tree seedlings/saplings shall be cultivated and monitored for 2 years to ensure success. Planted stock showing signs of mortality shall be promptly replaced. Only local native trees/shrubs/grasses, naturally occurring within the riparian zone, shall be planted. Plant selection (species and size) should reflect the natural mixture/diversity of the immediate area, flood frequency, and browse pressures. Watering and provisions for the replacement of trees/shrubs in the event of mortality should be addressed. Use of fertilizers and herbicides in the riparian corridor is prohibited.

Bridge Demolition and Construction:

1. A shallow draft barge, riverside dock, and cofferdam should be used to accomplish all in-stream work in lieu of a rock-fill causeway/work pad. The dock may be constructed after September 1, 2009, to coincide with the annual low-flow period (September 1 to October 31). The dock and barge may be maintained throughout the duration of the project. These facilities must be removed by November 1. Stone-fill causeways or work pads are not preferred and the installation of the bridge should be completed from a barge, dock, or road unless prohibitive to do so.
2. No in-stream work is permitted between April 15 and June 30 of any given year to protect fish spawning activity.
3. Fill material for the barge dock shall consist of clean nonerodible fill only (free of toxic or fine materials) and shall be removed immediately upon completion of in-stream work and disposed of at an appropriate facility above the 100-year floodplain and not within 1,000 feet of the river. This material must be of sufficient size to prevent downstream movement in the event of a flood. Stone-fill work pads/causeways should be of last resort and shall meet the same clean, nonerodible standard described above in this section.
4. All motorized equipment should be conducted from a bank and/or barge. No machinery (trucks, cranes, backhoes, or excavators) may work or otherwise operate from within the riverbed unless absolutely necessary and of last resort.
5. Work area isolation (sheet piling, bladder bags, solid barriers, or cofferdams) will be implemented prior to any streambed excavation unless it can be demonstrated that work area isolation will cause more resource harm than the excavation activity.
6. Sheet piling used for a cofferdam will be of sufficient height to withstand flooding events.
7. If cofferdams or dewatering is necessary to facilitate in-stream work, normal downstream flows must be maintained. Pumps or flume diversions may be necessary to prevent interruption of downstream flows.
 - No wastewater may be discharged into the river.
 - All dewatering discharges must be filtered to remove excessive sediments. If filtered water is discharged directly back to the river, it must be discharged onto an energy dissipation device (e.g., splash pup, concrete weight, or equivalent) prior to discharge into the river or a tributary.
8. Excavation of the streambed is prohibited except to remove an existing pier. Excavation associated with pier removal/replacement must be kept to a minimum. Channel

modifications are to be avoided and the stream bottom must be returned to preconstruction elevations and contours using the natural substrate.

9. Underwater blasting and water jetting is prohibited.

10. Aprons, shrouds, and/or other containment devices must be in place during bridge demolition, bridge construction, and surfacing activities to capture falling debris, paints, welding slag, sealant overspray, or other debris. All concrete chunks, asphalt, grindings, concrete materials, wood, rebar, and other debris generated during demolition or construction that enters the river must be immediately removed from the river and taken to an appropriate disposal facility outside of the 100-year floodplain.

11. Any concrete and/or asphalt slabs, chunks, or other existing road construction debris currently in the river within the construction area must be removed and taken to an appropriate disposal facility located outside of the floodplain and not within 1,000 feet of the river. No scrap cement or other construction debris should be used for streambank armor.

12. Excavation and fill placement work shall be performed with appropriate measures in place to minimize sedimentation and impacts to the streambed. All work shall be performed from the bank area, outside the active river channel, or on the barge or equivalent. Permanent modifications of the channel and/or movement of the thalweg are prohibited.

13. All temporary structures must be completely removed from the riverbed/banks following project completion. Temporary rock used for the access road and dock or other temporary river access must be removed immediately upon completion of the project and stored/disposed of at an appropriate upland site out of the 100-year floodplain.

14. Permanent rock weirs or other such diversions may not be established.

15. The bridge deck drains must convey deck run-off into filter catchments, the riparian zone, or other filtering system prior to discharge into the River. Deck drains may not allow stormwater runoff to fall directly into the river.

Construction Equipment/Site:

1. All elements in this document should be strictly adhered to. Where conflicts arise between State and Federal requirements, the more protective (restrictive) measure shall apply.

2. Litter and construction debris on the shore, banks, and land area shall be contained daily. All construction debris and litter must be completely removed offsite upon completion of the project.

3. All fueling operations, lubricating, hydraulic topping off, fuel tank purging, and equipment maintenance/repairs shall be performed at an upland site outside of the 100-year floodplain. These activities shall take place on an approved pad with spill control/collection

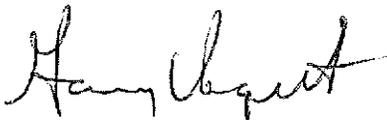
devices in place. The use of canola oil or other biodegradable fuels and fluids are recommended when working in sensitive riverine environments.

4. All construction equipment shall be inspected daily for hydraulic and fuel leaks; leaks shall be repaired prior to operation within 1,000 feet of the river. When not in use, fuel and hydraulic fluids shall be stored at an upland site outside of the 100-year floodplain. The use of canola oil or other biodegradable fuels and fluids are recommended when working in sensitive riverine environments.

5. No mixes, cements, fluids, or other construction wastewater may be discharged into the river. Spoil piles must be covered or otherwise managed to reduce sedimentation.

These recommendations have been provided pursuant to Section 5(d) of the Wild and Scenic Rivers Act. Please contact Regional Rivers Coordinator Hector Santiago at 402-661-1848 if you have questions or require additional information.

Sincerely,



Gary Vequist
Acting Regional Director

cc:

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