



**Community Advisory Group Meeting  
Odell Community Center/Public Library  
Wednesday, June 2, 2010**

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**MEETING MINUTES**

**Community Advisory Group Attendees**

William "Bill" Abbott	(Whiteside County Board of Commissioners)
Eric Anderson	(Natural Land Institute)
Barbra Bees	(MAPPING Group)
Heather Bennett	(City of Fulton, Chamber of Commerce)
John Bishop	(Home Owner)
Hon. David Blanton	(Mayor, City of Rock Falls)
Allen Bush	(Farmer)
Tom Determann	(Iowa-Illinois Highway Partnership)
Steve Haring	(Whiteside County Engineer)
Russ Holesinger	(Land Developer)
Roger Johnson	(Home Owner)
Glen R. Kuhlemeir	(Blackhawk RG&D Council)
Matt Lillpop	(Whiteside County Farm Bureau)
Barbara Mask	(Fulton Historical Society)
Everett Pannier	(Morrison Development Corp.)
Phillip Renkes	(Morrison Rotary Club)
Randy Balk, designee	(City of Fulton)
Kay Shelton	(Illinois Lincoln Highway Association)
Betty Steinert	(Whiteside County Economic Development Corp.)
Barbra Janis-Suehl	(Fulton Kiwanis Club)
Fred Turk	(Whiteside County Natural Area Guardians')
Luke Vander Bleek	(Business Owner)
Bob Vaughn	(Morrison Business Advisory Group)
Doug Wiersema	(Rock Falls Chamber of Commerce)

**Project Study Group Attendees**

Becky Marruffo	(IDOT)
Jennifer Williams	(IDOT)
Cassandra Rodgers	(IDOT)
Mark Nardini	(IDOT)
Jim Allen	(FHWA)
Gil Janes	(H.R. Green)
Jon Estrem	(H.R. Green)
Mary Lou Goodpaster	(Kaskaskia Engineering Group)

**Project Study Group Attendees (continued)**

Shelia Hudson (Hudson and Associates)  
Mike Walton (Volkert)  
Bridgett Jacquot (Volkert)

**Handouts**

The handout was a copy of the presentation.

**Agenda**

1. Bypass Study
2. Introduction of New CAG Members
3. Progress of Project to Date
4. Six Alternatives
5. CAG Exercise
6. Project Timeline
7. Questions

**Meeting Purpose**

On Wednesday, June 2, 2010, the U.S. Route 30 Project Study Group (PSG) hosted their sixth Community Advisory Group (CAG) meeting at the Odell Public Library Community Center in Morrison, Illinois. The purpose of the meeting was to update the CAG on the progress of the U.S. 30 Environmental Impact Statement and Phase I Design Report and to gather input regarding the six alternatives identified for analysis.

**PRESENTATION:**

**Opening Remarks**

Ms. Becky Marruffo of IDOT opened the meeting by thanking the CAG for their attendance and provided an overview of the agenda. In addition, Ms. Marruffo introduced Ms. Jennifer Williams, the new Project Liaison for the U.S. 30 project.

**Bypass Study**

Ms. Marruffo stated that since the last time the CAG met, concerns have been expressed by the members of the Morrison business community regarding the potential impacts of a U.S. 30 bypass. It was explained that a stakeholder meeting was held with the businesses of Morrison on April 15<sup>th</sup> in order to address their concerns and answer their questions. At this stakeholder meeting, business representatives were informed that IDOT will assess the impacts of a potential bypass on the City of Morrison. The results of this analysis will be presented in the Draft Environmental Impact Statement (DEIS) as part of the overall socio-economic analysis of the project.

### **New CAG Members**

Ms. Marruffo introduced the new CAG members to the audience. The Project Study Group (PSG) decided to add two (2) new members to the CAG in response to numerous concerns raised by the Morrison business community that their interest was not represented on the CAG. Mr. Bob Vaughn of the Morrison Area Business Development Alliance and Mr. Luke Vander Bleek, a Morrison business owner, were added to the CAG.

### **Progress of Project to Date**

Mr. Jon Estrem next provided a brief overview of the project's progress to date. The last time the CAG met, the project team had just received the results of the Environmental Survey Request (ESR) which identify the environmental resources within the project study area. The project study team uses this information in order to avoid impacts to these environmental resources. In addition, the January 2009 Public Informational Open House and the February 2009 NEPA/404 Merger meeting were discussed. The NEPA/404 Merger meeting is a gathering of agencies, such as, the U.S. Fish and Wildlife Service, U.S. EPA, Federal Highway Administration, Illinois Department of Natural Resources, and the U.S. Army Corps of Engineers. At the last NEPA/404 Merger meeting, the project's progress was provided and IDOT received input on the project from these various agencies. The initial alignments and their potential environmental impacts were discussed.

Mr. Estrem then reviewed the progress of the project from how initial corridors were established to the point we are at today. The summary started with an illustration of the map of the corridors the CAG created in October 2007. The development of these corridors and subsequent alignments within recommended corridors was described and is illustrated in the attached handouts.

### **Six Alternatives**

The project team developed approximately 200 foot wide alternative alignments within these retained corridors. The alignments were initially developed by going down the center of the corridors and then were modified to eliminate or reduce impacts. With these modifications, there are six (6) alternatives. A map of these six alternatives was provided to the CAG.

As these alternatives were being developed, a number of meetings were held with IDOT, FHWA, and various stakeholder groups. The issues discussed included topics such as: access, geometrics, content of the DEIS, schedule, process, and environmental issues.

Next Ms. Bridgett Jacquot described the alternatives and their associated impacts. The impacts of the six alternatives are based on a preliminary analysis using an approximately 220 foot wide footprint. The resulting measurements are approximate. The impacts (acreage, etc.) that are being presented at this meeting will be revised for the alternatives recommended for in-depth study in the Environmental Impact Statement. Based on the analyses to date, it is believed that two construction alternatives will be evaluated in the Draft EIS. The No-Build Alternative will also be evaluated as required by the National Environmental Policy Act.

To simplify comparisons, the project was broken up into a western section, central section, eastern section, and a section from Moline Road to IL 40 on the far eastern end of the project. The following summarizes of the alternatives:

Description		Alternative					
		1	2	3	4	5	6
<b>Western Portion (IL 136 to west of Morrison)</b>	<b>North of U.S. 30</b>	X	X	X			
	<b>Stays on U.S. 30</b>				X	X	X
<b>Central Portion (Bypass around Morrison)</b>	<b>North of Morrison</b>	X			X		
	<b>South of Morrison</b>		X	X		X	X
<b>Eastern Portion (East of Morrison to Moline Road)</b>	<b>South of U.S. 30</b>			X			X
	<b>Stays on U.S. 30</b>	X	X		X	X	
<b>Moline Road to IL 40</b>	<b>Stays on Existing U.S. 30</b>	X	X	X	X	X	X

Next, a table showing a summary of the estimated environmental impacts of the six alternatives was provided and discussed. Four main categories were evaluated: agricultural, environmental, land use/socio-economic, and other factors. Within each category, evaluation factors were established as follows:

AGRICULTURAL

- Number of Farms Affected
- Farmsteads Displaced
- Centennial Farms Affected
- Farmland Area Converted

ENVIRONMENTAL

- Wetland Sites
- Threatened & Endangered Species
- Stream Crossings
- Floodplain Encroachments
- Forest Blocks
- Special Waste Sites

LAND USE/SOCIOECONOMIC

- Relocations (Business)
- Relocations (Residential)

OTHER FACTORS

- Total Length
- Total Area Converted to ROW

*A table providing these evaluation factor impacts of the six alternatives was provided. It was explained that the CAG would use this table during the upcoming exercise where they would be discussing the alternatives.*

Ms. Jacquot explained that an overall review yielded Alternatives 4 and 5 as the front runners. With that in mind a table with the various evaluation factors for the six alternatives was shared. Highlighted for Alternatives 4 and 5 as follows were discussed.

Alternative 4:

- Least number of farms affected (30)
- Least amount of farmland areas converted to ROW (375 acres)
- No businesses displaced
- Shortest route (24 miles)
- Least amount of area converted to ROW (422 acres)

Alternative 5

- Only Alternative 4 requires less farmland (432 ac)
- No businesses displaced
- Only Alternative 4 is shorter in length (26 miles)
- Only Alternative 4 requires less area to be converted to ROW (467 acres)

The environmental impacts of all the alternatives are minimal and therefore, do not provide a distinction amongst the alternatives. Overall, Alternatives 4 and 5 have the least impacts and the highest benefit.

In addition to the environmental impacts, engineering factors were also evaluated. Mr. Mike Walton described the engineering factors that have been evaluated. One of the goals of the Purpose and Need is to reduce traffic congestion. Traffic congestion is evaluated by assessing the Level of Service (LOS). LOS is expressed by a scale ranging from "A" to "F." "A" represents the best traffic condition with no backups and a free flow condition. "F" represents a total breakdown in traffic operations accompanied by extensive delays and gridlock.

Mr. Walton explained that a four-lane expressway is required to be designed to provide at least Level of Service (LOS) "B." In fact, each of the alternatives is projected to operate at a LOS "A". It was then explained it is also necessary to consider the LOS at which the traffic remaining on existing U.S. 30 will operate if the various expressway alternatives are constructed. The following table was provided to the CAG. It indicates the projected LOS for existing U.S. 30 if a new expressway were constructed.

Description	Alternatives						
	No-Build	1	2	3	4	5	6
Western Portion	D	B	B	B	A	A	A
Central Portion	D to E	C	B to C	C	C	B to C	B to C
Eastern Portion	C to E	A	A	C	A	A	C
Moline Road to IL 40	B to C	A	A	A	A	A	A

This table demonstrates that all of the alternatives will provide an improved LOS as compared to the No-Build Alternative. Alternatives 4 and 5 show the highest benefit.

Another one of the goals of the Purpose and Need is to improve safety. A way to measure if a project is enhancing safety is to determine the crash reduction rate. The following table was provided:

Estimated Crash Reduction Rate for the Six Alternatives & No-Build							
Description	Alternatives						
	Percentage of Crash Reduction/ Reduction in Number of Crashes						
	No-Build	1	2	3	4	5	6
Western Portion	0	39%	39%	39%	50%	50%	50%
		24	24	24	30	30	30
Central Portion	0	23.8%	33%	25.2%	24.2%	33%	25.7%
		38	53	41	39	53	42
Eastern Portion	0	47.5%	47.5%	30.3%	47.5%	47.5%	30.3%
		51	51	33	51	51	33
Moline Road to IL 40	0	13%	13%	13%	13%	13%	13%
		30	30	30	30	30	30
Total	0	25%	28%	23%	26%	29%	24%
		143	158	128	150	164	135

This table indicates that, with the exception of the No-Build, all alternatives will enhance safety. The primary difference in the figures presented above relates to differences in the number of vehicles diverted from existing U.S. 30 to the new expressway. In general, alternatives that attract a higher number of vehicles away from the existing highway will yield higher levels of safety. The table illustrates that Alternatives 5 provides a slightly higher reduction in crashes on the existing highway than the other alternatives.

Mr. Walton explained that as the project progresses, the project team will look at each intersection and evaluate whether those intersections need no improvement, signals, or even an interchange.

Mr. Walton stated that after reviewing the environmental impacts and engineering factors, Alternatives 4 and 5 appear to be the alternatives with the least impact and highest benefit overall.

### **CAG Exercise**

CAG members at each of the six tables were then asked to discuss the six alternatives and note concerns, questions and opinions. Each table was provided a map showing environmental resources and the six alternatives. Upon conclusion of these discussions each table shared its comments, concerns, and questions with the entire CAG group. These are summarized as follows:

**Table 1:** Started off by stating that they appreciated the diversity of the interests represented at the table.

a) **Important Considerations**

- Take less farmland out of production
- Close proximity to Industrial Park & Morrison
- Prime residential development corridors near Morrison
- Concerns about trucks and access to landfill
- Concern about losses of homes

b) Favor Alternates 4, 5, & 6 on the West end.

c) Favor Alternates 4 & 5 in the Central section.

- **Alternative 4:**

- Residential growth is a positive effect
- Concerned about potential impacts to the terrain and character north of Morrison
- May remove natural land from use – should be kept in natural state for future
- Cuts access to Rockwood State Park – consideration of alternate routes and crossings for recreational/wildlife/special access.
- North of Morrison is prime residential growth area or prime preservation area. This could pose a land use conflict in the community
- Takes out less farm land
- Better access to park- may open up markets for residential/recreational

- **Alternative 5:**

- Closer to industrial park and business growth.
- Avoids wetland area
- Suggested that if possible shift the alignment to the north where it crosses Illinois 78 to bring it closer to the industrial park and take less farmland.

d) Favor Alternates 1, 2, 4 & 5 on the east end.

- Do not like Alternatives 3 & 6 because they cross a natural area and would create a kill zone for deer.

- Alternatives 3 & 6 also take the most farmland out of production

**Tables 2 & 3 (combined):**

- a) No Build is not an option; any alternative would be beneficial
  - Mr. Gil Janes explained that the No Build option must be carried through the entire process
- b) North Option (Central)
  - Stronger access to Rockwood State Park
  - Both options would cause construction delays over existing U.S. 30.
  - Will the covered bridge be affected?
  - Concerned it may deter residential growth on north side
  - Morrison businesses (retail) may be negatively impacted.
  - Suggested the use of signage to direct motorists to old route (Lincoln Highway)
- c) South Option (Central)
  - Advantageous for growth and industrial park access
  - Concerned that a second EMS station may be required – Who will pay?
  - Morrison businesses (retail) will have possible negative impacts.
  - Suggested the use of signage to redirect motorists to old route (Lincoln Highway)
  - New overpass over railroad east of Morrison may lessen EMS concerns regarding access back to the south

**Table 4:**

- a) When will Union Pacific Railroad be involved in this process?
- b) What will be the impact of Alternate 4 on residential growth north of Morrison and the covered bridge?
  - Mr. Estrem explained the covered bridge will not be affected with Alternative 4.
- c) Alternate 5 provide advantage with its proximity to the industrial park.
- d) Noted the lack of an IL 78 bypass around Morrison with any of the alternatives.
- e) Alternate 4 & 5- no new overhead overpass
  - Mr. Estrem noted there are three railroad overpasses with Alternates 4 & 5. Alternate 4 has a new overpass west of Morrison. Alternate 5 has a new overpass east of Morrison.
- f) Concerned about the impact on Morrison's business community
- g) No-Build not an option

**Table 5:**

- a) Concerns with following existing U.S. 30 because of cost of railroad overpasses.
- b) Suggested it would be beneficial to pursue Alternatives 3 & 6 and connect directly to Interstate 88. This would result in a shorter alternative.
- c) Expressed concern regarding displacement of residential properties near Deer Creek.
- d) Northerly route around Morrison is a concern because of topography and the State Park.
- e) Like the southerly route around Morrison because it is closer to Morrison and allows for future development and growth.
- f) No concerns on west for Alternatives 4 & 5.
- g) Voiced the importance of the Forest Inn and urged that it not be displaced.

**Table 6:**

a) Alternatives 1 & 4

- a. Concerned with proximity to residential properties and topography on the north side of Morrison.
- b. May cut off pedestrian and cyclist access to Rockwood State Park from Morrison.
- c. Aesthetics are also a concern.
- d. Concerned about the roadway being near the covered bridge.
- e. Heavy truck traffic to Morrison Industrial Park would still use existing U.S. 30 for access unless on I-88.

b) All Alternatives

- Morrison's current sales tax structure and local government funding could be affected. Auto and fuel use tax could also be affected.
- May result in a decrease in Morrison's property tax base for school districts.
- Ms. Barbara Suehl-Janis offered the following:
  - Recommended Alternative 3 because it affects the least farmsteads, centennial farms, and residential properties.
  - Alternative 3 would only affect one business, four residential properties and one overpass.
  - Is not in favor of a northern alternative
  - Encouraged members to talk to government officials
  - Need to compare cost of construction to that of displacing homes and farms.
  - Noted that in Maquoketa & Dewitt schools, industries and business are now flourishing after a bypass was built.

Mr. Janes summarized the common concerns/comments:

- 1) No-Build Alternative is not an option
- 2) Preserve farmland – Stay on existing U.S. 30 as much as possible.
- 3) Concerns regarding sustainability & viability of Morrison businesses
- 4) Proximity to the industrial park would allow for better economic development growth opportunities.
- 5) Quality of life in the area should be a concern.
- 6) Concern about the north alignment restricting development and compatibility with surroundings
- 7) Environmental sensitivity/prudence.

The CAG was told that their input would be shared with the PSG and would aid them in determining which alternatives will be carried forward for further study.

**QUESTIONS/COMMENTS**

- Mr. Steve Haring – Asked that the team strongly consider any impacts to the Forest Inn. It is a local landmark, and he believes there would be outcry if the property was impacted.
- Mr. Luke Vander Bleek – Expressed concern about the cost of this project. He wanted to know if the team had explored the cost of railroad crossings and overpasses as well as the cost of buying farmland versus residential land?
- Mr. Bob Vaughn – Expressed concern about residential growth in the area. He suggested that a “Land Use Plan” needs to be developed by the city. If new businesses are developed, then new residential areas will develop. If the southern route is completed then a new industrial base may emerge and the business strategy may change.
- Mr. Bill Abbott – Stated if you build it they will come. Also noted concern about taking farm ground out of production because of the tax money that is earned by Whiteside County from farming operations.
- Mr. Roger Johnson – Strongly suggested that something be done. He went on to state that if nothing is done, the area stands a chance of losing out on business growth. A solid transportation system is what stimulates growth in your area. Without improvements, businesses will look elsewhere.
- Mr. Matt Lillpop- Expressed concern that the timing for CAG meetings conflicts with farmers’ schedules. He suggested the turnout of farmers at each of the meetings has been very low for that reason. He asked the consultant team to take his concern into consideration when planning any future meetings. Mr. Walton responded that farmers’ schedules were taken into consideration and this is why the CAG was held on this date.

# COMMUNITY ADVISORY GROUP

WEDNESDAY, JUNE 2, 2010

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



Illinois Department of Transportation



# AGENDA

1. Bypass Study
2. Introduction of new CAG Members
3. Progress of Project to Date
4. Six Alternatives
5. CAG Exercise
6. Project Timeline
7. Questions



# Bypass Study

- Concerns have been expressed by the members of the Morrison Business Community regarding the potential impacts of a U.S. 30 Bypass.
- Stakeholder meeting held April 15<sup>th</sup> with the businesses of Morrison.
- IDOT is assessing the impacts of a potential bypass on the City of Morrison.
- The results of is analysis will be presented in the Environmental Impact Statement (EIS) as part of the overall socio-economic analysis of the entire project study area.



# New CAG Members

- Bob Vaughn  
(Morrison Area Business Development Alliance)
- Luke Vander Bleek  
(Morrison Business Owner)



# Progress of Project to Date

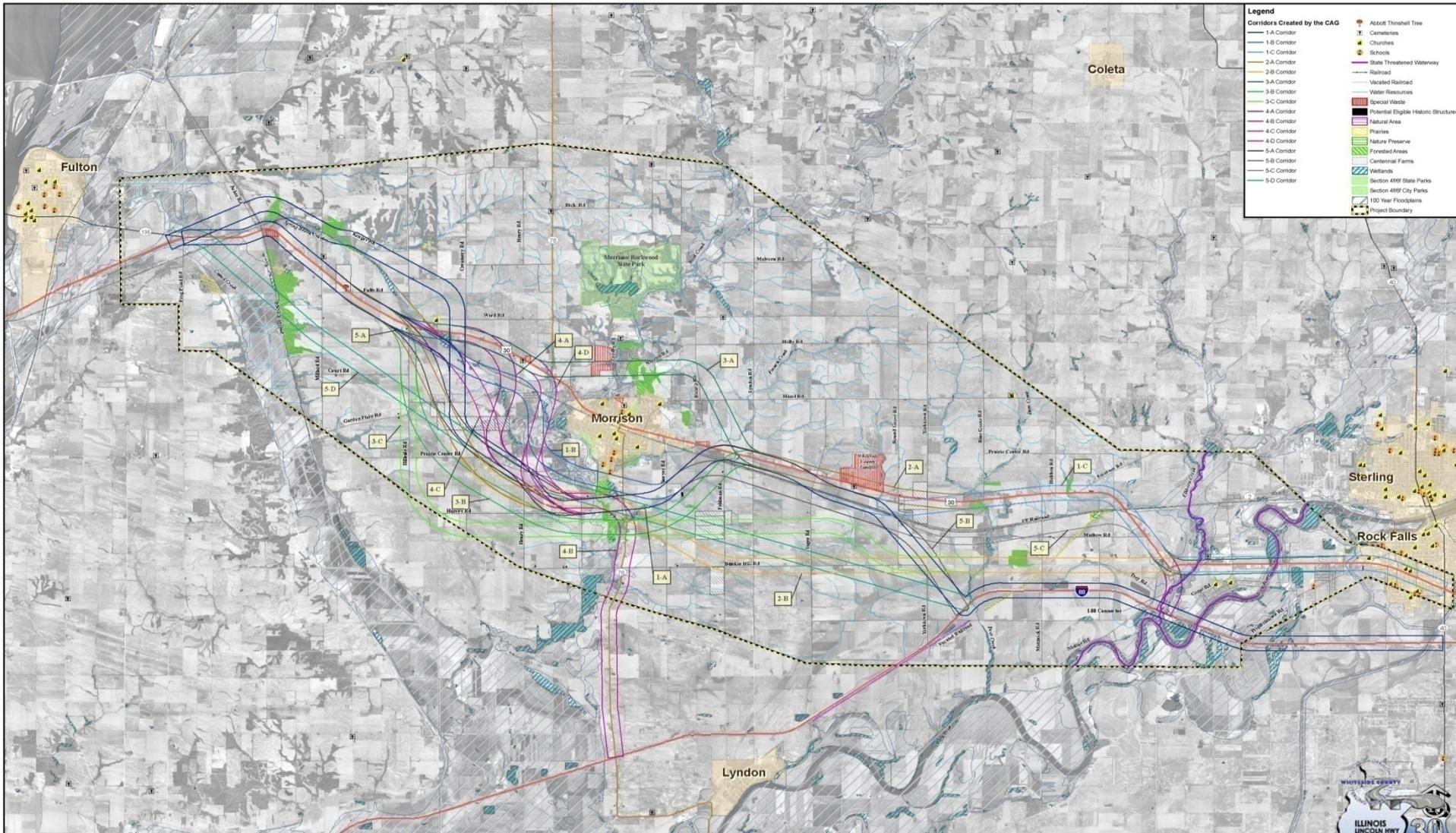
Last CAG Meeting was June 10, 2009

- Discussed the results of the Environmental Survey Request
- Discussed the Public Informational Open House and NEPA 404 Merger Meeting
- Discussed the Initial Alignments and Potential Environmental Impacts



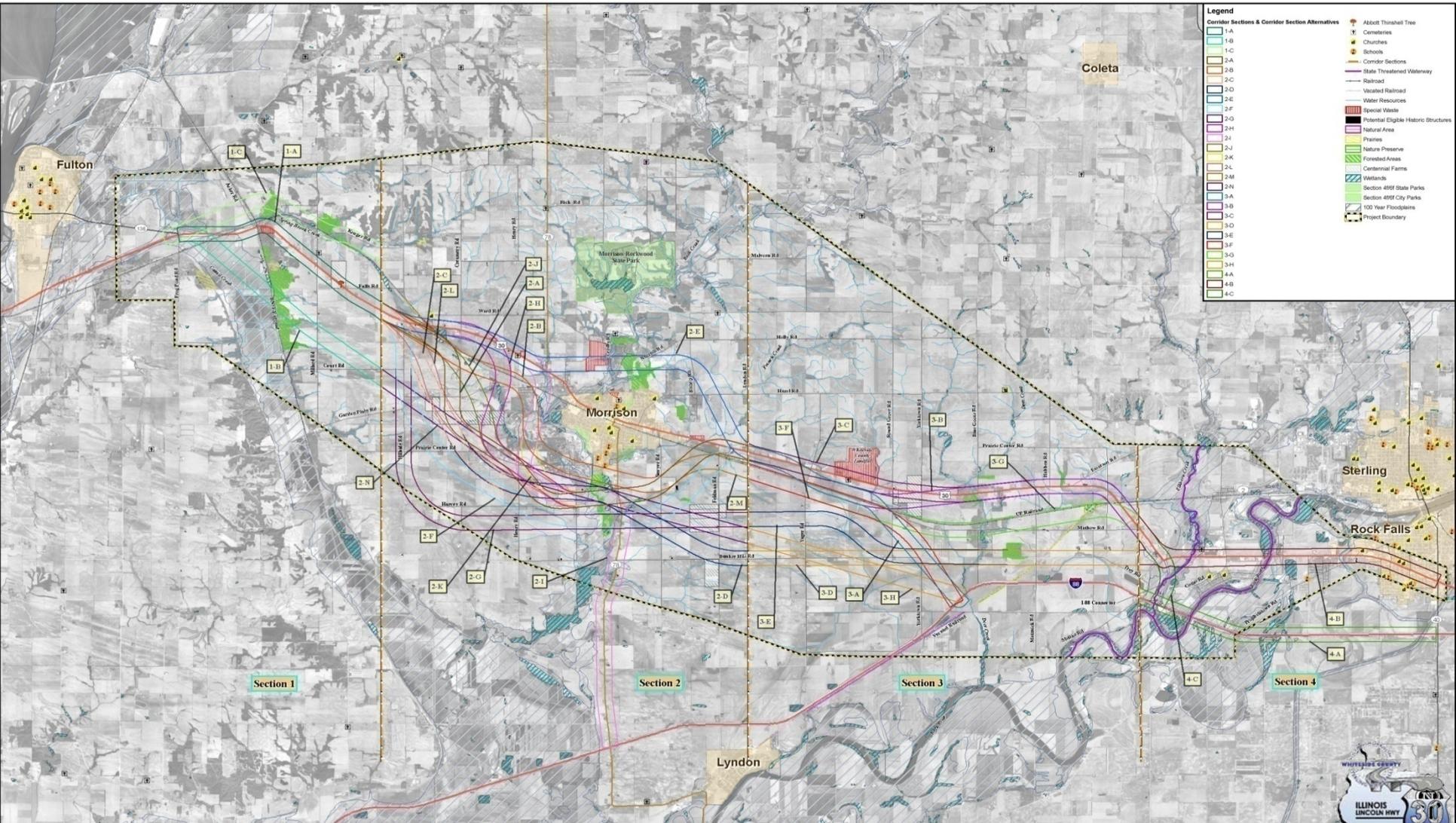
# Progress of Project to Date

## CAG Creates Corridors (October 2007)



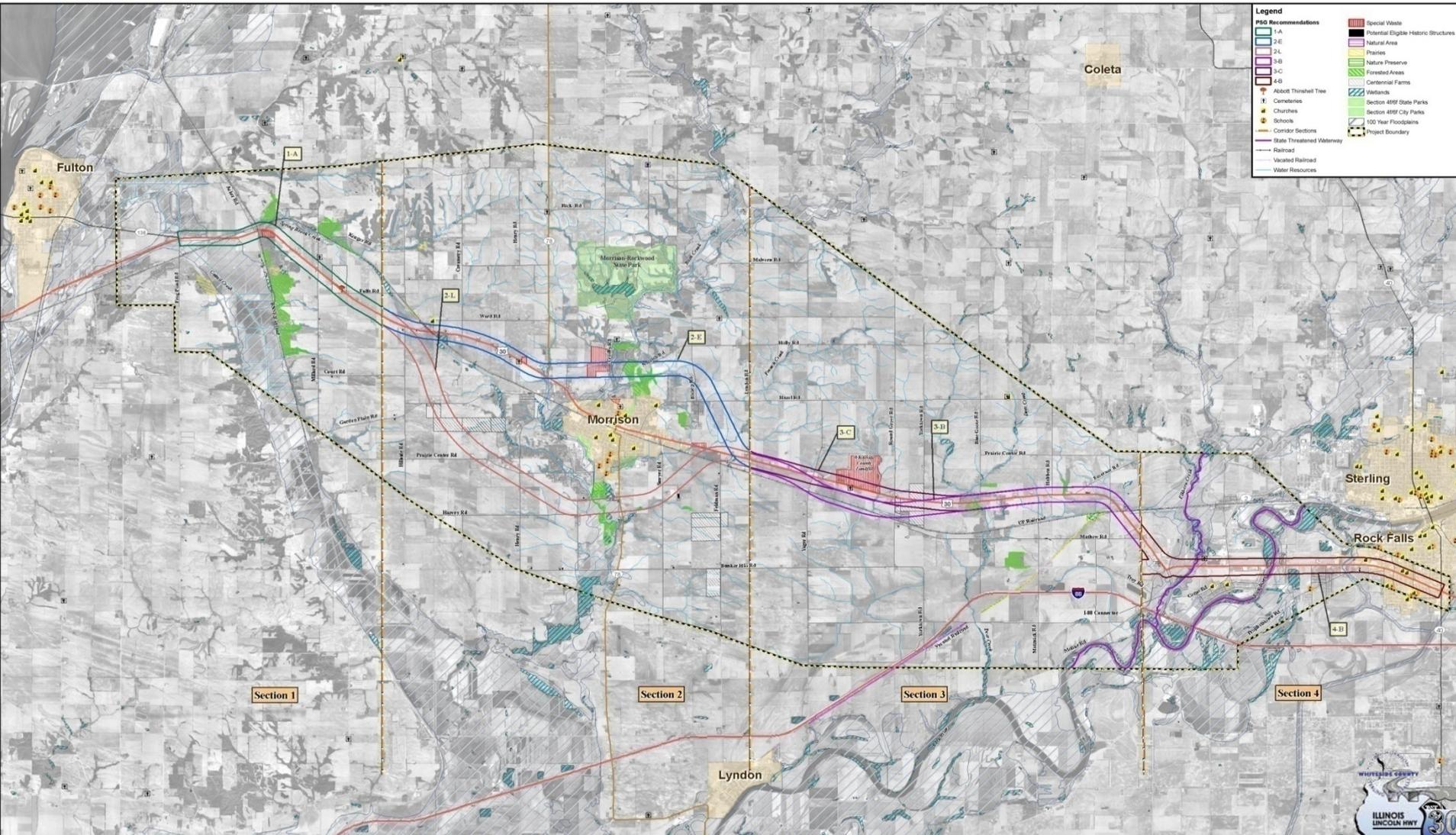
# Progress of Project to Date

## Separate Corridors into Sections (May 2008)



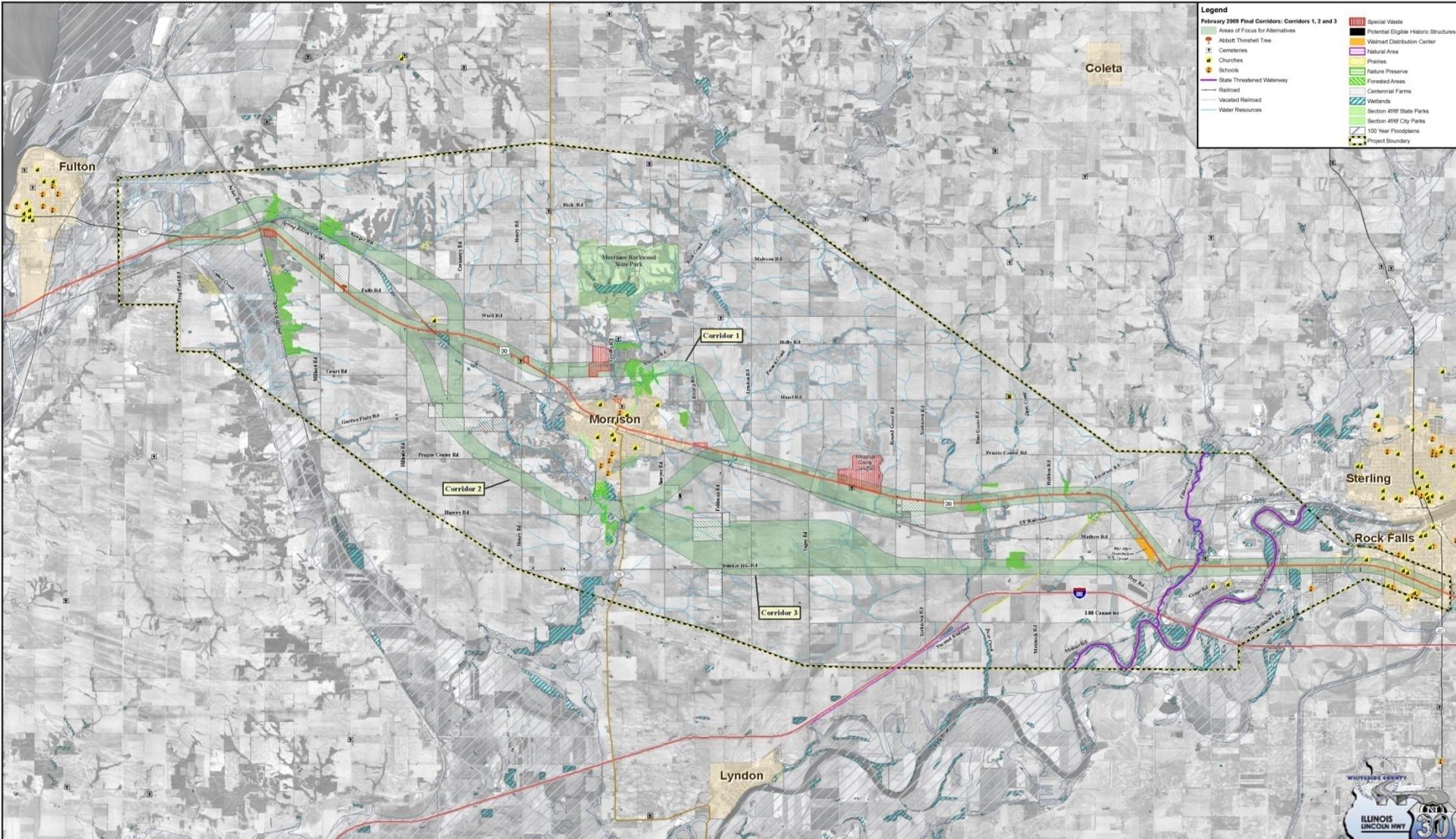
# Progress of Project to Date

## Project Study Group Recommendations (December 2008)



# Progress of Project to Date

## Final Corridors (February 2009)





# Progress of Project to Date

**Six (6) Initial Alternatives have been refined to avoid and minimize impacts**

Subsequent Meetings with IDOT, FHWA, and Stakeholder Groups:

- Access
- Geometrics
- Contents of the Draft Environmental Impact Statement (DEIS)
- Schedule
- Process
- Environmental Issues



# Six (6) Alternatives

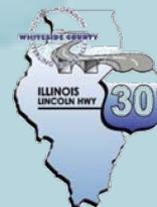
- The following impacts of the six alternatives are based on a preliminary analysis of the impacts of an approximately 220 foot wide footprint. 220 feet is the approximate width that would be required for the construction of a four-lane expressway.
- The impact data, such as acreage, is approximate.
- The impacts (acreage, etc.) that you see in the following slides will be revised for the alternatives recommended for in-depth study in the Environmental Impact Statement.
- Lastly, the No-Build Alternative will also be evaluated along with the two alternatives being carried forward.



# Six (6) Alternatives

## Description

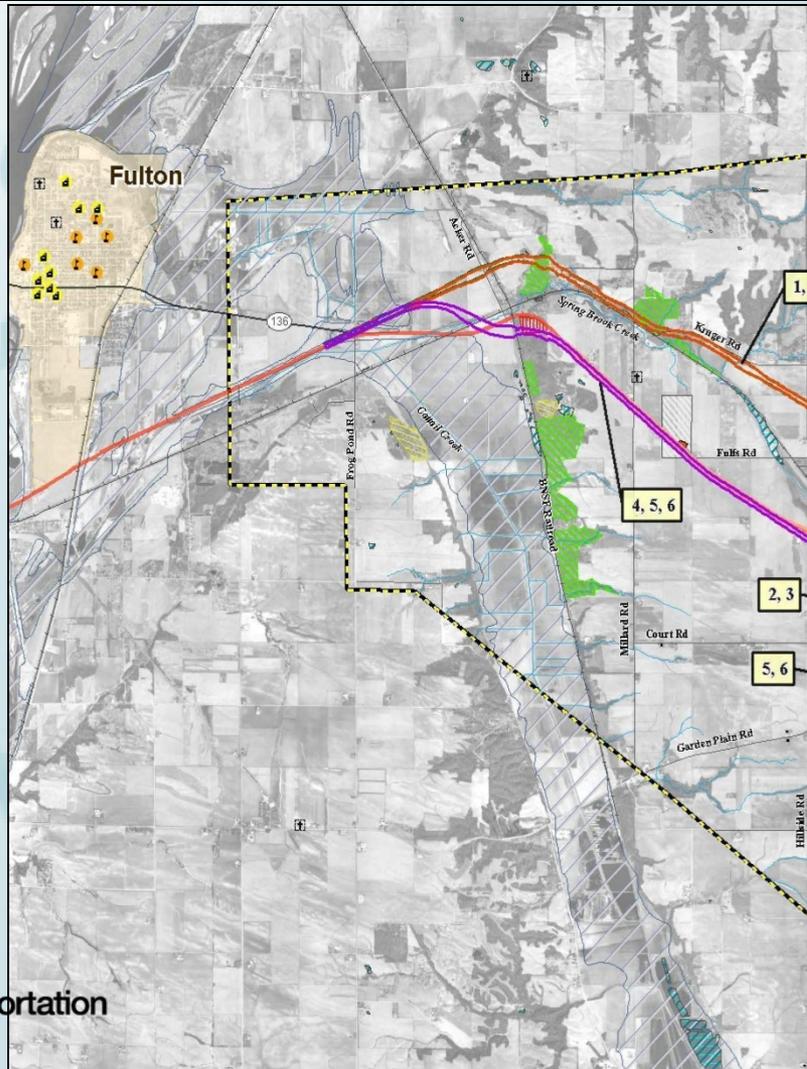
Description		Alternative					
		1	2	3	4	5	6
Western Portion (IL 136 to west of Morrison)	North of U.S. 30	X	X	X			
	Stays on U.S. 30				X	X	X
Central Portion (Bypass around Morrison)	North of Morrison	X			X		
	South of Morrison		X	X		X	X
Eastern Portion (East of Morrison to Moline Road)	South of U.S. 30			X			X
	Stays on U.S. 30	X	X		X	X	
Moline Road to IL 40	Stays on Existing U.S. 30	X	X	X	X	X	X



# Six (6) Alternatives

## Western Portion

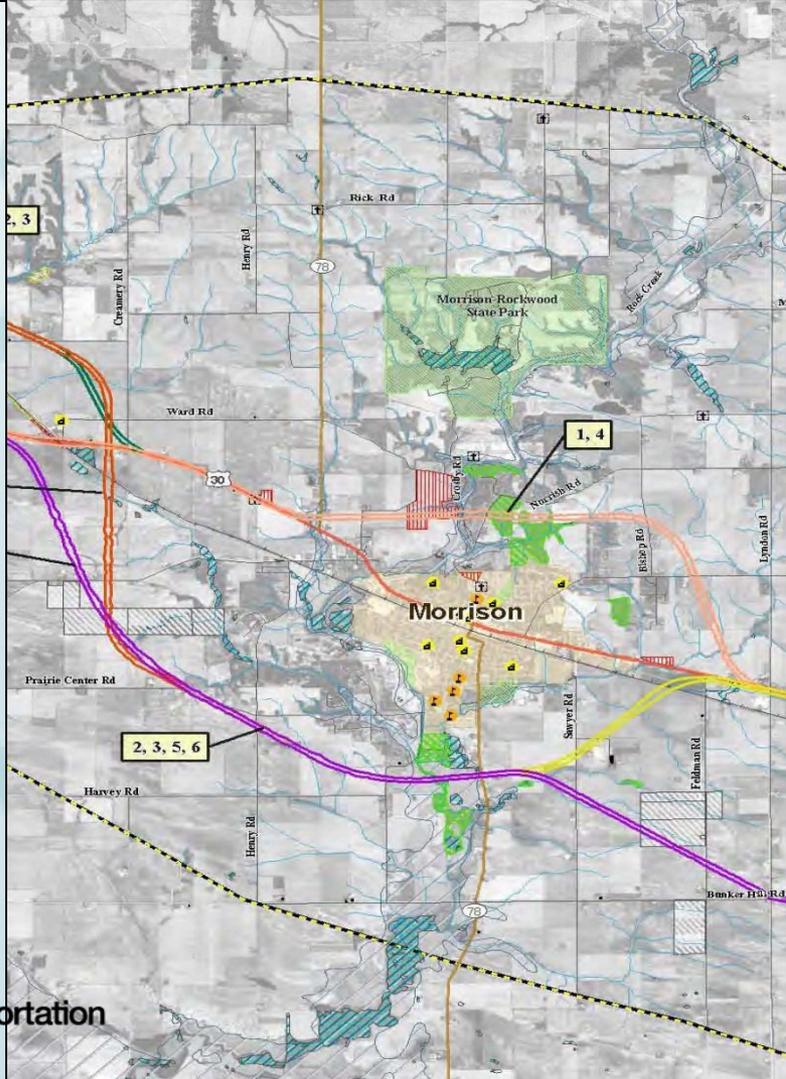
Description	Alternative					
	1	2	3	4	5	6
Western Portion (IL 136 to west of Morrison)	North of U.S. 30	X	X	X		
	Stays on U.S. 30				X	X



# Six (6) Alternatives

## Central Portion

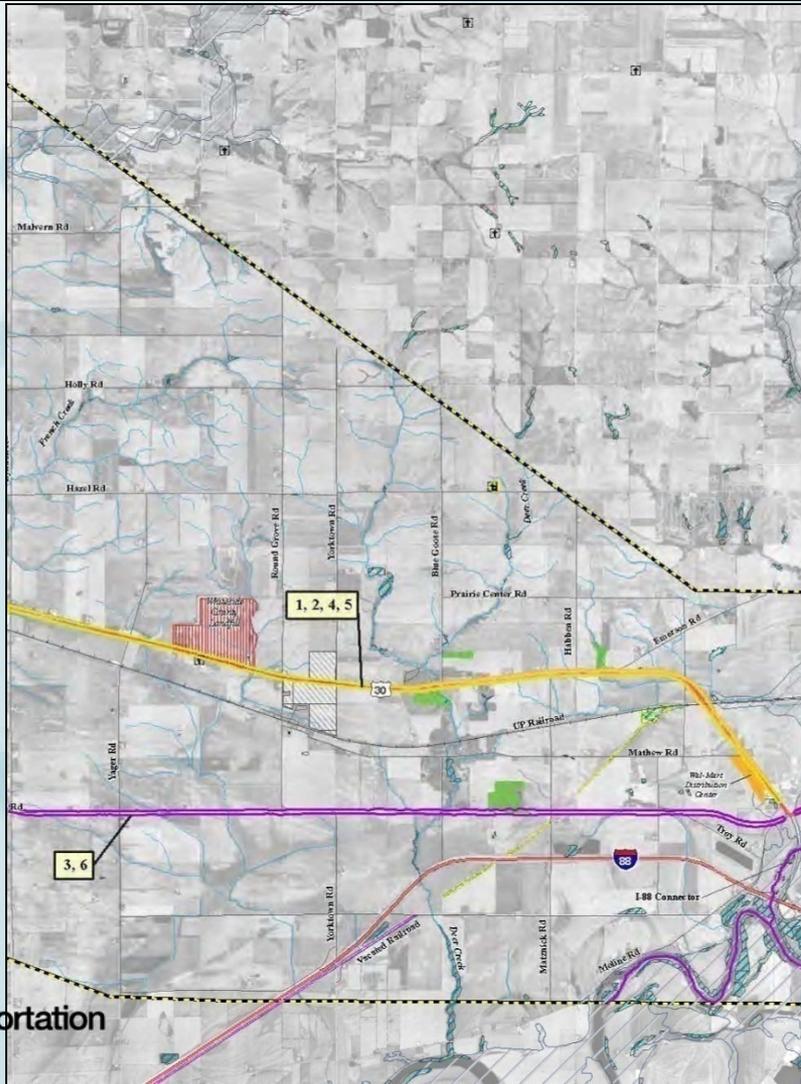
Description	Alternative					
	1	2	3	4	5	6
Central Portion ( <i>Bypass around Morrison</i> )	North of Morrison			X		
	South of Morrison				X	X



# Six (6) Alternatives

## Eastern Portion

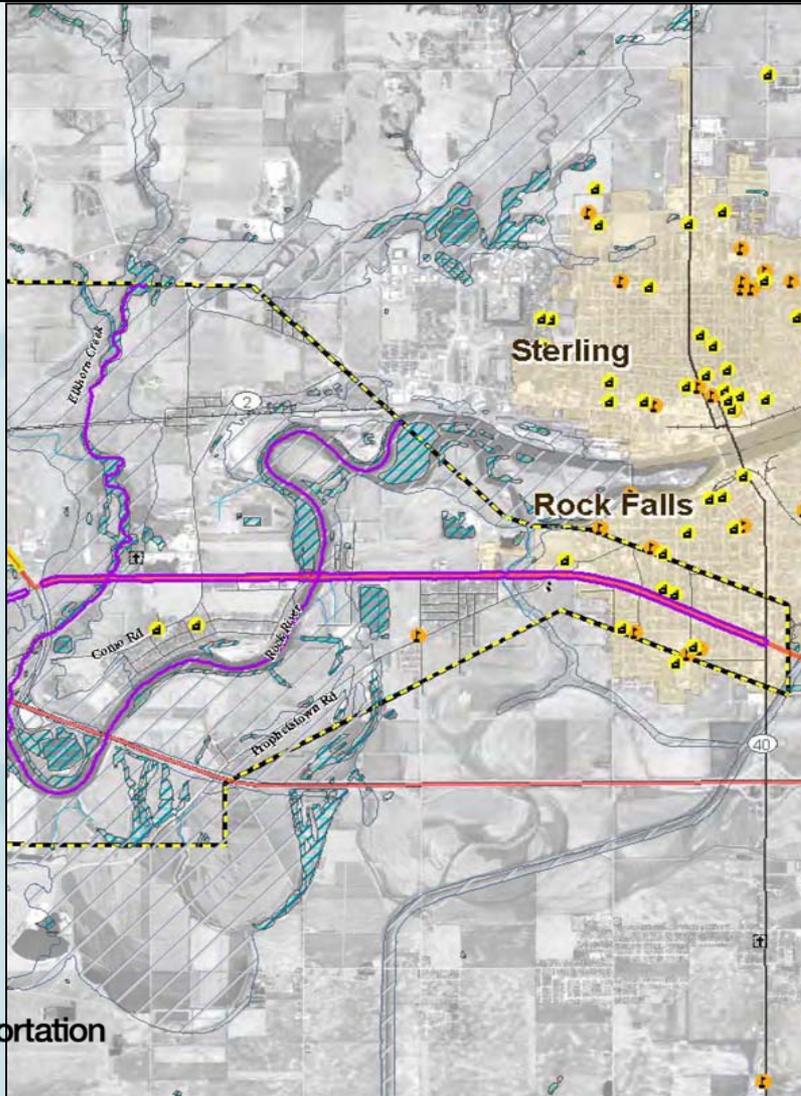
Description	Alternative					
	1	2	3	4	5	6
Eastern Portion (East of Morrison to Moline Road)	South of U.S. 30					
	X	X	X	X	X	X



# Six (6) Alternatives

## Moline Road to IL 40

Description	Alternative					
	1	2	3	4	5	6
Moline Road to IL 40	X	X	X	X	X	X



# Six (6) Alternatives

## Summary of Estimated Environmental Impacts of Reasonable Alternatives

Evaluations Factors	Unit of Measures	Alternatives					
		1	2	3	4	5	6
<b>AGRICULTURAL</b>							
Number of Farms Affected	Number	45	53	48	30	37	33
Farmsteads Displaced	Number	7	4	3	8	5	4
Centennial Farms Affected	Number	1	2	2	2	3	3
Farmland Area Converted	Acres	456	494	519	375	432	456
<b>ENVIRONMENTAL</b>							
Wetland Sites Impacted	Number	0	1	1	1	1	1
	Acres	0.00	0.12	0.12	0.55	0.12	0.12
Threatened & Endangered Species	Number	2	2	2	2	2	2
Streams Crossings	Number	8	7	7	9	8	8
Floodplain Encroachments	Number	7	6	6	7	6	6
Forest Blocks Affected	Number	6	5	4	4	3	2
Special Waste Sites	Number	2	0	0	3	1	1
<b>LAND USE/SOCIOECONOMIC</b>							
Relocations (Business)	Number	1	1	1	0	0	0
Relocations (Residential)	Number	19	12	4	26	15	7
<b>OTHER FACTORS</b>							
Total Length	Miles	27	29	30	24	26	28
Total Area Converted to ROW	Acres	502	529	539	422	467	477



# Six (6) Alternatives

## Summary of Estimated Environmental Impacts of Reasonable Alternatives

Evaluation Factors	Unit of Measures	Alternatives					
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Farmland Area Converted	Acres	456	494	519	375	432	456
<b>ENVIRONMENTAL</b>							
Wetland Sites Impacted	Number	0	1	1	1	1	1
	Acres	0.00	0.12	0.12	0.55	0.12	0.12
Threatened & Endangered Species	Number	2	2	2	2	2	2
Streams Crossings	Number	8	7	7	9	8	8
Floodplain Encroachments	Number	7	6	6	7	6	6
Forest Blocks Affected	Number	6	5	4	4	3	2
Special Waste Sites	Number	2	0	0	3	1	1
<b>LAND USE/SOCIOECONOMIC</b>							
Relocations (Business)	Number	1	1	1	0	0	0
Relocations (Residential)	Number	19	12	4	26	15	7
<b>OTHER FACTORS</b>							
Total Length	Miles	27	28	30	24	26	28
Total Area Converted to ROW	Acres	502	529	539	422	467	477

 Least Impact/Highest Benefit



# Six (6) Alternatives

## Level of Service (LOS)

Traffic Capacity & the associated traffic congestion are defined in terms of LOS. LOS is expressed by a scale ranging from "A" to "F." A represents the best traffic condition with no backups or obstacles to traffic flow. "F" represents a total breakdown in traffic operations accompanied by extensive delays in traffic volumes that approach capacity.

Level of Service	Flow Condition Illustration	Description
A		Completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences.
B		Indicative of free flow, although the presence of other vehicles begins to be noticeable. Average travel speeds are the same as in LOS A, but drivers have less freedom to maneuver.
C		Range in which the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is now clearly affected by the presence of other vehicles.
D		Range in which ability to maneuver is severely restricted because of traffic congestion. Travel speed begins to be reduced by increasing volumes.
E		Operation at or near capacity and is quite unstable. Vehicles are operating with the minimum spacing at which uniform flow can be maintained.
F		Breakdown condition where maneuverability and speeds may drop to zero.



# Six (6) Alternatives

## LOS on Existing U.S. 30 Route as a Result of the New U.S. 30 Roadway

Description	Alternative						
	No-Build	1	2	3	4	5	6
Western Portion (IL 136 to west of Morrison)	D	B	B	B	A	A	A
Central Portion (Bypass around Morrison)	D to E	C	B to C	C	C	B to C	B to C
Eastern Portion (East of Morrison to Moline Road)	C to E	A	A	C	A	A	C
Moline Road to IL 40	B to C	A	A	A	A	A	A

 Highest Benefit



# Six (6) Alternatives

## Estimated Crash Reduction Rates

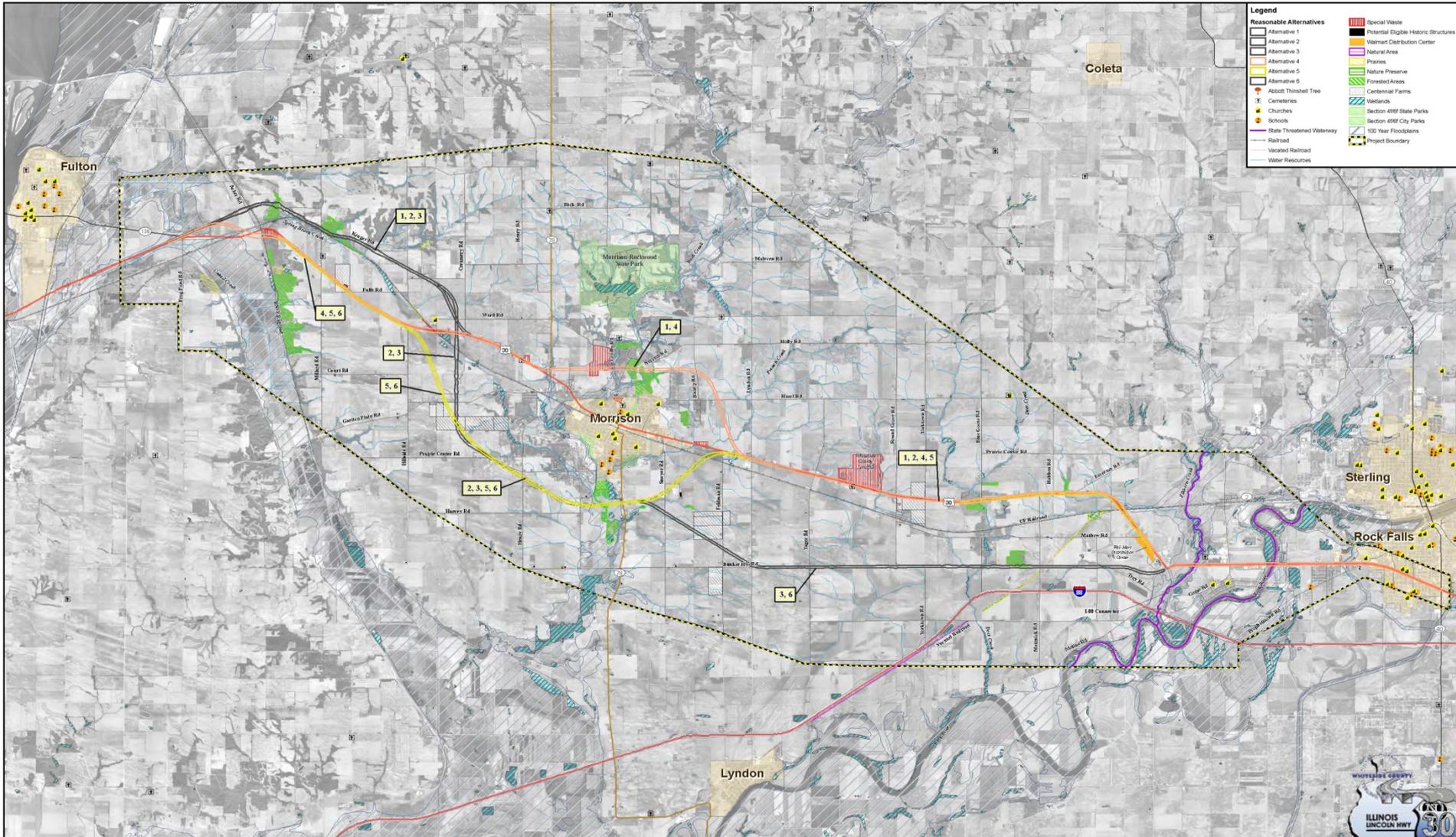
One of the goals of the Purpose & Need for this project is to enhance safety. A way to measure if a project is enhancing safety is to determine the crash reduction rate. As shown in the table, all alternatives, with the exception of the No-Build, enhance safety.

Description	Alternative % Reduction/# Reduction Crash						
	No-Build	1	2	3	4	5	6
Western Portion (IL 136 to west of Morrison)	0	39%	39%	39%	50%	50%	50%
		24	24	24	30	30	30
Central Portion (Bypass around Morrison)	0	23.8%	33%	25.2%	24.2%	33%	25.7%
		38	53	41	39	53	42
Eastern Portion (East of Morrison to Moline Road)	0	47.5%	47.5%	30.3%	47.5%	47.5%	30.3%
		51	51	33	51	51	33
Moline Road to IL 40	0	13%	13%	13%	13%	13%	13%
		30	30	30	30	30	30
TOTAL	0	25%	28%	23%	26%	29%	24%
		143	158	128	150	164	135

 Highest Benefit

# Six (6) Alternatives

## Alternatives 4 and 5



# CAG Exercise

## WE WANT YOUR INPUT

- Each table has a flip chart
- At your table, please discuss the impacts of the six (6) alternatives along with the No-Build Alternative
- Please provide your comments on the flip chart
- Discuss with entire CAG



# Project Timeline

- Approval from Federal & State Agencies to carry recommended alternatives forward for further study in the Environmental Impact Statement: *September 2010*
- Draft Environmental Impact Statement available for review and comment: *Early 2011*
- Public Hearing: *Early 2011*
- Final EIS with Preferred Alternative Identified: *Early 2012*
- Record of Decision (ROD) signed: *Early 2012*



# THANK YOU

COMMENTS  
&  
QUESTIONS?

