



**Agenda (See Attachment)**

**Handouts (See Attachments)**

**CAG Exercise – Table/group breakdown (See Attachments)**

**Meeting Purpose**

On Thursday, November 6, 2008 the US Route 30 Project Study Group (PSG) hosted their fourth Community Advisory Group (CAG) meeting at the Morrison Institute of Technology (MIT) in Morrison, Illinois. The purpose of the meeting was to update the CAG on the US 30 corridor screening process and gather input and recommendations on the corridors identified by the Project Study Group (PSG) for further study. Information presented at the meeting included the corridor evaluation process outline and the corridor screening process results. The CAG members were also given an updated project timeline.

**PRESENTATION:**

**Opening Remarks**

Dawn opened the meeting by thanking the CAG for their ongoing participation and briefly explained the project status.

**Agenda Overview**

Vic followed by highlighting the meeting agenda and reiterating the meeting protocol for CAG members and guests.

**Project Progress**

Mike Walton announced that the team had received concurrence from IDOT and FHWA on the Purpose and Need (P&N) document. The final version is posted on the project website. Mike then explained the corridor screening process as well as the results of the first step in the screening process. This step involved determining whether the various corridors meet the approved P&N. He pointed out that the corridors failing to meet the P&N include 2I, 3A, 3F, 3H, 4A & 4C. Because these do not meet the P&N, they will not be considered further in the process. He then asked CAG members for comments but received none.

Jon Estrem then discussed the development of the screening matrix and explained that it makes use of several evaluation factors discussed briefly at the previous CAG meeting. The information measured for those factors included several sources such as various analyses, environmental field surveys, public web sources and Whiteside County's GIS system. The process and the information were reviewed and approved by IDOT, BDE, and FHWA. Jon further explained that the matrix information reflects the impacts of corridors that measure 1,400 feet in width. Because of this, many of the measurements that are reflected in the matrix are exaggerated since the actual roadway impacts would range from 200 to 300 feet. Mary Lou then explained the various evaluation factors and how they were considered in the screening process. Jon described the process used to compare and rank the various corridors with the measured information shown in the matrix.

After a break, Mike presented the results of the screening matrix process. He highlighted corridors that ranked well in the screening matrix and provided the list of corridors identified by the PSG for further study. Those corridors include 1A, 1C, 2E, 2L, 3B, 3C, 3D, 3E & 4B. Mike then asked the CAG to work on group exercises at their assigned tables to gather input and recommendations regarding the PSG's recommendations. Each group then reported its

comments (see summary outline below). Mike reviewed each section with the CAG in an open forum to make sure all comments were documented, and attempted to garner consensus from the CAG to move forward (see summary outline below). All comments will be presented to the PSG for its consideration in selecting corridors to be studied further

### **CAG Member Input on Corridor Alternatives (Summary of Table Exercise)**

#### **Section 1**

##### **1A:**

- Concern for farm equipment access
- Efforts should be made to minimize frontage takes from existing homes along US 30
- Less environmental impact
- Most direct route
- Minimizes encroachment on farmland and severance of farm property

##### **1C:**

- Just stops with no connector
- Follows streambed alignment and impacts of cuts and fills on a sensitive environment

***CAG Consensus: Focus further study on Corridor 1A***

#### **Section 2**

##### **2E:**

- Creates a problem bisecting the area. Takes prime residential development area
- Infrastructure for industry is already set up south of town
- Morrison would benefit from a railroad overpass on the east side of town closer in, The town is bisected by the railroad
- Disruptive to the covered bridge and forested areas
- Disconnect between town and the park
- Elevation and topography of the road next to the creek is a concern
- Not acceptable – difficult to accommodate non-compatible uses
- Affects less farmland, but affects future residential growth
- Stays on existing route 30 longer than 2L does
- Train traffic will be more of a problem in the future
- Morrison has targeted future land use to the north as residential. Would not want to cut through this area with a highway corridor
- Whiteside County has recently completed a trails plan. Most of these trails go to the north, which would be disrupted by the highway corridor. Betty Stienert is to provide a copy of the plan to the study team.

##### **2L:**

- Favor 2L, but IL 78 north should be tied into this corridor
- Avoids impacts to the state park, covered bridge and forested areas north of Morrison
- Consider extending US 30 closer to Morrison and then turn south. Less disruption of farm ground. Closer to IL 78 corridor
- Favored to serve the industrial park to the south of town
- Impacts more farms but benefits the community more
- Can not consider potential growth of the city to the south because of the absence of a comprehensive plan
- Proximity to industrial park is a plus

- There is a lot of charm and recreation area to the north
- Growth potential is to the south
- Helps with railroad crossing, emergency response, truck traffic on IL 78, and makes it easier to expand Morrison infrastructure
- South route does not address IL 78 traffic to the north
- Overpass to east of Morrison does not solve all the problems and is not 100% of the answer
- Not sure there is a lot of truck traffic on IL 78 to the north. Most of the traffic comes from the south
- Favor using 2I corridor to the west of Morrison – then combine with 2L around the south of town

***CAG Consensus: Focus further study on Corridor 2L***

- The overpass is something that is needed. It would provide better access for police and emergency vehicles. Concern: The West side of Morrison has zero access 4 to 5 miles around the overpass – is not a complete answer.

Table 2 would prefer a route that comes closer to the West side of town – bringing it in closer to tie onto Highway 78. That is something we should mention to the PSG.

**Section 3**

**3B:**

- Takes traffic away from landfill which would limit access
- Favor 3B which follows the existing highway
- Is best – will not result in parallel highways
- Concern with cemetery
- Will the landfill be closed by the time the highway is built? Need to discuss further with the landfill
- Emerson road has a lot of local traffic

**3C:**

- Is preferred
- Follows the existing highway
- Concern about disrupting housing and restaurant
- 2L to 3C eliminates one more railroad crossing and the associated expense
- The landfill and Wal-Mart distribution center have all the traffic. Leave it there

**3D:**

- Appears to displace a number of farmsteads and houses
- Lyndon Prairie Nature Preserve would be disrupted unless overpass is installed
- Don't want 3D because it cuts through prime prairie habitat

**3E:**

- Diagonally cuts through farms
- Lyndon Prairie Nature Preserves would be disrupted unless an overpass is installed
- Don't want 3E because it cuts through prime prairie habitat

**3F:**

- The most direct route to I-88 is 3F in conjunction with 3D
- Preferred access to Morrison should be a consideration
- Route 88 crossing of Deer Creek – the bridge is bigger than others because the original route was supposed to go to Morrison on Route 3F
- There is less construction cost if use part of the I-88 corridor

*No CAG Consensus, but 3B and 3C received general acceptance.*

**Section 4**

- Save money by using I-88
- Does not solve any problems on US 30 into Rock Falls
- Bridge on Rock River would have to be replaced in the future anyway
- Would not need additional land to widen roadway at this time
- No need to bring four lanes into IL 40
- Rock Falls already has 3 connections to I-88
- Split discussion – get US 30 traffic to I-88 ASAP and improve US 30 to IL 40
- Prefer no-build. No expressway to Rock Falls. Major impact on river crossing. Right-of-way constrained by power lines and quarry
- Don't need Section 4 because of 3F connection to I-88
- No-build. Recommend as secondary phase because of trucks involved. People work in Morrison, Clinton, Wal-Mart which makes this a viable consideration.

It was noted several times during the table exercise discussions that the PSG will consider the CAG's input and recommendations but will make the final decisions. It was also explained for Section 2 that the PSG retained Corridor 2E in part because Environmental Survey Results were not yet available for that corridor. While the CAG's thoughts will certainly be shared, the PSG may continue to retain the corridor for that reason. It was also pointed out that one of the Corridor 3F which received positive comments from one individual does not meet the Purpose & Need, so it will not be considered for further study. Finally, the inclusion of Corridor 4B for further study does not mean that improvements will be recommended in that area. It simply means that the section will be studied to determine if improvements are necessary.

**Next Steps:**

Gil Janes then highlighted the next steps in the study. They will include:

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

### Comments

- **During the break, the Whiteside County Natural Area Guardians pointed out that the prairie located at the northern tip of the Lyndon-Agnew Natural Area is owned by the County, and is a 4(f) resource.**

Team Response/Action: It was later determined that this resource is privately owned and the northern tip is publicly owned. However, neither one meets the definition of a 4(f) property.

- **Mike Boland is the Illinois State Transportation Representative. He should be here and kept up to date on the progress of this corridor.**

Team Response/Action: We will be meeting with all key stakeholders after the next PSG and before going to the public to bring them up to date on the project status.

- **It's hard to feel the prairie could make a difference on the environmental issues.**

Team Response/Action: Prairies were identified based on the INHS report, other available mapping and field observations. The corridor screening process considered all the property within the 1400-foot corridor as affected, but we should be able to avoid most sensitive resources when we get down to studying detailed alignments.

### Question and Answers

**Q: Land Severances-when the route follows the existing roadway, how is this considered?**

A: Severances are already there – not counted.

**Q: Will a 4-lane freeway cause significant access problems?**

A: The number of lanes that would be constructed for a new facility has not been determined. The cost estimates for Corridor Screening were based on 4-lanes, but the number of lanes will be determined as part of this study. Becky Marruffo clarified that 4-lane and roadway classification (such as freeway or expressway) is not a foregone conclusion. This is a full study from scratch. The Illinois DOT wants to hear from you.

**Q: It was said that the landfill could not get access to the highway, is that true?**

A: If it is determined that the required improvements are an expressway; then direct commercial access can not be allowed. This would apply to the landfill. It must first, however, be determined if the necessary improvements would involve an expressway. As a part of this discussion the difference between expressways and interstates was described. In addition, it was pointed out that with expressways it is still possible to have direct access for non-commercial properties such as farms.

**Q: Today there is the ability to cross the highway with farm equipment. With no access for commercial equipment, this will be a different story?**

A: While the facility type has not been selected, it is highly unlikely that it would be a freeway facility with controlled access at interchanges. It is more likely that a new facility would be an expressway, with access allowed at most existing intersections and with field access allowed for agricultural implements. Alternative access locations may be required for some facilities (i.e. landfill), but an acceptable means of access would be provided for all existing uses. These details will be worked out during the alignment studies.

**Q: CAG members asked how different corridors were assessed for reducing truck traffic on IL 78.**

A. IL 78 traffic has only been assessed with respect to how this traffic impacts US 30, although all of the US 30 corridors have the potential to help address IL 78 truck traffic.

**Q: How do you dismiss the IL 78 truck traffic through Morrison? The corridor does not address this issue.**

A: Truck traffic on U.S. 30 was a factor in the corridor evaluation. While truck traffic on IL 78 was not specifically discussed/focused upon as part of the study; it may need to be evaluated in greater detail in future alignment studies. Corridors do have the opportunity to connect to the IL 78 north leg if the department wants to consider it.

**Q: Explore and define the difference between a freeway and expressway.**

A: A Freeway is an Interstate highway type design with no farm access and no at-grade intersections. An Expressway allows farm entrances and at-grade intersections at specified intervals.

**Q: Will / does Lyndon-Agnew Natural Area "Rails to Trails" rights ultimately require reversion of property to railroad?**

A: No.

**Q: Orange area north of the Lyndon-Agnew Natural Area is owned by the County, so therefore is considered 4(f). Will this be corrected?**

A: Just because this is owned by the county does not make this area a 4(f) property. Final determination must be done before it can be changed. This is already listed as a natural area which has greater protection than a 4(f) property.

**Q: Are you really considering taking a northern route around Morrison through the State Park?**

A: Corridor 2E is south of the park. This is one of the corridors developed by the CAG and is being considered equally with the other CAG corridors.

**Q: Are overpasses/interchanges over environmentally sensitive areas being considered or ignored?**

A: All environmental properties are and will continue to be considered during this process.



Illinois Department of Transportation

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

***Thursday November 6, 2008  
Morrison Institute of Technology  
Morrison, Illinois***

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

**AGENDA**

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



# Purpose & Need Concurrence

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

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

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





# Corridor Screening Process

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



# Corridor Screening Process (Continued)

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



# Steps Completed in the Corridor Screening Process

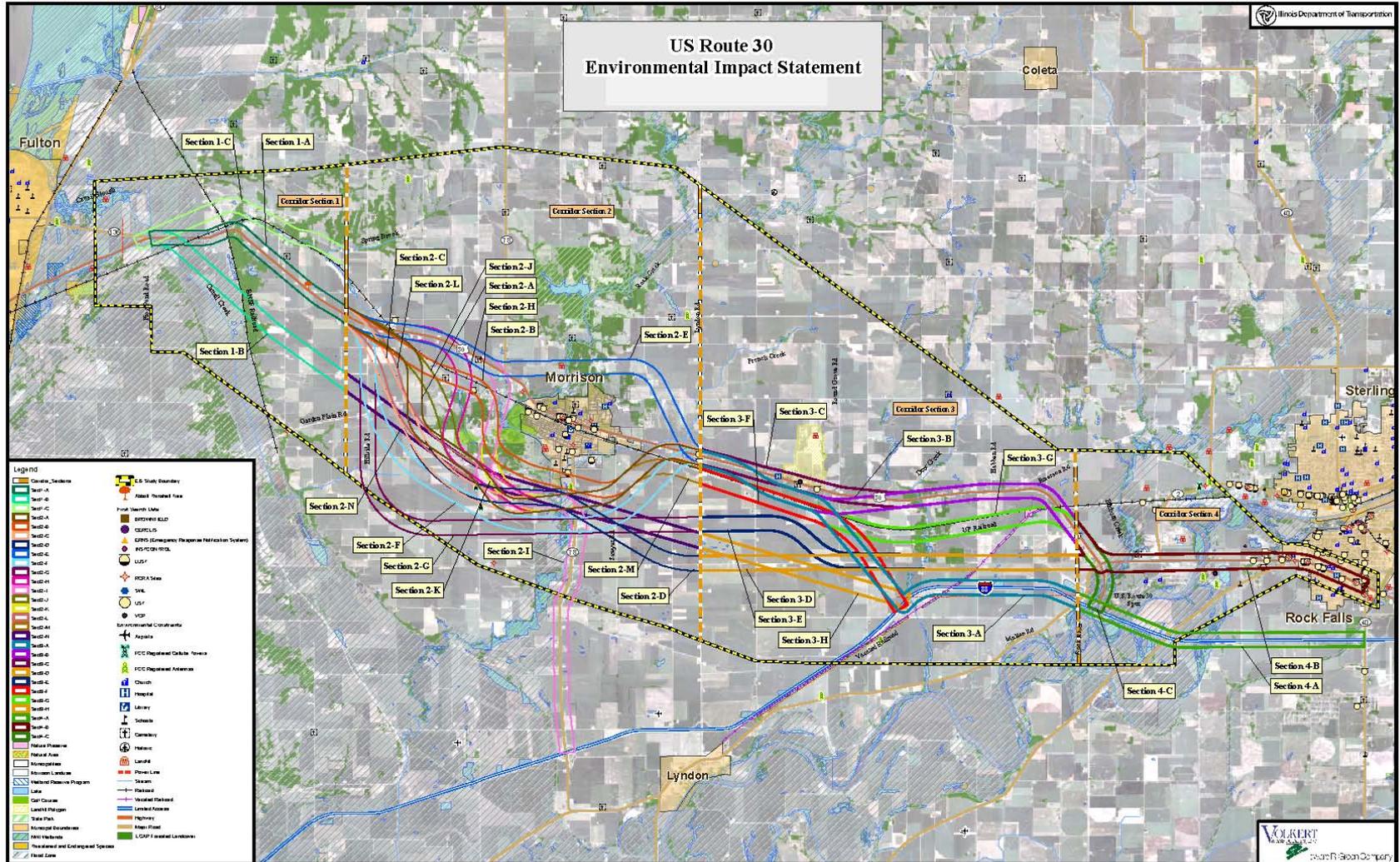
- Steps 1-8 have been completed
- Today want to complete Step 9:

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



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

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



# Step 4 - Screening Against P & N

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

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

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

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



# Development of Screening Matrix

Step 5 of Screening Process



# CORRIDOR SELECTION

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



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

Evaluation Factor	Definition/Clarification	Indicators	SECTION 1			SECTION 2															
			1A	1B	1C	2A	2B	2C	2D	2E	2F	2G	2H	2J	2K	2L	2M	2N			
<b>Traffic &amp; Safety</b>																					
Traffic Operations / Congestion Relief	Evaluate corridors from a traffic operations standpoint based on Level of Service. LOS A to F correspond to point values 1 to 6. Point values then totaled for each corridor for comparison.	Roadway Segment LOS (points)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Corridor Utilization	Improve LOS along existing US 30 in design year.	Existing Roadway LOS in 2030 within Segment (points)	1	5	3	3	2	3	4	5	3	4	3	3	1	3	4	4			
Potential for Crash Reduction	Evaluate proposed countermeasure effectiveness based on traffic volumes from US 30 Corridor OD study and average crash reduction rates as given in the FHWA study "Effects of the conversion of Rural Two-Lane Roadways to Four-Lane Roadways".	Crash Reduction Factor (points) Based on crashes on both new corridor and existing roadway resulting from proposed Corridor	90	87	81	80	80	80	70	71	61	70	58	80	58	60	70	79			
<b>Environmental Sensitivity - Social and Economic Criteria</b>																					
Property Impacts	Evaluate potential property impacts	Commercial / Industrial (acres)	4.43	0.87	7.51	13.81	48.55	16.10	6.30	15.64	16.94	0.00	23.19	18.28	43.55	11.38	3.57	0.00			
		Public Facilities (acres)	0.00	0.00	0.00	0.00	0.00	0.00	2.13	0.00	0.89	2.13	0.00	5.93	0.00	0.00	0.00	0.00			
		Agricultural District (acres)	609.08	731.90	645.57	1,389.70	1,086.05	1,379.19	1,382.03	1,095.87	1,435.91	1,515.31	1,390.20	1,233.26	1,344.27	1,342.40	1,331.43	1,143.88			
		Residential (acres)	25.47	10.50	23.95	37.27	189.22	32.98	38.87	117.10	70.07	86.81	91.76	47.83	106.19	40.48	37.19	41.70			
		<b>Total acres</b>	<b>639.56</b>	<b>743.28</b>	<b>677.03</b>	<b>1,440.59</b>	<b>1,322.42</b>	<b>1,426.27</b>	<b>1,426.30</b>	<b>1,230.74</b>	<b>1,522.82</b>	<b>1,602.10</b>	<b>1,497.29</b>	<b>1,387.37</b>	<b>1,499.94</b>	<b>1,394.26</b>	<b>1,372.20</b>	<b>1,185.58</b>			
Agricultural Land Severance	Evaluate corridors relative to Farm Severance	Number of farms severed - longitudinal	0	0	0	3	0	0	3	1	1	7	1	0	0	1	0				
		Number of farms severed - diagonal	0	7	4	0	9	14	11	3	10	3	9	12	6	11	11	10			
Displacements	Evaluate potential displacements	Churches (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Commercial / Industrial (each)	2	1	2	6	10	6	1	10	6	0	8	5	10	5	1	0			
		Schools (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Public Facilities (each)	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0			
		Pavedroads (each)	13	8	10	8	11	7	8	19	9	8	11	5	16	10	12	8			
		Residential (each)	11	5	7	15	86	12	13	51	18	20	31	18	39	14	11	16			
<b>Total (each)</b>	<b>26</b>	<b>14</b>	<b>19</b>	<b>29</b>	<b>107</b>	<b>25</b>	<b>23</b>	<b>78</b>	<b>33</b>	<b>28</b>	<b>51</b>	<b>28</b>	<b>66</b>	<b>29</b>	<b>24</b>	<b>24</b>					
Centennial Farm Impacts	Evaluate corridors re: disturbance to centennial farms	Area of centennial farms affected (acres)	38.07	0.00	0.00	45.48	0.00	87.78	73.22	0.00	0.00	81.71	44.24	43.55	0.00	88.35	88.35	105.05			
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	Requires ROW from Enterprise Zone (acres)	0.00	0.00	0.00	18.07	18.07	18.07	0.00	0.00	0.00	0.00	18.07	18.07	18.07	18.07	0.00	0.00			
		Brings roadway corridor to Enterprise Zone (Rank 1 to 5)	N/A	N/A	N/A	2	1	2	2	3	4	2	2	2	2	2	2	3			
<b>Environmental Sensitivity - Additional Criteria</b>																					
Special Waste	Evaluate potential impact on special waste sites	Number of sites affected (each)	0	0	0	2	3	2	0	3	2	0	2	2	3	2	0	0			
Section 4(f) Properties	Evaluate potential impact on 4(f) properties (parkland, recreational land, historic sites)	Number of sites affected (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Floodplain	Evaluate potential impact on floodplains	Area of floodplain affected - longitudinal (acres)	0.00	28.94	0.00	0.00	0.00	0.00	12.13	72.88	65.51	0.00	0.00	0.00	0.00	0.00	0.00				
		Area of floodplain affected - diagonal (acres)	141.45	316.17	193.22	88.78	81.28	88.78	107.16	14.36	0.00	0.00	88.79	88.79	154.82	88.79	88.79	100.03			
Natural Area	Evaluate potential impact to Natural Area	Number of sites affected (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Nature Preserve	Evaluate potential impact to Nature Preserve	Number of sites affected (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Air Quality	Evaluate potential impact on air quality	Total point value for LOS under "Traffic Operations/ Congestion Relief" criterion (points)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score. Point values assigned to each stream based on HA scores. Point values range from 1 to 4 with 1 being poor and 4 being excellent	Habitat Assessment Score (number of times corridor crosses streams; assigned point value)	2	5	4	9	8	10	13	4	13	12	10	9	11	9	8	10			
		Area of stream affected (acres x assigned point value)	0.21	0.73	1.04	19.34	27.44	10.47	10.95	10.03	10.79	3.16	33.38	21.17	24.91	10.47	5.92	8.83			
Wetlands	Evaluate potential impacts to wetlands using Floristic Quality Index (FQI). Point values assigned to each site based on FQI. Point values range from 1 to 4 with 1 being severely degraded & 4 being state-wide significant natural area	State Threatened - Number of sites affected	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
		State Endangered - Number of sites affected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Federal Threatened - Number of sites affected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Federal Endangered - Number of sites affected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>															
Forest Areas	Evaluate potential impact on forested areas	Area of sites affected (acres)	11.09	58.82	104.65	10.07	137.19	10.07	21.18	80.81	23.41	17.89	80.81	32.91	60.05	10.07	10.07	25.98			
		Area of sites affected on prairies	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	0.00	0.00	0.14	0.00	1.39	0.00	0.00	0.00			
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types	Area of sites affected (acres)	11.27	59.55	212.92	84.78	321.76	56.89	89.10	241.57	39.38	61.22	195.18	118.82	200.31	56.94	52.18	118.58			
<b>Cost</b>																					
Construction Cost	Opinion of probable construction cost	Total Construction Cost	\$1,800,000	\$62,100,000	\$44,300,000	\$97,400,000	\$180,500,000	\$89,300,000	\$92,600,000	\$82,700,000	\$111,000,000	\$90,900,000	\$128,800,000	\$104,400,000	\$143,100,000	\$86,800,000	\$77,900,000	\$73,900,000			
Land Acquisition Cost	Opinion of probable land acquisition cost	Single Family Homes	\$998,988	\$494,406	\$828,492	\$1,369,591	\$1,012,673	\$1,600,917	\$1,430,995	\$5,475,336	\$1,889,813	\$2,048,981	\$3,165,356	\$2,268,126	\$4,523,879	\$1,792,414	\$1,269,366	\$2,074,560			
		Farm Buildings	\$855,000	\$483,900	\$813,122	\$496,647	\$950,108	\$475,077	\$566,805	\$1,488,719	\$500,316	\$458,248	\$1,011,474	\$425,904	\$1,526,070	\$787,754	\$821,348	\$671,794			
		Commercial Buildings	\$222,736	\$162,832	\$213,096	\$321,942	\$1,942,033	\$355,809	\$33,867	\$547,779	\$399,111	\$0	\$386,097	\$321,942	\$571,134	\$321,942	\$7,888	\$0			
		Residential Property Impacts	\$119,977	\$89,052	\$124,949	\$239,515	\$1,354,723	\$202,318	\$214,890	\$704,231	\$292,436	\$322,526	\$543,989	\$317,449	\$687,186	\$254,180	\$322,051	\$251,812			
		Agricultural Property Impacts	\$1,962,094	\$1,737,052	\$1,226,712	\$4,232,256	\$4,381,086	\$4,255,621	\$3,972,705	\$4,038,922	\$5,357,935	\$5,008,455	\$4,417,539	\$3,839,126	\$5,033,541	\$3,981,436	\$3,809,200	\$2,765,280			
		Commercial Property Impacts	\$16,281	\$8,601	\$26,234	\$55,666	\$189,104	\$68,021	\$20,393	\$81,709	\$54,103	\$0	\$90,290	\$61,877	\$123,729	\$50,746	\$6,138	\$0			
		<b>Total Land Acquisition cost</b>	<b>\$2,353,067</b>	<b>\$1,985,537</b>	<b>\$1,593,990</b>	<b>\$4,849,379</b>	<b>\$7,776,945</b>	<b>\$4,879,766</b>	<b>\$4,241,854</b>	<b>\$5,450,841</b>	<b>\$6,103,596</b>	<b>\$6,320,981</b>	<b>\$5,437,915</b>	<b>\$4,840,494</b>	<b>\$6,415,591</b>	<b>\$4,498,217</b>	<b>\$4,065,387</b>	<b>\$3,017,103</b>			
		Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles. Assumes a direct correlation between total lane miles & operational/maintenance costs.	Length of proposed corridor (lane miles)	16.52	17.91	16.84	34.59	32.28	33.95	33.80	30.01	36.15	38.08	38.28	33.54	36.45	33.40	32.86	29.48	
				Length of resulting existing alignment not in corridor (lane mi.)	0.52	7.80	7.57	10.97	11.12	11.67	13.18	13.18	7.03	12.53	13.23	8.14	10.80	8.29	11.44	12.95	14.00
				<b>Total Length (lane miles)</b>	<b>17.05</b>	<b>25.62</b>	<b>24.21</b>	<b>45.56</b>	<b>43.40</b>	<b>45.63</b>	<b>46.98</b>	<b>47.04</b>	<b>47.04</b>	<b>43.18</b>	<b>50.31</b>	<b>51.51</b>	<b>44.34</b>	<b>44.74</b>	<b>41.84</b>	<b>44.81</b>	<b>42.48</b>

# Development of Screening Matrix

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



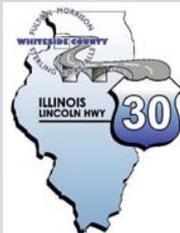
# Evaluation Factors

## TRAFFIC & SAFETY

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

## SOCIAL & ECONOMIC

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



# Evaluation Factors cont'd

## ENVIRONMENTAL

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

## COST

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



# Apply a Ranking Scale

## Step 6 of Screening Process



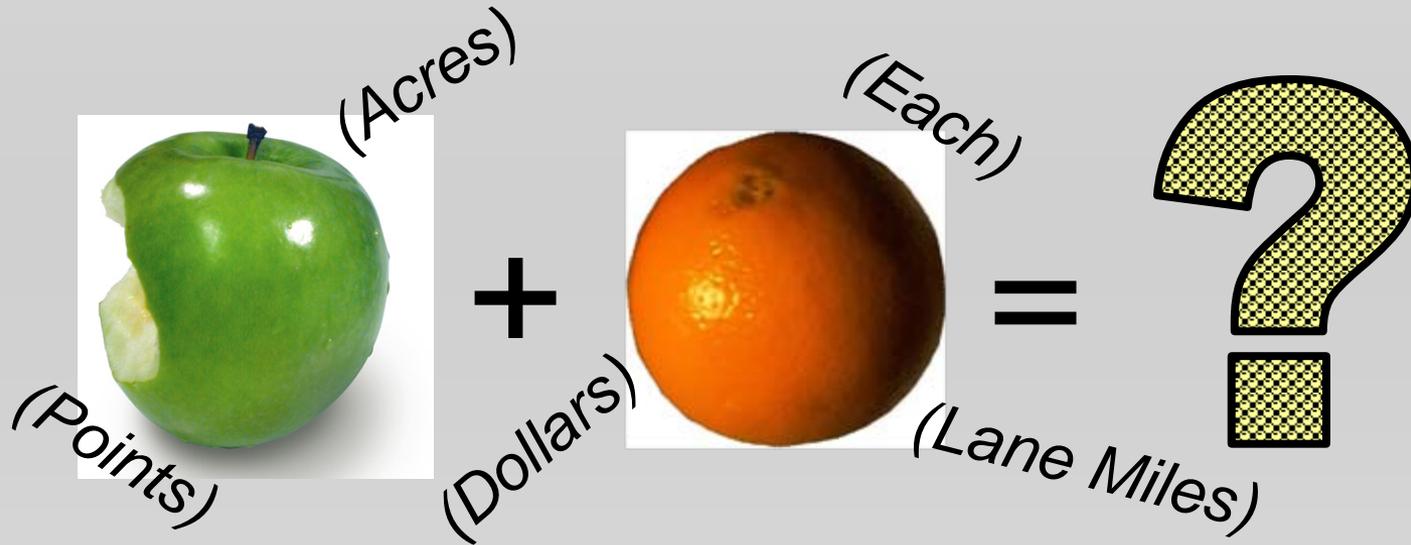
**US Route 30 - Whiteside County  
Corridor Evaluation  
Rankings**

Evaluation Factor	Definition/Clarification	SECTION 1			SECTION 2											
		1A	1B	1C	2A	2B	2C	2D	2E	2F	2G	2H	2J	2K	2L	2M
<b>Traffic &amp; Safety</b>		250.00	133.00	189.00	190.00	215.00	190.00	155.00	129.00	189.00	155.00	191.00	190.00	242.00	190.00	155.00
		Rank: 1	Rank: 3	Rank: 2	Rank: 4	Rank: 2	Rank: 4	Rank: 9	Rank: 13	Rank: 8	Rank: 9	Rank: 3	Rank: 4	Rank: 1	Rank: 4	Rank: 9
Traffic Operations / Congestion Relief	Evaluate corridors from traffic ops standpoint using LOS. LOS point values (1-6) totalled for each corridor.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Corridor Utilization	Reduction of ADT along existing US 30 in design year.	100.00	0.00	50.00	50.00	75.00	50.00	25.00	0.00	50.00	25.00	50.00	50.00	100.00	50.00	25.00
Potential for Crash Reduction	Evaluate based on crash reduction factors. Point values totalled for each corridor.	50.00	33.00	39.00	40.00	40.00	40.00	30.00	29.00	39.00	30.00	41.00	40.00	42.00	40.00	30.00
		314.03	346.15	378.69	302.57	294.41	298.84	234.11	356.50	315.82	228.97	307.80	328.90	357.88	319.31	253.95
		Rank: 3	Rank: 2	Rank: 1	Rank: 7	Rank: 9	Rank: 8	Rank: 12	Rank: 2	Rank: 5	Rank: 13	Rank: 6	Rank: 3	Rank: 1	Rank: 4	Rank: 10
<b>Environmental Sensitivity - Social and Economic Criteria</b>																
Property Impacts	Evaluate magnitude of property acquisitions by type.	14.03	0.00	8.91	9.00	15.83	9.78	9.97	22.26	3.81	0.00	5.42	11.73	5.25	11.93	13.32
Agricultural Land Impacts	Evaluate corridors relative to Longitudinal Farm Severance	100.00	100.00	100.00	57.14	100.00	100.00	57.14	85.71	85.71	0.00	85.71	100.00	100.00	100.00	85.71
	Evaluate corridors relative to Diagonal Farm Severance	100.00	0.00	42.86	35.71	35.71	0.00	21.43	78.57	28.57	85.71	35.71	14.29	57.14	21.43	21.43
Displacements/Structural Impacts	Evaluate displacements/structural impacts by type.	0.00	46.15	26.92	72.90	0.00	76.64	78.50	27.10	69.16	73.83	52.34	73.83	38.32	72.90	77.57
Centennial Farm Impacts	Evaluate corridors relative to disturbance of centennial farms	0.00	100.00	100.00	70.67	100.00	56.29	52.78	100.00	100.00	40.85	71.47	71.91	100.00	55.92	55.92
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	100.00	100.00	100.00	57.14	42.86	57.14	14.29	42.86	28.57	28.57	57.14	57.14	57.14	57.14	0.00
		1,079.29	845.10	758.99	1,024.23	816.59	1,042.59	1,054.74	879.27	972.62	1,079.43	872.65	982.07	734.26	1,050.27	1,132.34
		Rank: 1	Rank: 2	Rank: 3	Rank: 7	Rank: 12	Rank: 6	Rank: 4	Rank: 10	Rank: 9	Rank: 2	Rank: 11	Rank: 8	Rank: 13	Rank: 5	Rank: 1
<b>Environmental Sensitivity - Additional Criteria</b>																
Special Waste	Evaluate potential impact on special waste sites.	100.00	100.00	100.00	33.33	0.00	33.33	100.00	0.00	33.33	100.00	33.33	33.33	0.00	33.33	100.00
Section 4f106 Properties	Evaluate potential impact on 4(f)(5) properties (parkland, recreational land, historic sites)	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Floodplain	Evaluate potential impact on floodplains - longitudinal.	100.00	0.00	100.00	100.00	100.00	100.00	100.00	83.36	0.00	10.11	100.00	100.00	100.00	100.00	100.00
Floodplain	Evaluate potential impact on floodplains - diagonal.	55.26	0.00	38.89	42.58	60.38	42.58	30.69	90.72	100.00	100.00	42.58	42.58	0.00	42.58	42.58
Natural Area	Evaluate potential impact to Natural Area	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Nature Preserve	Evaluate potential impact to Nature Preserve	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Air Quality	Evaluate potential impact on air quality.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score.	60.00	0.00	20.00	30.77	38.46	23.08	0.00	69.23	0.00	7.69	23.08	30.77	15.38	30.77	30.77
Wetlands	Evaluate potential impacts to wetlands using Floristic Quality Index (FQI).	79.92	29.27	0.00	45.02	17.75	68.62	67.17	69.84	67.65	90.54	0.00	36.65	25.33	68.62	82.54
Threatened & Endangered Species and/or Habitat	Evaluate potential impacts to T&E species by type	0.00	100.00	0.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Forest Areas	Evaluate potential impact on forested areas	89.41	43.80	0.00	92.66	0.00	92.66	84.56	41.10	82.84	87.00	41.09	76.01	55.79	92.66	82.66
Prairies	Evaluate potential impact on prairies	100.00	100.00	100.00	100.00	100.00	100.00	100.00	0.00	100.00	100.00	90.12	100.00	0.00	100.00	100.00
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types.	94.71	72.03	0.00	79.87	0.00	82.32	72.31	24.93	88.70	84.08	42.45	62.83	37.75	82.30	83.79
		69.01	0.00	50.52	41.41	41.50	40.64	49.15	81.29	25.20	34.32	21.80	39.15	16.69	42.10	54.57
		Rank: 1	Rank: 3	Rank: 2	Rank: 7	Rank: 6	Rank: 8	Rank: 4	Rank: 1	Rank: 11	Rank: 10	Rank: 12	Rank: 9	Rank: 13	Rank: 5	Rank: 3
Project Cost	Opinion of probable cost for construction & land acquisition.	35.82	0.00	45.41	30.21	26.10	29.58	40.73	53.49	20.07	34.32	8.38	25.58	0.00	29.50	44.06
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles.	33.19	0.00	5.11	11.20	15.40	11.06	8.42	27.81	5.13	0.00	13.42	13.57	16.69	12.59	10.51
<b>CORRIDOR OVERALL RANK TOTALS</b>		6 Rank Pts	10 Rank Pts	8 Rank Pts	25 Rank Pts	29 Rank Pts	26 Rank Pts	29 Rank Pts	26 Rank Pts	33 Rank Pts	34 Rank Pts	32 Rank Pts	24 Rank Pts	28 Rank Pts	18 Rank Pts	23 Rank Pts
<b>OVERALL CORRIDOR RANK</b>		Rank: 1	Rank: 3	Rank: 2	Rank: 4	Rank: 9	Rank: 5	Rank: 9	Rank: 5	Rank: 12	Rank: 13	Rank: 11	Rank: 3	Rank: 7	Rank: 1	Rank: 2

Max Normalized Score: 100

# Results & Ranking

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



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



# NORMALIZING

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



# NORMALIZED SCORES IN THE MATRIX

## INFORMATION SUMMARY

## RANKINGS SHEET

Evaluation Factor	Definition/Clarification	Indicators
Agricultural Land Severance	Evaluate corridors relative to Farm Severance	# Severed (Diagonal)
Floodplain	Evaluate potential impact on Floodplains	Area Affected (Acres)

SECTION 1		
1A	1B	1C
0	7	4
141.45	316.17	193.22

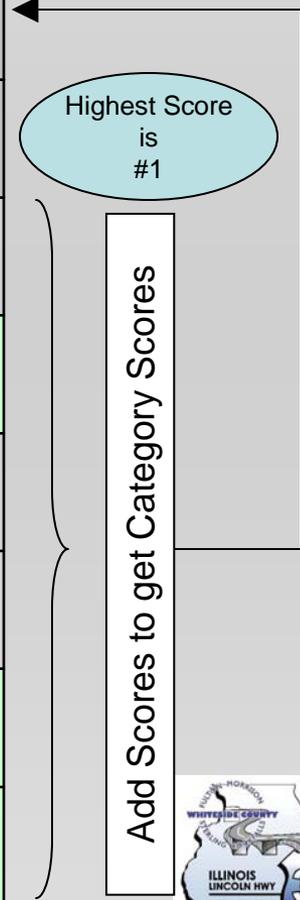
SECTION 1		
1A	1B	1C
100.00	0.00	42.86
55.26	0.00	38.89



# Rankings for 4 Categories

Environmental Sensitivity - Social and Economic Criteria	
Property Impacts	Evaluate magnitude of property acquisitions by Type.
Agricultural Land Impacts	Evaluate corridors relative to Longitudinal Farm Severance
Agricultural Land Impacts	Evaluate corridors relative to Diagonal Farm Severance
Displacements/Structural Impacts	Evaluate displacements/structural impacts by Type.
Centennial Farm Impacts	Evaluate corridors relative to disturbance of Centennial Farms
Economic Sustainability	Evaluate potential to sustain the economic Viability of the Communities

	1A	1B	1C
	314.03	346.15	378.69
	Rank: 3	Rank: 2	Rank: 1
	14.03	0.00	8.91
	100.00	100.00	100.00
	100.00	0.00	42.86
	0.00	46.15	26.92
	0.00	100.00	100.00
	100.00	100.00	100.00



# Corridor Rankings

Traffic & Safety
Environmental Sensitivity - Social and Economic Criteria
Environmental Sensitivity - Additional Criteria
Cost

1A	1B	1C
----	----	----

Rank: 1	Rank: 3	Rank: 2
Rank: 3	Rank: 2	Rank: 1
Rank: 1	Rank: 2	Rank: 3
Rank: 1	Rank: 3	Rank: 2

Add Ranks to get  
Corridor Rank Totals

<b><i>CORRIDOR OVERALL RANK TOTALS</i></b>
<b><i>OVERALL CORRIDOR RANK</i></b>

6 Rank Pts	10 Rank Pts	8 Rank Pts
Rank: 1	Rank: 3	Rank: 2

Lowest  
Rank Total is  
#1



# BREAK



# **SCREENING PROCESS RESULTS, SCORES, & RANKING**



# Section 1

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

*Corridors Showing Distinct Advantages*

Corridors 1A & 1C



# Section 2

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

## *Corridor Showing Distinct Advantages*

Corridor 2L



# Section 3

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

## *Corridors Showing Distinct Advantages*

- Corridor 3B, 3C, 3D & 3E



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

## **Steps 7 & 8**

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



# CAG Exercise

## Discussion of Corridors

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

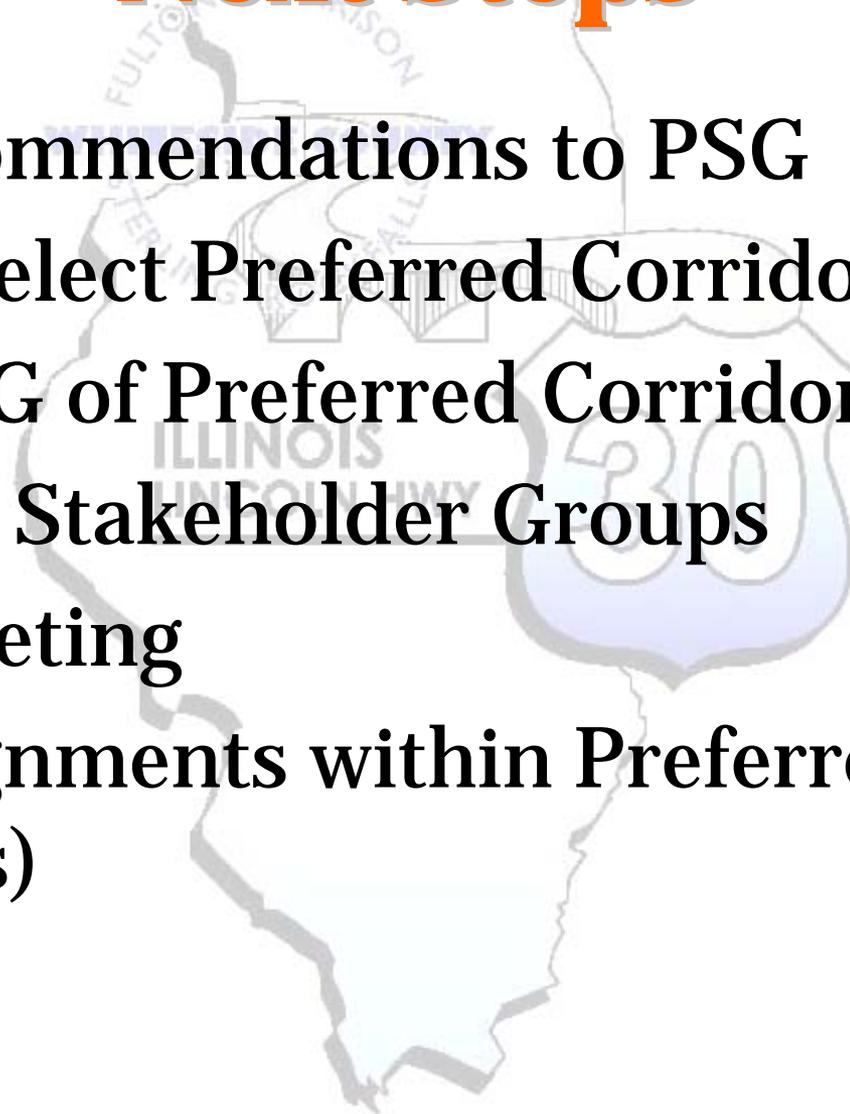
The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, compromises **safety, mobility** and reduces the quality of life of the adjacent communities. There is a need for improved economic development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



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

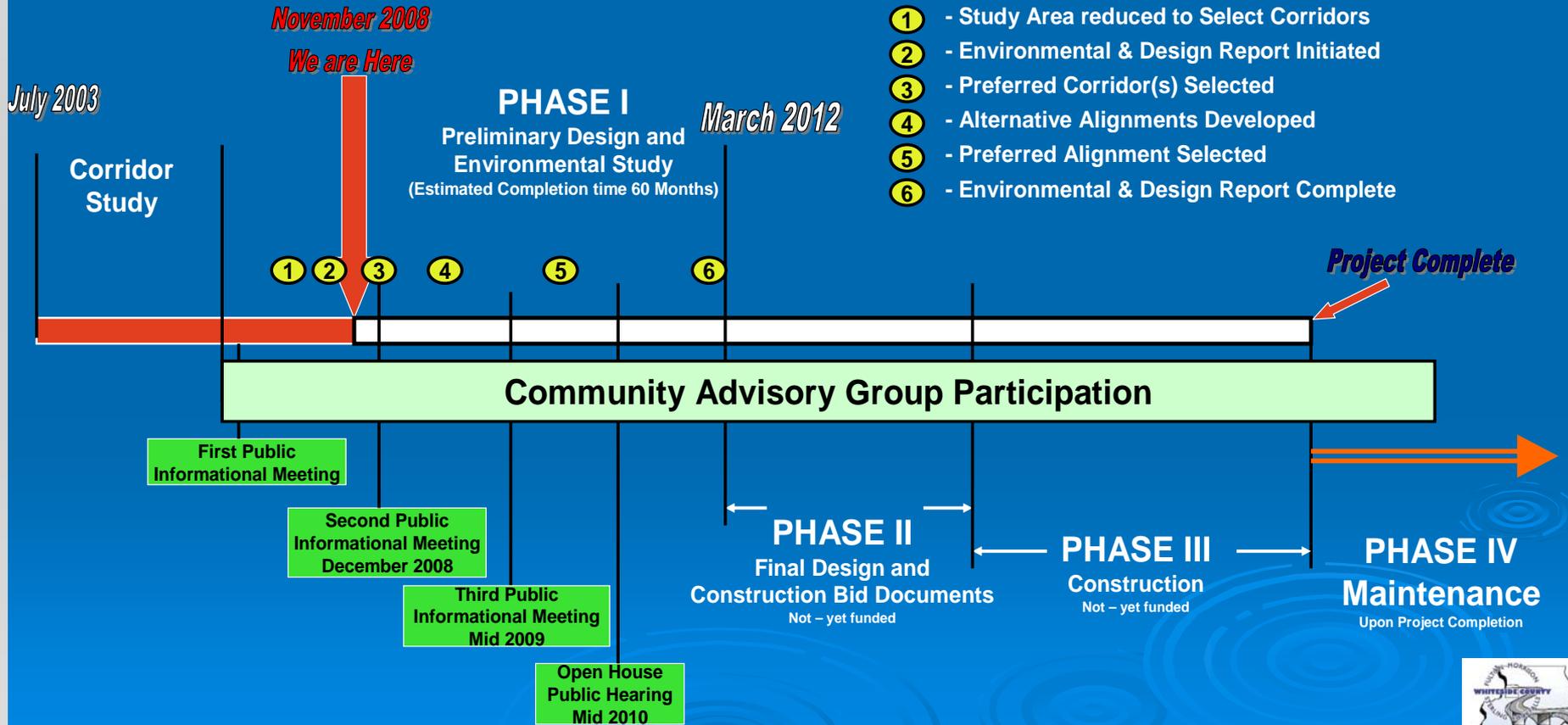


# Next Steps



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

# Project Timeline





Illinois Department of Transportation

FULTON MORRISON  
WHITESIDE COUNTY  
STERLING ROCKFALLS

**Thank You For Your  
Ongoing Support!**

ILLINOIS  
LINCOLN HWY



**VOLKERT**  
& ASSOCIATES, INC.



Howard R. Green Company