

Alton-Godfrey Transportation Study CAG Meeting #4 Summary



Date: April 29, 2014

Time: 6:00 pm – 8:00 pm

Location: Alton-Wood River Sportsmen's Club

1. The fourth Community Advisory Group (CAG) meeting for the Alton-Godfrey Transportation Study was held April 29, 2014. The purpose of the meeting was to:
 - Review CAG meeting #3
 - Review updated (2008-2012) crash data
 - Review preliminary corridors and present corridor revisions based on feedback at CAG meeting #3
 - Review the corridor / alternative evaluation process
 - Provide an overview of reasonable alternatives at US 67 and IL Routes 3/111 (Corridor 12)
 - Examine and discuss the Corridor 12 alternatives in a breakout session

 2. The following CAG members attended the meeting:
 - Mayor Brant Walker City of Alton
 - Mayor McCormick Village of Godfrey
 - Greg Caffey City of Alton
 - Matt Asselmeier City of Alton
 - Mike Stumpf Village of Godfrey
 - Joe Domer Madison County Transit
 - Monica Bristow River Bend Growth Association
 - Chief Erik Kambarian Godfrey Fire Protection District
 - Rusty Ingram Alton Memorial Hospital
 - Martha Warford Beverly Farm
 - John Hilgert Rock Gate Subdivision
 - Martin Carrow Northport Hills Resident / Business Owner
 - Todd Harpole Alton Resident
 - Robert Stephan Alton Resident
 - Joe Pflieger Savannah Trace Subdivision

 3. One member of the general public, Mr. Larry Stark, attended the meeting as an observer. Mr. Stark had also attended CAG meeting #3 as an observer, and had expressed an interest in observing this meeting as well.

 4. The following Project Study Group members were in attendance:
 - Cindy Stafford IDOT
 - Karen Geldert IDOT
 - Frank Opfer IDOT
 - Jennifer Hunt IDOT
 - Brian Macias IDOT
 - Kevin Jemison IDOT
 - George Ryan Piasa Collaborative (AMEC)
 - Steve Coates Piasa Collaborative (AMEC)
 - Jeff Strickland Piasa Collaborative (AMEC)
 - Jason Watters Piasa Collaborative (BLA)
 - Dustin Riechmann Piasa Collaborative (BLA)
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- Jennifer Stines Piasa Collaborative (BLA)
- Bridgett Jacquot Piasa Collaborative (H&S)
- Brad Riechmann Piasa Collaborative (H&S)
- Paul Stayduhar Piasa Collaborative (DMA)
- Will Waggoner Piasa Collaborative (DMA)

5. CAG members were provided with the following new material for their project binders: meeting agenda; hard copy of the meeting PowerPoint presentation; CAG Meeting #3 summary; and updated CAG member roster.
6. The meeting agenda, and PowerPoint presentation contents, were as follows:
 - a. Recap of CAG meeting #3
 - b. Review of updated crash analysis
 - c. Review of corridors as presented at CAG meeting #3
 - d. Overview of corridor evaluation process
 - Explanation of east-west corridor elimination (Corridors 9, 10 and 11 eliminated due to E-W component not attracting enough traffic)
 - e. Overview of reasonable alternatives at US 67 and IL Routes 3/111 (Corridor 12)
 - Process of alternatives development
 - IDOT Right of Way acquisition process
 - f. Breakout session to review Corridor 12 alternatives and discussion of results
7. Questions and comments during presentation of Corridor 12 alternatives:
 - a. Regarding Right of Way acquisition, where can the relevant statutes be found?
A: This is addressed in the Illinois Highway Code under Roads and Bridges (605 ILCS 5/), which is attached to this meeting summary. Also, the Land Acquisition Policy and Procedure Manual is available on the IDOT website.
 - b. Will Northport Drive be disconnected with these alternatives?
A: Yes.
 - c. Do the Right of Way acquisition statutes address compensation due to potential losses to business (business disruption)?
A: Potential losses due to an IDOT project are not compensable.
 - d. Regarding the at-grade intersection alternative, would a business that winds up with less visibility to motorists be considered impacted?
A: The state does not have a mechanism to compensate for this situation.
 - e. At the last CAG meeting, there was general consensus among the CAG members that circulation along Oakwood Avenue, from Alton Square Mall Drive east to behind the Lowe's, needed to be considered by the team. None of the Corridor 12 alternatives addresses this issue.
A: As the team moves forward with further refinement of these alternatives, we will be considering this issue.
 - f. Comment by Cindy Stafford: the disconnection of Alby is important to note on these alternatives. More circuitous local travel could be the result.
8. CAG members were then divided into four breakout groups. Each group's assignment was to review a large exhibit of the three Corridor 12 alternatives; discuss the merits or disadvantages of each alternative; and identify any refinements that should be considered. George Ryan was the room facilitator moving from table to table ensuring the exercise proceeded smoothly. Each group was facilitated by a study team member; was provided with a flip chart for making notes; and was given 40 minutes for this assignment. At the end of this time period each breakout group would provide an oral report to the rest of the membership in attendance. The breakout groups consisted of the following:

- a. Table 1 (Red): Brant Walker, Mike Stumpf, Martha Warford, John Hilgert. Facilitator: Jennifer Stines.
 - b. Table 2 (Green): Mike McCormick, Robert Stephan, Joe Pflieger. Facilitator: Jason Watters.
 - c. Table 3 (Yellow): Greg Caffey, Monica Bristow, Martin Carrow, Erik Kambarian. Facilitator: Brad Riechmann.
 - d. Table 4 (Blue): Matt Asselmeier, Joe Domer, Rusty Ingram, Todd Harpole. Facilitator: Steve Coates.
9. Reports / comments / issues identified by each breakout group:
- a. Table 1
 - Alternative 12-1:
 - Positives: Helps level of service; like the overpass at Oakwood
 - Negatives: Loss of Alby Street connection; isolation of Holly Hills subdivision and Beltline Church; lack of access to Industrial Drive
 - Alternative 12-2:
 - Positives: None
 - Negatives: Loss of Alby Street connection; Alby Street and most north Alton resident lose access to either highway; remaining businesses will be left with poor access; Holly Hills subdivision is isolated
 - Alternative 12-3:
 - Positives: Best option; Alby Street remains connected; best plan for flow of North Alton traffic
 - b. Table 2
 - General comments: do not disconnect Alby Street; buses on North Alby must connect to Alby Street
 - Alternative 12-1:
 - Disconnection of Alby Street and Elm Street is not desirable; a north-south connection to US 67 via Alton Square Mall Drive is preferred
 - Alternative 12-2:
 - No comments
 - Alternative 12-3:
 - Better than the other alternatives; must look for ways to reduce displacements
 - c. Table 3
 - Alternative 12-1:
 - Local connectivity is compromised for regional connectivity
 - Why not use Buckmaster? Would provide better access to Alton Memorial Hospital and St. Anthony's
 - Is there a "do nothing" or "ain't broke" alternative?
 - Alternative 12-2:
 - Lots of work / displacement at Center Drive
 - Can we keep Alby / Beltline connection?
 - Alternative 12-3:
 - Alby connection is there
 - Best alternative
 - d. Table 4
 - Alternative 12-1 concerns:
 - Emergency response time to area bordered by Alton Square Mall Drive and US 67
 - Church displacement or new access to be evaluated
 - Access to Ameren
 - Impacts to stable commercial base (displacements)
 - Concept is ok to continue to be evaluated
 - Alternative 12-2 concerns:

- Consider keeping Alby open to minimize impacts to local trips
 - Consider redevelopment opportunities at displaced parcels
 - Ok to study further
 - Alternative 12-3 concerns:
 - Changes to Elm and Alby impact local traffic connections and hospital access – need to be evaluated further
 - Make sure the alternatives improve accessibility to the new multi-modal (high speed rail) station (i.e. at next meeting)
 - Make sure to evaluate emergency response time to hospitals
 - Displacements may be ok if it brings traffic / business to the mall
 - Overall – ok to study further
 - Consensus that this is most liked at this table
10. The study team will review these suggestions and comments and take them into account as the corridor evaluation process proceeds.
- a. Subsequent discussion centered on the topic of disconnection of Alby Street on Alternatives 12-1 and 12-2. Several CAG members stated that Alby must remain connected; the primary concern is that Alby is a main north-south route in the roadway network and that disconnecting it at Homer Adams Parkway will sever the community.
11. General Discussion / Action Items / Next CAG Meeting
- a. The next CAG meeting is scheduled for May 21, 2014. North-south alternatives will be presented and discussed in breakout groups. Since the team anticipates this process will require a good deal of the scheduled two-hour meeting time, it was agreed by CAG members and the team to begin the meeting at 5:30 pm with a goal of concluding by 8:30 pm.
 - b. The study team thanked the CAG members for their time, input and participation in the study and as members of the CAG.
 - c. If CAG members have any questions before then, they were instructed to contact Karen Geldert.
12. The meeting concluded at approximately 8:00 pm.

ROADS AND BRIDGES

(605 ILCS 5/) Illinois Highway Code.

(605 ILCS 5/Art. 4 Div. 5 heading)

DIVISION 5. PROPERTY ACQUISITION AND DISPOSAL

(605 ILCS 5/4-501) (from Ch. 121, par. 4-501)

Sec. 4-501. The Department, in its name, or any county may acquire the fee simple title, or such lesser interest as may be desired, to any land, rights, or other property necessary for the construction, maintenance or operation of State highways, or necessary for locating, relocating, extending, widening or straightening any State highway, or necessary for locating, relocating, extending, widening or straightening an existing street or for laying out, establishing or opening a new street within the corporate limits of any municipality which has been designated by the Department as a street to form a part of or to connect with a State highway leading up to the corporate limits of such municipality, or necessary for any other purpose or use contemplated by this Code by purchase or by the exercise of the right of eminent domain under the eminent domain laws of this State and the Department shall not be required, in any case, to furnish bond.

When, in the judgment of the acquiring agency, it is more practical and economical to acquire the fee to the inaccessible remnants of the tracts of land from which rights-of-way are being acquired than to pay severance damages, such agency may do so by purchase or by an eminent domain proceeding.

When a part of a parcel of land is to be taken for State highway purposes and the accessible remnant is to be left in a shape or condition rendering it of little value to the owner or giving rise to claims for severance or other damages, upon written request of the owner, the acquiring agency may take the whole parcel and may sell or exchange the part not needed for highway purposes.

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.

When any farm land is acquired for State highway purposes by the exercise of the right of eminent domain, the rate of compensation to be paid by the acquiring agency shall be computed by taking into consideration the total acreage originally involved in the farm land parcel, including that portion of such parcel already part of a right of way for highway purposes but for which legal title lies in the owner of the parcel.

(Source: P.A. 81-536.)

(605 ILCS 5/4-501.5)

Sec. 4-501.5. Eminent domain. Notwithstanding any other provision of this Code, any power granted under this Code to acquire property by condemnation or eminent domain is subject to, and shall be exercised in accordance with, the Eminent Domain Act.

(Source: P.A. 94-1055, eff. 1-1-07.)

(605 ILCS 5/4-502) (from Ch. 121, par. 4-502)

Sec. 4-502. When the Department deems it necessary to build, widen, alter, relocate or straighten any ditch, drain or watercourse in order to drain or protect any highway or highway structure it is authorized to construct, maintain or operate, it may acquire the necessary property, or such interest or right therein as may be required, by gift or purchase or, if the compensation or damages cannot be agreed upon, by the exercise of the right of eminent domain under the eminent domain laws of this State. The Department shall not be required to furnish bond in any eminent domain proceeding.

(Source: Laws 1959, p. 196.)

(605 ILCS 5/4-503) (from Ch. 121, par. 4-503)

Sec. 4-503. For the purpose of making subsurface soil surveys, preliminary surveys and determinations of the amount and extent of such land, rights or other property required, the Department, or any county, by its officers, agents or employees, after written notice to the known owners and occupants, if any, may enter upon the lands or waters of any person, but subject to responsibility for all damages which shall be occasioned thereby.

(Source: P.A. 84-713.)

(605 ILCS 5/4-504) (from Ch. 121, par. 4-504)

Sec. 4-504. Subject to the approval of the Governor and the consent of any department, board, commission, officer or other agency of the State government having control and custody of any land now or hereafter owned by the State, the Department is authorized to take and use such portion as may be deemed necessary for State highway purposes over such land, provided such taking and use by the Department does not interfere with the use of such land by the agency so having control and custody.

(Source: Laws 1959, p. 196.)

(605 ILCS 5/4-505) (from Ch. 121, par. 4-505)

Sec. 4-505. In addition to whatever powers the Department may by law now possess, whenever it is necessary as an incident to the construction of a new State highway or the relocation, reconstruction, extension, widening, straightening, alteration, repair, maintenance or improvement of an existing State highway (including extensions of a new or existing State highway through or into a municipality upon a new or existing street) that the line or tracks of a railroad or railway company or the wires, poles, pipes or other facilities of a public utility, which are not then located in or upon a public street or highway, be relocated, and the Department and such company or public utility have entered into an agreement, approved by the Illinois Commerce Commission, concerning such relocation, the Department is authorized to purchase, or to acquire through the exercise of the right of eminent domain under the eminent domain law of the State, such easements, rights, lands or other property as may be necessary for the relocation of said railroad or railway line or tracks or other public utility facilities.

The Department is authorized to convey such easements, rights, lands or other property it has so purchased or acquired for said relocation of the said railroad, railway company or other public utility by deed executed by the Director of the Department.

(Source: Laws 1965, p. 428.)

(605 ILCS 5/4-508) (from Ch. 121, par. 4-508)

Sec. 4-508. (a) Except as provided in paragraphs (c) and (d) of this Section, and subject to the written approval of the Governor, the Department may dispose of, by public sale, at auction or by sealed bids, any land, rights or other properties, real or personal, acquired for but no longer needed for highway purposes or remnants acquired under the provisions of Section 4-501, provided that no such sale may be made for less than the fair appraised value of such land, rights, or property.

(b) Except as provided in paragraphs (c) and (d) of this Section, and subject to the written approval of the Governor, the Department may exchange any land, rights or property no longer needed for highway purposes or remnants acquired under the provisions of Section 4-501 of this Code for equivalent interests in land, rights or property needed for highway purposes. Where such interests are not of equivalent value cash may be paid or received for the difference in value.

(c) If at the time any property previously determined by the Department to be needed for highway purposes is declared no longer needed for such purposes, and the person from whom such property was acquired still owns and has continuously owned land abutting such property since the acquisition by the Department, the Department before making any disposition of that property shall first offer in writing that property to the person from whom such property was acquired at the current appraised value of the property. If the offer is accepted in writing within 60 days of the date of the written offer, the Department, subject to the written approval of the Governor, is authorized to dispose of such property to the person from whom such property was acquired upon payment of the appraised value. If the offer is not accepted in writing within 60 days of the date of the written offer, all rights under this paragraph shall terminate.

(d) If the Department enters into or currently has a written contract with another highway authority for the transfer of jurisdiction of any highway or portion thereof, the Department is authorized to convey, without compensation, any land, dedications, easements, access rights, or any interest in the real estate that it holds to that specific highway or portion thereof to the highway authority that is accepting or has accepted jurisdiction. However, no part of the transferred property can be vacated or disposed of without the approval of the Department, which may require compensation for non-public use.

(e) Except as provided in paragraph (c) of this Section, if the Department obtains or obtained fee simple title to, or any lesser interest, in any land, right, or other property and must comply with subdivision (f)(3) of Section 6 of Title I of the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 460 I-8(f)(3)), the Historic Bridge Program established under Title 23, United States Code, Section 144, subsection (o) (23 U.S.C. 144(o)), the National Historic Preservation Act (16 U.S.C. Sec. 470), the Interagency Wetland Policy Act of 1989, or the Illinois State Agency Historic Resources Preservation Act, the Department, subject to the written approval of the Governor and concurrence of the grantee, is authorized to convey the title or interest in the land, right, or other property to another governmental agency, or a not-for-profit organization that will use the property for purposes consistent with the appropriate law.

The Department may retain rights to protect the public interest.

(Source: P.A. 95-331, eff. 8-21-07.)

(605 ILCS 5/4-508.1) (from Ch. 121, par. 4-508.1)

Sec. 4-508.1. In the event the Department obtains or has obtained fee simple title to, or any lesser interest in, any land, rights or other property under the provisions of Section 4-508 of this Code in connection with a project involving the planned construction of a federal-aid highway and that project ceases to be a federal-aid project, the Department is authorized to convey title to, or any lesser interest in, all such land, rights or property, regardless of

whether any construction has taken place, to the Illinois State Toll Highway Authority without compensation when such conveyance is approved in writing by the Governor.

(Source: P.A. 83-1258.)

(605 ILCS 5/4-509) (from Ch. 121, par. 4-509)

Sec. 4-509. In addition to other powers of the Department, whenever it is necessary as an incident to the construction of a new State highway or the relocation, reconstruction, extension, widening, straightening, alteration, repair, maintenance or improvement of an existing State highway (including extensions of a new or existing State highway through or into a municipality upon a new or existing street) that property already devoted to a public use be acquired, and the Department and the public agency having jurisdiction over such property have entered into an agreement concerning the acquisition of such property, the Department is authorized to purchase, or to acquire through the exercise of the right of eminent domain, such easements, rights, lands or other property as may be necessary to replace the public property being acquired. The Department is authorized to convey to such public agency such easements, rights, lands or other property it so purchases or acquires for such replacement by deed executed by the Director of the Department.

(Source: Laws 1965, p. 2921.)

(605 ILCS 5/4-510) (from Ch. 121, par. 4-510)

Sec. 4-510. The Department may establish presently the approximate locations and widths of rights of way for future additions to the State highway system to inform the public and prevent costly and conflicting development of the land involved.

The Department shall hold a public hearing whenever approximate locations and widths of rights of way for future highway additions are to be established. The hearing shall be held in or near the county or counties where the land to be used is located and notice of the hearing shall be published in a newspaper or newspapers of general circulation in the county or counties involved. Any interested person or his representative may be heard. The Department shall evaluate the testimony given at the hearing.

The Department shall make a survey and prepare a map showing the location and approximate widths of the rights of way needed for future additions to the highway system. The map shall show existing highways in the area involved and the property lines and owners of record of all land that will be needed for the future additions and all other pertinent information. Approval of the map with any changes resulting from the hearing shall be indicated in the record of the hearing and a notice of the approval and a copy of the map shall be filed in the office of the recorder for all counties in which the land needed for future additions is located.

Public notice of the approval and filing shall be given in newspapers of general circulation in all counties where the land is located and shall be served by registered mail within 60 days thereafter on all owners of record of the land needed for future additions.

The Department may approve changes in the map from time to time. The changes shall be filed and notice given in the manner provided for an original map.

After the map is filed and notice thereof given to the owners of record of the land needed for future additions, no one shall incur development costs or place improvements in, upon or under the land involved nor rebuild, alter or add to any existing structure without first giving 60 days notice by registered mail to the Department. This prohibition shall not apply to any normal or emergency repairs to existing structures. The Department shall have 45 days after receipt of that notice to inform the owner of the Department's intention to acquire the land involved; after which, it shall have the additional time of 120 days to acquire such land by purchase or to initiate

action to acquire said land through the exercise of the right of eminent domain. When the right of way is acquired by the State no damages shall be allowed for any construction, alteration or addition in violation of this Section unless the Department has failed to acquire the land by purchase or has abandoned an eminent domain proceeding initiated pursuant to the provisions of this paragraph.

Any right of way needed for additions to the highway system may be acquired at any time by the State or by the county or municipality in which it is located. The time of determination of the value of the property to be taken under this Section for additions to the highway system shall be 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, rather than the date when the map of the proposed right-of-way was filed of record. The rate of compensation to be paid for farm land acquired hereunder by the exercise of the right of eminent domain shall be in accordance with Section 4-501 of this Code.

Not more than 10 years after a protected corridor is established under this Section regardless of whether the corridor is established before or after the effective date of this amendatory Act of the 97th General Assembly, and not later than the expiration of each succeeding 10 year period, the Department shall hold public hearings to discuss the viability and feasibility of the protected corridor. In the case of a protected corridor established prior to 10 years before the effective date of this amendatory Act of the 97th General Assembly, the hearing shall be conducted within 6 months of the effective date of this amendatory Act of the 97th General Assembly. The Department shall retain the discretion to maintain any protected corridor established under this Section, but shall give due consideration to the information obtained at the hearing and, if the Department in its discretion determines that construction of the roadway is no longer feasible, the Department shall abolish the protected corridor.

(Source: P.A. 97-279, eff. 8-8-11.)

(605 ILCS 5/4-511) (from Ch. 121, par. 4-511)

Sec. 4-511.

In addition to whatever powers the Department may by law now possess whenever it is necessary for the Department as an incident to the construction of a new State highway or the relocation, reconstruction, extension, widening, straightening, alteration, repair, maintenance or improvement of an existing highway (including extension of a new or existing State highway through or into a municipality upon a new or existing street) to acquire property occupied by a structure which must be removed or demolished in order to construct such highway, then the Department may acquire within a one mile radius of such structure such other unimproved or improved but unoccupied easements, rights, lands or other property by purchase or through the exercise of the right of eminent domain, for the purpose of:

(a) Providing a site on which such structure may be replaced or relocated by the Department in order that the structure or its replacement thereof may continue to be used in conformance with the use previously made thereof, provided that the use of such site shall be in accordance with applicable zoning requirements and building codes. The Department is authorized to replace, restore and rehabilitate such site and structure in its entirety including but not limited to providing a suitable foundation, installing heating, lighting, water, sewage and other necessary facilities and appurtenances. After the construction of the replacement structure or relocation, restoration and rehabilitation of any existing structure, the Department may sell or exchange such structure and site on which it is located in the manner provided by Section 4-508 of this Code and may insert in

any instrument or deed covering such sale or exchange, such covenants and agreements insuring compliance with this Section which covenants and agreements shall run with the land.

(b) Providing a site on which such structure may be replaced, relocated, restored or rebuilt by the owner thereof in order that the structure or its replacement thereof may continue to be used in conformance with the use previously made thereof provided that the use of such site shall be in accordance with applicable zoning requirements and building codes. The Department is authorized to exchange such easements, rights, lands or other property with the owner of the property required for the highway construction in a manner provided by Section 4-508 of this Code and may insert in any instrument or deed covering such exchange, such covenants and agreements insuring compliance with this Section which covenants and agreements shall run with the land.

The Department may enter into an agreement or agreements with any department, board, commission, officer or agency of federal or state government, its political subdivisions and municipal corporations or with any private person, firm or corporation in order to carry out the purpose of this Section.

(Source: P.A. 77-1577.)

(605 ILCS 5/4-512)

Sec. 4-512. Street closing or relocating. The Department shall not, under any circumstance, give its approval to any plan or request that would permanently close or relocate that portion of 55th Street lying between East Avenue and Joliet Road, located within Cook County.

(Source: P.A. 88-242.)
