Illinois NEPA/404 Merger Meeting
February 15, 2011

IDOT – Region 1 Office
Training Room B – Basement Level
201 West Center Court
Schaumburg, Illinois 60196

8:00 am – 9:45 am

- Illiana Expressway from I-65 (Indiana) to I-55 (Illinois) (District 1, multiple counties)
    - Information – Project Introduction

- Elgin O'Hare West Bypass Tier 2 EIS (District 1, Cook and DuPage Counties)
    - Information - Purpose and Need

- I-80 from Ridge Road to US Route 30 (District 1, Kendall, Grundy and Will Counties)
    - Information - Project Introduction
    - **Special Note: US Coast Guard Permit Required**

9:45 am – 10:00 am (Break)

10:00 am – 11:45 am

- **In-Lieu Fee Program**
    - *Pros and cons of ILF programs – agencies experiences*
    - *Examples of successful ILF projects*
    - *Application of new COE Guidelines – performance standards, monitoring and report requirements*
    - *Role of IDNR in approval of sites and monitoring schedule*
    - *Identification of third parties in Chicago area*
    - *Status of Chicago area commercial wetland banks*
    - *Discussion of Midewin as pilot ILF project*

11:45 am – 1:00 pm (Lunch Break)

1:00 pm – 5:00 pm

- Savanna/Sabula Bridge (District 2, Carroll County, IL and Jackson County, IA)
    - Information - Project Introduction
    - **Special Note: US Coast Guard Permit Required**

- Eastern Bypass near Peoria (District 4, Tazewell, Woodford and Peoria Counties)
    - Information – Status Update

- Eastside Highway, Bloomington, IL (District 5, McLean County)
    - Concurrence – Purpose and Need

- US 51 from Pana to Centralia (District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties)
    - Concurrence – Alternatives to be Carried Forward

NEPA/404 Merger Meeting
February 15, 2011

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217-492-4625	matt.fuller@dot.gov
Shawn Cirton	USFWS	847-381-2253	shawn_cirton@fws.gov
Soren Hall	USACE	312-846-5532	soren.g.hall@usace.army.mil
Barbara Stevens	IDOT-BDE	217-785-4245	Barbara.Stevens@Illinois.gov
Tom Brooks	IDOT-BDE	217 785 2943	Thomas.brooks@illinois.gov
Steve Hamer	IDNR	217-785-4862	Steve.hamer@illinois.gov
Michael Hine	FHWA	217-492-4634	Mike.Hine@dot.gov
Dennis Bachman	FHWA	217-492-4283	Dennis.Bachman@dot.gov
Ken Westlake	USEPA	312-886-2910	Westlake.kenneth@epa.gov
Dennis Skultety	INHS	217-244-5048	skultety@illinois.edu
Jeff Matthews	INHS	217-244-2168	matthews@inhs.illinois.edu
John Baczek	IDOT	847 705 4104	john.baczek@illinois.gov
Steve Schilke	IDOT	847 705-4125	Steven.Schilke@illinois.gov
Ron Deverman	HNTB	312-798-0221	rdeverman@hntb.com
JARROD CEBULSKI	PATRICK ENGINEERING	630-795-7468	JCEBULSKI@PATRICKENGINEERING.COM
Justin Romeo	IDOT	847-705-4663	Justin.romeo@illinois.gov

Name	Organization	Phone No.	E-mail
Jan Piland	FHWA	217-492-4987	janis-piland@dot.gov
Erick Johnson	USCG	630-986-2154	Erick.R.Johnson@uscg.mil
Pete Knysz	CBBEL	847-823-0500	pknysz@cbbel.com
Ron Krall	H.R. Green	(847)705-4103	ronald.krall@illinois.gov
PETE HARMET	IDOT	847 705 4393	PETE.HARMET@ILLINOIS.GOV
Norm West	US EPA	312-353-5792	west.norman@epa.gov
KATHY CHERNICH	USACE	312 846-5531	kathy.g.chernich@usace.army.mil
Vanessa Ruiz	IDOT	847 705 4628	vanessa.ruiz@illinois.gov
JOHN BETKER	Corps RI	309 794-5380	JOHN.G.BETKER@USACE.ARMY.MIL
Sue Elston	USEPA	312-886-6115	Elston.Sue@EPA.GOV
Faith Duncan	IDOT D2	815-284-5364	faith.duncan@illinois.gov
Patrick G Costello	IDOT D2	(815) 284-5997	Patrick.Costello@illinois.gov
Heidi Liske	FHWA	217.492.4637	heidi.liske@dot.gov
Mike Staggs	FHWA	217-492-4630	mike.staggs@dot.gov
Jim Allen	FHWA	217-492-4643	jim.p.allen@dot.gov
Cassandra Rodgers	IDOT D2	815-284-5455	Cassandra.Rodgers@illinois.gov

Name	Organization	Phone No.	E-mail
Heidi Woeber	USFWS	on the phone	
Keith Runge	IEPA		
Terry Savko	IDOA		
Mark Books	IEPA		
Mike Lewis	IDOT-DISTRICT 4	309-671-3454	Michael.L.Lewis2@illinois.gov
HASSAN DASTGIR	FHWA	217 492-4623	hassan.dastgir@dot.gov
TOM LACY	IDOT-4	309-671-3493	Thomas.Lacy@illinois.gov
Greg Larson	IDOT-4	309-671-3479	
Scott Pressnall	Terra Eng.	312-467-0123	SPRESSLAK@TERRAENGINEERING.COM
Jeff Schlotter	Lochner, Inc	312-372-7346	JSCHLOTTER@HNLOCHNER.COM
Eric Schmitt	McLean County	309-663-9445	eric.schmitt@mcleancountyil.gov
Linda Huff	Huff & Huff	630-684-4401	Lhuff@huffnhuff.com
JOHN LAZZARA	HDR ENGINEERING	773/380-7938	JOHN.LAZZARA@HDRINC.COM
Joyce Tanzosh	Clark Dietz Inc.	312-466-8215	joyce.tanzosh@clarkdietz.com
Stacie Dovalovsky	Clark Dietz	312-466-8217	stacie.dovalovsky@clarkdietz.com

Name	Organization	Phone No.	E-mail
DAVID SPEICHER	IDOT Dist. 5	212/466-7252	david.speichereillinois.gov
DARLA LATHAM	IDOT DIST 5	217-466-7358	darla.latham@illinois.gov
MATT HIRTZEL	D-7	217-342-8345	Matthew.Hirtzel@illinois.gov
EUGENE BEECHE	IDOT D-7	217-342-8249	Eugene.Beeche@illinois.gov
SHERRY PHILLIPS	IDOT D7	217342 8244	Sherry.Phillips@illinois.gov
Gary Welton	" "	217.342.8241	gary.welton@illinois.gov
Jennifer Mitchell	HDR, Engineering	773/867-7225	jennifer.mitchell@hdrinc.com
Keith McMullen	USACE -> Phoned in		
JERRY PAYNE	CLARK DIOTZ	217.373.8900	Jerry.Payne@clarkdiotz.com

NEPA/404 Merger Meeting Summary
February 15, 2011

IDOT District 1, Cook and DuPage Counties
Elgin O'Hare West Bypass Tier 2 EIS
Environmental Impact Statement
Information – Purpose and Need

The EO-WB project team provided an overview of the study process, alternative development process, and the project's Purpose and Need. An overview of the Tier One and Tier Two process was provided that highlighted the completion of Tier One with a signed R.O.D. on June 17, 2010, and advancing work on Tier Two. Tier Two is advancing engineering details within the project corridor for interchange types, mainline treatment, transit, bike/pedestrian accommodations, drainage considerations, and other elements. Special environmental field studies have been completed for wetlands, waters, trees (tree transects), water quality/aquatics, threatened and endangered species (T & E), and archaeology and historic resources. The Tier Two Draft EIS is scheduled for approval (signing) and public review in late 2011 and the Final EIS/R.O.D. is scheduled for submittal for approval in late 2012.

The Tier Two alternatives development process was introduced with the objective of developing an understanding of the process and a basis for future decisions. Arriving at a detailed Tier Two Build Alternative will be the best arrangement of facility type (free, toll, combination) combined with the best design features (i.e. mainline requirements, interchange type and location, the best overall drainage strategy, and the best construction phasing strategy. In conjunction with each aspect of the alternative, options are developed and screened based on engineering, travel and operational performance and environmental considerations.

Purpose and Need was introduced as a work in progress. It was stated that Purpose and Need was developed in Tier One to serve the entire process (Tier One and Tier Two). In Tier Two, the basic Purpose and Need statements were revisited and found to be valid, however, the travel analysis supporting the statements required updating from the traffic design year perspective, 2030 to 2040. This was required by CMAP's recent adoption of the regional transportation plan "Go to 2040", therefore for the EO-WB process to remain consistent with the regional plan, transportation forecasts and travel analyses would be updated to 2040. The Purpose and Need will be ready for concurrence at the June, 2011 NEPA/404 meeting. In addition, the project team would like to conduct a design alternatives workshop for interested agencies in the summer of 2011.

In other matters, the project team stated that the wetland/waters data collected by INHS and summarized in the reports provided to the USACOE, USEPA, and USFWS is being used for the Tier Two EIS. All of the project corridor wetlands are regulated under the Interagency Wetland Policy Act. IDOT District #1 stated that federal jurisdiction would be assumed for all wetlands identified by INHS for this project. The USACOE (Chernich) acknowledged this approach. The project team requested that comments (if any) regarding the wetlands/waters data be provided as soon as practicable, so that the project schedule could be maintained. A complete list of the reports provided to the agencies is shown below:

EOWB Tier Two Waters Report:
A report by INHS summarizing streams, lakes, and non-wetland ponds identified within the EO-WB study corridor.

EOWB Tier Two Wetland Report:
A report dated 12/16/09, by INHS detailing the wetlands (including data on vegetation, soils, and hydrology) identified within the EO-WB study corridor.

EOWB Tier Two Wetland Report Addendum A & B:
A report dated 09/07/10, by INHS detailing the wetlands (including data on vegetation, soils, and hydrology) identified within the EO-WB addenda study corridor. Rev. 12/02/10

EOWB Tier Two Aquatic Resource Assessment Report:
A report, dated 08/03/10, by INHS summarizing fish, aquatic macro-invertebrates, habitat assessments, and water quality monitoring for five EO-WB study corridor streams.

EOWB Tier Two Aquatic Resource Assessment Report Addendum A & B:
A report, dated 8/28/07, INHS summarizing fish, aquatic macro-invertebrates, habitat assessments, and water quality monitoring for two EO-WB addenda study corridor streams.

Advisory Circular (No. 150/5200-33B): Hazardous Wildlife Attractants on or near Airports
Memorandum of Agreement, dated July, 2003 to address aircraft-wildlife strikes

IDOT District 1, Kendall, Grundy and Will Counties
I-80 from Ridge Road to US Route 30
Environmental Assessment
Information – Project Introduction

This was the first presentation for this project. The purpose of this meeting was to provide a project introduction. The topics discussed included introductions, a project overview, stakeholder involvement summary, the Project Problem Statement, existing conditions and deficiencies, and the study schedule.

Self-introductions were made; the presentation was made by the Consultant HBP Illinois Partners (HBP) a joint venture of HNTB Corp., Bowman, Barrett & Associates, Inc. and Patrick Engineering Inc. A PowerPoint was used for the presentation.

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA) is undertaking a preliminary engineering and environmental (Phase I) study of the transportation needs within the Interstate 80 (I-80) corridor between Ridge Road (Kendall County Highway 11 and Grundy County Highway 5) and U.S. Route 30 (Lincoln Highway and Maple Street), a length of approximately 16 miles within Kendall, Grundy, and Will Counties.

I-80 is a major east-west transportation route that is a vital link in the nation's interstate system. I-80 is the second longest interstate highway in the United States, connecting downtown San Francisco, California, to Teaneck, New Jersey. This section of I-80 south of Chicago was constructed in the early 1960's. I-80 is part of the National Highway System (NHS), is designated by FHWA as a major freight corridor, and is also a state-designated truck route. As a result, I-80 is a major route for interstate commerce and, as such, it experiences a heavy percentage of truck traffic. Based on corridor traffic counts, the percentage of truck traffic in the corridor varies between 18.1% and 21.6%. This large percentage of truck traffic using the facility leads to further deterioration of the roadway and bridges within the corridor. I-80 also plays a critical role in moving people and goods on a regional and local level within Illinois.

This section of I-80 passes through six municipalities (Minooka, Channahon, Shorewood, Joliet, Rockdale, and New Lenox) with adjacent land uses varying from rural farmland, industrial, commercial, residential, and parklands along the corridor. The corridor contains over forty bridges and five named waterways (DuPage River, Rock Run Creek, Des Plaines River, Hickory Creek, and Thorne Creek). Of note is the approximately 2,700 foot long bridge that carries I-80 over the Des Plaines River, which includes a three-span continuous through truss over the river. Within the corridor there are eight interchanges at Ridge Road, I-55, Houbolt Road/Empress Road, Larkin Avenue (IL 7), Center Street/Meadow Avenue, Chicago Street (US 52/IL 53), Richards Street, and Briggs Street (Will County Highway 54). The interchanges at Chicago Street and Richards Street are very closely spaced. In general, the roadway cross-section consists of two through lanes in each direction of travel separated by an open grass median of varying width. Between the Center Street and Richards Street interchanges an additional auxiliary lane is also provided in each direction. In some locations mainline bridges presently have minimal (2-3 foot shoulders). Within the corridor, the posted speed limit varies from 55

miles-per-hour (mph) at the east end of the corridor to 45 mph just west of the Des Plaines River to 65 mph on the western end of the corridor.

IDOT and the FHWA gave concurrence of the logical termini being Ridge Road on the west and U.S. Route 30 on the east. Currently, the portion of I-80 from the Ridge Road interchange to the Grundy County line at the west end has been constructed to accommodate three lanes of traffic in each direction, although it is currently striped as two lanes in each direction. IDOT District 3 has completed an add-lanes feasibility study for a portion of the I-80 corridor west of the Grundy/Kendall County line. At the east end, the Department has completed a Phase I study to add a third lane to I-80 from U.S. Route 30 to U.S. Route 45, which includes the U.S. Route 30 interchange. As such the U.S. Route 30 interchange is excluded from this study limits.

This study is anticipated to be processed as an environmental assessment. A cooperating agency invite letter was sent to the resource agencies and thus far the USEPA, IDOA, IDNR, and USCG have accepted. A Biological Resources Review was completed on 10/27/10, the special waste PESA was completed on 12/8/10, wetland delineations were completed on 1/12/11, and the historic photos for the cultural resources review are now being submitted. The tree survey has been completed and traffic noise and air quality studies will be commencing soon. Several exhibits were shown depicting environmental data that has been collected thus far including modes of transportation and environmental and community resources.

This project is being studied utilizing IDOT's Context Sensitive Solutions (CSS) approach and as such, public involvement activities have been initiated. Individual meetings with the counties, municipalities, and townships within the study limits, as well as the Will County Center for Economic Development (CED) have been held. A Stakeholder Involvement Plan (SIP) has been prepared and is available on the project website, www.I-80Will.com.

The first Public Meeting for the I-80 study was held on August 18, 2010 from 4:00 pm to 7:00 pm in the Victorian Ballroom at the Jacob Henry Mansion Estate in Joliet, Illinois. The general purpose of the meeting was to inform the public of the initiation of the study and to solicit input on the project. There were 107 people in attendance. Post-it note comments on the aerial exhibits as well as 26 comments forms were received. Issues that were raised by the public pertaining to the study area included congestion, truck traffic, the Des Plaines River bridge, noise, environmental and drainage issues, local agency and utility coordination, design elements, and suggestions on improvement alternatives. The attendees were also able to sign up for participation in one of the Project Working Groups (PWG), which include the following:

- Corridor Advisory Group (CAG). This is made up of community leaders / chief elected officials or their designee from the municipalities and counties within the study area.
- Technical Task Force (TFF). This includes task forces to discuss environmental, transportation/engineering, and land use/economic development issues. These task forces are generally comprised of transportation/engineering officials, economic development organizations or councils, land use planning agencies, local municipal staff, and environmental groups.
- Corridor Interest Group (CIG). This group was established to reflect the diversity of the study area. Membership includes: neighborhood organizations, Alderman, Council and County Board Members, special interest groups, and the general public.

The first PWG meeting was conducted on September 9, 2010 in the Victorian Ballroom at the Jacob Henry Mansion Estate in Joliet, Illinois. A project overview was provided. During the workshop portion of the meeting, the group indentified issues/concerns in the corridor and developed project goals and objectives. Issues raised at the PWG were similar to those identified at the Public Meeting. Goals for the project that were developed by the group included reduce congestion, improve capacity, improve traffic flow, improve safety, reduce noise, address the Des Plaines River bridge, clarify agency roles and responsibilities, and enhance quality of life.

The second PWG meeting was held on February 8, 2011 in the Victorian Ballroom at the Jacob Henry Mansion Estate in Joliet, Illinois. The meeting included a project status update, discussion of the Project Problem Statement, and information on existing conditions and corridor deficiencies. The Project Problem Statement is as follows:

> *Interstate 80 (I-80) is a major east-west transportation route facilitating the movement of people and goods nationally, regionally, and locally. Regional growth and increased vehicular travel demand on Interstate 80 from Ridge Road to U.S. Route 30 are creating potential safety and operational deficiencies along the roadway and at its interchanges with interstates, arterial roadways and collector streets. The facility deficiencies, including the insufficient capacity of the roadway and some interchanges to handle the increased travel demand, creates traffic congestion and safety issues resulting in decreased mobility and accessibility. I-80, a state designated truck route, also experiences heavy truck traffic volumes that contribute to traffic congestion and deteriorate the conditions of the roadway and bridges within the I-80 corridor. Design elements exist within the project corridor that do not meet current standards and create potential operational and safety issues for motorists.*
>
> *Identified transportation deficiencies include the lack of roadway capacity to serve existing and projected travel demand, deteriorating conditions of the I-80 pavement, and the lack of multimodal travel options within the I-80 corridor.*

The existing conditions and deficiencies discussion began by displaying an exhibit on the 2010 average daily traffic (ADT) and resulting Level-of-Service (LOS) along the corridor. It was noted that the traffic volumes are lower on the outer ends of the project (40,000-80,000 vehicles per day (vpd)) and higher in the middle of the corridor (100,000-113,000 vpd). On an A to F scale, many sections of I-80 currently operate at LOS C and D, with one section in the middle of the project operating at an F LOS. The safety exhibit listed the number of crashes, injuries, and fatalities for each segment, as well as the number of crashes per mile and the FHWA 5% Locations. The crashes per mile rate is in the 30-60 range at the outer edges of the project and increases to almost 200 in the middle section at and near the Des Plaines River bridge, which is also the 45 mph section and the area of highest traffic volumes.

The Phase I study/Environmental Assessment is anticipated to take three years to complete with design approval targeted for early 2013. To fully address existing and projected transportation needs, IDOT is approaching the corridor in a multi-stage work program consisting of the following:

Stage #1: Pavement Resurfacing and Bridge Repair Plans

IDOT has prepared plans for a pavement resurfacing and bridge repair project for the entire corridor. The construction is targeted to occur during the 2011 construction season. This work is being completed to improve the riding surface of the mainline pavement and condition of the bridges within the project area.

Stage #2: Near-Term Rehabilitation Needs

In order to address safety concerns and extend the service life of the I-80 corridor until the long-term reconstruction needs can be studied and implemented, the Department is undertaking a separate Phase I Study targeted at a rehabilitation of the corridor. This work may include short segments of pavement reconstruction, shoulder widening/replacement, ramp improvements, drainage improvements, and bridge widening and/or deck replacement. This Phase I Study will also widen some of the narrow bridges along the corridor so that construction of this project and any future work will be able to be completed while maintaining at least two lanes of traffic open in each direction throughout the duration of the project. This Phase I Study is anticipated to take about one year to complete. There is currently only limited funding available that is identified for the near-term project in the Department's MYP. Because no or only minimal amounts of right-of-way may be needed for implementation of the I-80 Near-Term Rehabilitation Needs Project, it is anticipated IDOT, in coordination with FHWA, will prepare a Categorical Exclusion (CE) Report for the processing of these improvements.

Stage #3: Long-Term Reconstruction Needs

This includes the reconstruction of I-80 within the project limits and could include additional travel lanes and other geometric and/or interchange improvements. There is currently no funding available in the Department's program to implement improvements to address the long-term transportation needs on I-80.

The next steps in the Phase I study process include continuing with the technical analysis, using the Problem Statement and technical analysis to develop the Purpose & Need Statement, establishing evaluation criteria, identifying initial alternatives, and evaluating and screening the preliminary alternatives.

USEPA (West), asked why the average daily traffic (ADT) was so high around Center Street in Joliet. John Baczek, IDOT, stated that there are very few local streets that cross the Des Plaines River so many motorists making local trips get on I-80 to cross over the river; IDOT believes that condition drives up the ADT in that area.

USACE (Hall), noted that the crash data needs to be put in some context with regard to type and severity of crashes before it is shared with the public. Jarrod Cebulski, HBP, stated that more information will be provided on the data in the Purpose and Need Statement that HBP is currently developing.

USEPA (West) asked what year the 5% Locations data is from. Jarrod noted it was compiled in 2009 and includes crashes between 2003 and 2007 and that the 2010 compilation should be available soon. USEPA (Westlake), noted that there was a lot of construction along I-55 and at the I-55 and I-80 interchange for several years and that the data may have been skewed in 2009 because more motorists were taking I-80 to I-355 to avoid the construction on I-55. Jarrod stated

that IDOT and HNTB will keep that in mind when we review the 2010 data when it is available.

USEPA (West) asked about the safety and structural integrity of the existing Des Plaines River bridge. Jarrod noted that it had recently been inspected and currently the bridge has a sufficiency rating of 36, on a scale from 1-100. The bridge is in need of a major rehabilitation or replacement.

Barbara Stevens, IDOT, asked if there is going to be any right-of-way (ROW) takes for the near-term improvements. Also, she asked whether ROW that is going to be needed for the long-term improvements will affect any Section 4(f) properties. Ron Deverman, HBP, noted for the near-term improvements it is anticipated that all proposed improvements will be accomplished within existing ROW. For the long term improvements, West Park, a Section 4(f) property along Wheeler Avenue in Joliet, may possibly be affected if a new bridge is built over the Des Plaines River. Much more study of this area needs to be done before any potential impacts to Section 4(f) resources are identified and assessed.

USEPA (West) asked if the proposed design will eliminate the natural drainage in the center median if two more travel lanes are added. Jarrod responded by saying that a separate drainage study is part of the project team's scope for the long term improvements. It is likely that a below pavement drainage system will be required if the roadway is widened within the existing open median. The new drainage system would be designed to all IDOT and FHWA standards.

USACE (Chernich) inquired as to the status of the Corps as a cooperating agency for I-80. USACE (Chernich) stated she would check the status at the Corps office. USACE (Chernich) also stated that if this project is going to use the CSS process, the Corps and other agencies would like to get the public meeting and the project working group meeting notices. She thought that it would be good to know when the public meetings were going to be held. Also, USACE (Chernich) stated that there may be a need to have additional agency meetings to discuss issues of concern as the project progresses. USEPA (West) stated having additional agency meetings when appropriate is a good idea on this project and that USEPA would also like the public meeting notices well in advance so they can have someone attend. USEPA (Westlake) noted that USEPA cannot go to every public meeting but they would like to be informed of the meetings. Jarrod Cebulski noted that the project team can set up a series of additional agency meetings as the need arises. John Baczek, IDOT, said they make sure that the agencies' contact information to the CSS mailing list and make sure they are also listed for the public meeting notices.

USEPA (Westlake) asked if anyone is looking at any new local crossings of the Des Plaines River. Jarrod responded stating that there have been some discussions with the municipalities regarding investigation of extending Houbolt Road to the south of the project area over the Des Plaines River to provide better access to some intermodal facilities but no formal study has been initiated.

There were no further formal questions or comments and the meeting was adjourned.

IDOT District 2, Carroll County, IL and Jackson County, IA
Savanna/Sabula Bridge
Environmental Assessment
Information – Project Introduction

IDOT, District 2, is proposing to replace the two bridges which carry US 52/IL 64 over the Mississippi River between Savanna, in Carroll County, Illinois and Sabula, in Jackson County, Iowa. The main structure over the main channel of the Mississippi River "T's" into IL 84 in Savanna on the Illinois side. On the west, it terminates on an island on the Iowa side. This connects to the Iowa Approach Bridge, which then carries traffic to the causeway going to Sabula on the Iowa side. Both bridges were constructed in 1932, have a 20 foot wide driving surface, two lanes, no shoulders, and an ADT of 2000 vehicles per day.

The proposed project will construct a new bridge approximately 150 feet south of the existing bridge. It will have a 24 foot wide driving surface and 8 foot shoulders which will accommodate bicycles. The bridge will terminate on the existing US 52 causeway on the Iowa side, at approximately 150 feet south of the existing entry point. The Illinois terminus will be a "T" intersection onto IL 84. The proposed project also includes work on IL 84 from Randolph Street in Savanna to the main (north) entrance of the Mississippi Palisades State Park. Work on IL 84 will include adding a left turn lane onto the bridge, widening the existing shoulders, upgrading the existing guardrail, culvert replacement, and roadway resurfacing.

The predominant land cover in the project area is the Mississippi River channel and its backwaters and sloughs on the Iowa side. The Illinois side has a narrow floodplain, the BNSF Railroad, and a bluff area. There are also residences along IL 84. The various environmental issues and the required coordination, reports, and permits were described.

There are few alternatives for this project. The No-Build Alternative is really not an option because the bridge is nearing the end of its life span and needs to be replaced. Removing the bridge and replacing it on the existing alignment would require closing the bridge for two years. This would cause 37 miles of adverse travel one way, which would be costly. Constructing an offset alignment which is parallel to the existing bridge is the most feasible alternative. This would allow the bridge to remain open during construction and minimize environmental impacts.

The following potential impacts were discussed based on an estimated 100 foot right-of-way and pier placement similar to the existing placement:

1. Approximately 3 acres of the Upper Mississippi River National Wildlife and Fish Refuge will be disturbed.
2. Approximately 1 acre of refuge on the island will revert back to forested wetland after the bridge is removed.
3. The Mississippi River is a navigation channel and approximately 1 acre of river bottom will be converted to piers.
4. Fill in the floodplains on the Iowa side should total less than 3 acres.
5. Less than 1.5 acres of wetlands will be impacted. These wetlands are on the forested island on the Iowa side.

6. Less than 1.5 acres of backwaters on the Iowa side will be impacted by pier placement and work on the existing causeway.

This project is being processed as an Environmental Assessment. The Consultant is just beginning to work on this project.

Discussion/Questions

There were several questions asked about the proposed bridge accommodating bicycles. The District is proposing to build 8 foot shoulders which will accommodate bicycles, but there will not be a bicycle path. There is no bicycle path or shoulders on the causeway on the Iowa side. There was concern about bicyclists not having any place to travel once they left the bridge. It was asked if Iowa plans to construct a bicycle path or shoulders on the causeway. Since the District is just beginning to coordinate this project with Iowa, Iowa's future plans are not known. But the causeway reconstruction would be Iowa's project.

USFWS (Woeber) stated that another mussel species, the Sheepnose, will be added to the Federal Endangered Species list this summer and that we should include it in our coordination. USFWS (Woeber) also asked that we coordinate with Ed Britton, Refuge Manager, on this project.

The FHWA (Allen) representative stated that a Value Engineering Study would be required for this project. FHWA (Allen) also asked the District to submit a timeline for the project including all major benchmarks and federal coordination. It is anticipated that Phase I will take 24 months and Phase II will take 18 months to complete.

IDOT District 4, Tazewell, Woodford and Peoria Counties
Eastern Bypass near Peoria, IL
Corridor Study
Information – Status Update

Mr. Jeff Schlotter of H.W. Lochner, Inc., IDOT's consultant, provided a status report for the Eastern Bypass Study in the Peoria area. Mr. Schlotter reviewed the project description, noting that:

- the limits of the project are from I-74 to Illinois Route 6 on the east side of the Peoria metropolitan area
- the project would be between approximately 20 and 25 miles in length
- the facility would be either limited or controlled access
- it would include a new major bridge over the Illinois River
- Phase I is being conducted in two parts, a corridor phase and an alignment phase and that the study is currently in the corridor phase and is not officially under the "NEPA umbrella."

Next, Mr. Schlotter explained that the accomplishments to-date include:

- Identification of area benefits, values, concerns, issues, including a context audit
- Development of Purpose and Need statement
- Development of initial corridor locations
- Refinement of 20 general corridors into 14 individual corridors
- Development of representative bands within those corridors
- Collection and analysis of traffic data to measure various Purpose and Need elements
- Refinement of engineering and environmental impact data
- Collaboration with Community Advisory Group (6 meetings, so far)
- Public Kickoff Meeting and first Corridors Public Meeting

Mr. Schlotter then explained that the next noteworthy event would be a pair of Community Advisory Group (CAG) meetings. The first of this pair would be focused on explaining the contents and conclusions contained in three study documents: the Purpose and Need Analysis and Conclusions Report, the Corridor Impact Analysis Report, and the Corridor Screening Report. The second CAG meeting would focus on a group exercise during which the CAG members would decide which of the current fourteen study corridors they would recommend be dropped from further study.

Next, the contents of each document were explained. Beginning with the Purpose and Need Analysis and Conclusions Report, Mr. Schlotter explained that it contains an introduction, a presentation of the adopted purpose and need statement, measures and methods for defining how well each corridor would meet the identified needs in the study area, a discussion of the methods employed to determine this, and a summary and statement of conclusions. The Purpose and Need Statement, as developed with input from the CAG, reads:

The purpose of the proposed project is to provide a transportation facility that will enhance the north-south mobility between Illinois Route 6 in Peoria County and I-74 in Tazewell County and provide transportation infrastructure support for planned land uses and economic development in the Tri-County area.

The need for the proposed action is based on a combination of factors related to: improving local and regional mobility; supporting land use plans and economic development plans in the Tri-County area; improving travel flow; and, improving multi-modal connections.

Mr. Schlotter then proceeded to explain each of six individual needs that were identified by the CAG and how the Study Team went about measuring how well each corridor would meet those needs. The six needs are:

- Improving local and regional mobility
- Supporting land use plans
- Supporting economic development plans
- Improving travel flow
- Improving modal hub connectivity
- Improving opportunities for non-motorized travel

Mr. Schlotter then stepped the group through the document's matrix, which presents the data generated to compare how well each of the corridors would meet the area's needs. A copy of the purpose and need screening matrix was provided to the group.

During Mr. Schlotter's explanation of the purpose and need screening matrix, USEPA (West) asked for a clarification of the color coding. He asked that since Corridor T-6 is red and Corridor P-2 is yellow, if this meant that T-6 is low functioning and P-2 is middle functioning. This particular example was in the Average Time Savings category. Mr. Schlotter confirmed the interpretation.

Mr. Schlotter explained the document's conclusion that each of the fourteen corridors were found to satisfy the project purpose of enhancing the north-south mobility and supporting planned land uses and economic development.

Next, the Corridor Impact Analysis Report was discussed. Mr. Schlotter stated that the report contains:

- An introduction
- A description of the resource inventory
- A description of the corridor location categories, each of which includes
    - a description
    - an indication of their distribution in the study area
    - the data source or sources
    - their relationship to the CAG's statement of community values
- A comparative evaluation of the fourteen corridors

Mr. Schlotter stepped the group through the report's matrix, which presents data on a variety of

engineering and environmental impacts for each corridor. A copy of the matrix was provided to the group.

Mr. Schlotter then explained the third document, the study's Corridor Screening Report, explaining that it is a brief document that serves as a vehicle for the study's screening matrix, which contains information on both the benefits (purpose and need) and impacts of the proposed corridors. Mr. Schlotter explained that this matrix will be used as a tool for the CAG members to use in identifying which corridors should be dropped from further consideration. Mr. Schlotter noted that the range of benefits is detailed more than the group may be used to seeing. Usually, the matrix categories are based primarily on impacts, rather than on benefits, too. A copy of the initial corridor screening matrix was provided to the group.

In addition to the matrices, an 11" X 17" copy of an aerial map of the study area was distributed to the group. The map included shaded areas denoting the corridors under consideration and more darkly shaded lines indicating representative bands used to approximate impacts for each of the corridors. The map also identified some of the resources evaluated in the analysis of the corridors.

The status report presentation was concluded with a description of the next steps in the study, as follows:

- Conduct CAG meetings 7 and 8 to be held next month
- Analyze CAG's recommended corridors
- Conduct public meeting this summer
- Conduct more detailed analysis on remaining corridors
- Collaborate with CAG to select recommended corridor(s)
- Conduct public hearing and complete study documentation – in the next year or so

Mr. Schlotter then opened the floor for questions. In response, the following questions were asked:

- FHWA (Fuller) asked how the corridor study will tie into the Phase I/NEPA process. Mr. Schlotter said that the information from the corridor study will be brought forward and that the chosen corridor, or combination of corridors, would essentially become the study area for the NEPA phase of the study. USEPA (West) asked if only one corridor would be brought into the Phase I study. Mr. Mike Lewis (IDOT – District 4) responded that more than one corridor might be brought forward if more analysis is needed to select between them. In addition, two or more corridors could be merged together, based in part on input from the study's Community Advisory Group.
- USEPA (West) asked if there was no weighting of the screening matrix categories. Mr. Schlotter said that no, since there are 47 members in the CAG, all with different perspectives and priorities, it was felt that coming to an agreement for the weights of the categories would be nearly impossible. The intent of the process, then, is to have an informal "weighting" through discussion, dialogue, and consensus within the CAG.

- USCOE (Betker) asked if all the corridors were presented on a single map. Mr. Schlotter responded that the corridors would be broken out individually, one per page, for the CAG's review.
- USEPA (West) noted that on the map they were given, it looked like corridors crisscrossed throughout the region. He wondered if the corridor names were pieces of corridors. Mr. Schlotter explained that the corridors do cross one another but that for each corridor name, the corridor runs the entire length from I-74 to IL Route 6. Some corridors, therefore, may have portions in common with other corridors.
- USEPA (West) asked if the corridors currently under consideration covered all reasonable combinations of corridors. Mr. Schlotter responded that yes, the IDOT Study Team tried to make sure that all logical corridors in the study area are accounted for in the 14 corridors. Mr. Schlotter also noted that the representative bands had not been made public as of the date of the NEPA/404 Merger meeting.
- A question was also asked if the information discussed today is available on a website. Mr. Schlotter and Mr. Lewis responded that this information will be posted after the CAG Meeting is held on March 3rd. (The website is www.easternbypass.com.)

There being no further questions, the Eastern Bypass Study discussion was closed.

IDOT District 5, McLean County
Eastside Highway, Bloomington, IL
Environmental Assessment
Concurrence – Purpose and Need

The purpose of the meeting was to seek concurrence on the Purpose & Need Statement (P&N). The Purpose & Need Final Draft submitted on January 12, 2011, was reviewed.

Jerry Payonk of Clark Dietz, Inc. gave the PowerPoint presentation. The following summary points were made:

- The P&N was developed with stakeholder input during the 2009 East Side Highway (ESH) Corridor Study, and was updated with current information and additional stakeholder input during the Environmental Assessment (EA).

- Bloomington-Normal has grown steadily over the past 40 years, and the McLean County Regional Planning Commission 2035 Land Use Plan shows additional contiguous growth planned, particularly on the south and east side of the community. Of note, the Central Illinois Regional Airport (CIRA) is located on the east side of Bloomington.

- The historic and projected (Year 2035) population and employment graphs were displayed. The projected values as shown in the P&N submittal package were displayed along with 2004, 2006, 2008, 2010, and 2011 Woods and Poole Economics, Complete Economic and Demographic Data Source (CEDDS) for comparative purposes. The Woods and Poole population and employment forecasts for 2008, 2010, and 2011 show a slight decrease when compared to estimates from earlier years. This is in part due to the recent economic turndown. Although the projections have slightly declined, the overall trend is an increase in population and employment in McLean County and Bloomington-Normal.

  The 2011 Woods and Poole report specifically cites Bloomington-Normal as a community in the Northeast Region (defined as New England, Mideast, and the Great Lakes) which is forecasted to have employment growth greater than the national average through 2040. As the EA progresses, the most current national, state, and local census data and employment/population trends will be used to ensure that the growth rates are credible.

- Traffic analyses to be completed as part of the EA include volume to capacity analysis and a Travel Demand Model. Traffic data collected from the Origin-Destination Survey conducted within the project study area in 2010 will be incorporated into the model. Exhibits showing preliminary volume to capacity ratios for Year 2005 and 2035 were displayed.

- The P&N was developed using stakeholder input and technical analysis. The needs identified for the project area:

1. Accommodate Managed Growth
2. Provide Improved Mobility and Access
    a. Improve Local and Regional Mobility
    b. Address Local and Regional Access

- A public meeting was held on January 25, 2011, to present the P&N. A summary of public comments received after the meeting was presented. A handout summarizing the main concerns identified from the public comments, the project team's response, and edits to be made to the P&N (if required) were distributed and reviewed. A copy of the handout is attached.

  The majority of responders were not in favor of the project. The most frequently mentioned concern was accuracy of the population and employment forecasts and agricultural impacts resulting from an ESH.

- The population and growth forecasts will be updated when the 2010 Census data is released. Public outreach activities will continue.

During and after the presentation, the following questions were addressed:

Q: Is the Chamber of Commerce represented on the CWG? (USEPA-West)

A: Yes, the CWG has diverse representation that includes a member of the Chamber of Commerce, residents, farmers, archaeology, historic, bike interests, among others.

Q. Is anyone from the Farm Bureau represented on the CWG? (IDOA-Savko)

A: Yes, the Farm Bureau and Soil and Water Conservation District are represented, in addition to local farmers.

Q: What type of facility will the ESH be, for instance, partial access control? (USEPA - West)

A: That has not yet been determined, but will be evaluated during the next step of the process, the alternative development stage. The 2002 ESH Feasibility Study recommended that the ESH should be an interstate, and the 2009 ESH Corridor Study recommended that the ESH should be a lesser facility. The new traffic data will be evaluated during the EA to determine the type of facility that is recommended.

Q: I am surprised at the difference between the current (Year 2005) and future (Year 2035) volume to capacity. What is driving the increase in volume on these roads, including I-74, I-55, and Veterans Parkway? (USEPA-West)

A: The Year 2035 volume to capacity exhibit shows the volume to capacity ratios if no ESH is built, but it does take into account planned and programmed improvements. The traffic forecasts are determined in part by the future land use plan, and projected population and employment. The Bloomington-Normal area is home to large job centers such as State Farm, Mitsubishi, and ISU and Wesleyan Universities. CIRA draws regional traffic. These are stable economic generators according to the recently published data.

If the ESH is built, the east-west roads will likely have additional volumes resulting from the ESH. That will be evaluated in the EA, and east-west improvements will be recommended in conjunction with the ESH as necessary.

Q: Is the scope of the project sufficient? How will the ESH address the bulk of the future congestion? (USEPA-West)

A: It is acknowledged that the ESH will not solve all of the future volume problems in Bloomington-Normal. Veterans Parkway is a destination for travels. According to traffic analysis performed during the Corridor Study, placing a new roadway parallel to Veterans Parkway does relieve some volume. Veterans Parkway is likely to remain over capacity in the future unless improvements independent of the ESH are made.

Q: Right now the ESH is a "wish-list" road, but to fund and build is still a long way away. The best use of funds might not be in Bloomington-Normal. (USACE-Betker)

A: The ESH is being planned based on Year 2035. The County would like to plan for the road now.

Q: I agree it is smart to plan now, but it is difficult to tell if this is absolutely necessary because it is based upon future projections. If you get through the analysis and the data says the No-Build is the right alternative, then it should be the preferred. It is understood that the road will not be constructed for some time. The projections should be verified in the future before construction. But I agree with planning ahead. (USACE-Betker)

A: The P&N is predicated upon 2035 projections. The County would like to identify a location for the road for planning purposes before the development and growth occurs.

Q: Does the County intend to save the corridor once it has been determined? (IDNR-Savko)

A: The County cannot legally do so, but the location will become part of the land use plan.

Concurrence on the P&N was granted by USACE (Betker), USFWS (Woeber), USEPA (West), IDOA (Savko) and IDNR (Hamer). The goal for the next merger meeting presentation is to attain concurrence on the Alternatives to be Carried Forward.

IDOT District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties
US 51 from Pana to Centralia
Environmental Impact Statement
Concurrence – Alternatives to be Carried Forward

The project was previously presented at the 2/07/08, 2/03/09, 6/24/09, and 6/9/10 NEPA/404 Merger Meetings for project introduction, concurrence on Purpose and Need, project update, and concurrence on Alternatives to be Carried Forward, respectively.

The purpose of the meeting was to seek concurrence on additional Alternatives to be Carried Forward in Vandalia. The Vandalia Alignment Analysis Memo (Supplement to the April 2010 Alignment Analysis), submitted January 12, 2011, was reviewed.

Sherry Phillips of IDOT District 7 introduced the project. Jerry Payonk and Stacie Dovalovsky of Clark Dietz, Inc., presented the PowerPoint presentation. The following summary points were made at the presentation:

- As mentioned at the June 9, 2010, NEPA/404 merger meeting, the project team met with Vandalia north side residents on June 3, 2010, who expressed concern regarding impacts associated with VS and VU. Additional comments from concerned Vandalia residents were received after the June 9 NEPA/404 merger meeting. Based upon these additional comments, IDOT decided to revisit corridor alternatives in Vandalia. The Vandalia Community Advisory Group (VCAG) was reorganized to expand representation in the community, to continue to build consensus, and to increase local input regarding the alternative selection process. The VCAG consists of members who represent a diverse cross-section of interest areas and geographic areas. During a series of meetings, the reformed VCAG revisited the steps of the alignment development and analysis process.

- The VCAG developed and evaluated a total of 39 alignments. The alignments were consolidated to 12 alignments and subsequently reduced to four alignments based upon both engineering and environmental considerations. The four remaining alignments (Western Bypass Yellow, Dual marked Green, Parallel Yellow, and Eastern Bypass Green) were considered with alignments Modified VS and Modified VU (which received concurrence at the June 9, 2010, NEPA/404 merger meeting, and subsequently modified to accommodate an interchange with I-70).

  The six alignments and their associated interchanges with I-70 were presented to the reviewing agencies. A table showing the differentiating resource impacts resulting from each alignment was displayed. A graphic showing the resources in relation to each alignment was displayed.

- Of note, the residential impacts in Table 5, page 11, of the Alignment Addendum memo were overstated as farm residences were counted twice. The correct residential impacts are as follows:

    - Western Bypass Yellow 7
    - Dual Marked Green 9
    - Parallel Yellow 14
    - Modified VS 9
    - Modified VU 9
    - Eastern Bypass Green 36

    The correct residential impacts listed above were shown at the VCAG meetings and at the public meeting. A revised Page 11 is attached.

    The resource impact information in Appendix B reflects information presented to the VCAG members at meetings held in the fall of 2010. Wetland impacts in the Alignment Addendum memo were subsequently updated with additional information received in December 2010. The updated information was also presented to the VCAG members.

- The six alignments were presented at a public meeting held on November 23, 2010. A total of 54 responses were received within the two-week comment period. A summary of comments and concerns was presented. Western Bypass Yellow and Dual Marked Green received the most public support.

- Parallel Yellow did not receive much public support and did not result in fewer environmental impacts when compared to the other five alignments. Parallel Yellow results in the longest travel distance and travel time compared to the other five alignments. Although the Eastern Bypass Green received some public support, the floodplain impacts, total wetland impacts, residential displacements, and business displacements were disproportionately high when compared to the other five alignments. For these reasons, the two alignments are not recommended to be carried forward into the DEIS.

- Concurrence was granted for the remaining four alignments presented by USACE (McMullen), USEPA (West), USFWS (Woeber), IDNR (Hamer) and IDOA (Savko). The Vandalia alignments that will be carried forward into the DEIS are:

    - Western Bypass Yellow,
    - Dual Marked Green,
    - Modified VS,
    - Modified VU.

During and after the presentation, the following questions were addressed:

Q: Were any north side residents on the original CAG? (USEPA-West)

A: Yes, at least two north side residents were on the original CAG. They attended the first several meetings and then stopped participating.

Q. Does the Western Bypass alternative propose a new interchange with I-70? (USEPA-West)

A: Yes, all the alternatives, with the exception of the Eastern Bypass Green propose a new interchange with I-70 west of the existing Exit 63 interchange. All of the interchanges at this location propose a Collector-Distributor (C-D) system, which is an additional roadway parallel to but separated from the proposed main line I-70 that provides the ability for vehicles to enter and exit in a safe manner at a lower design speed. The C-D system is proposed due to the three-mile minimum rural interchange spacing recommendation under the rural classification. Without the C-D system, the proposed US 51/I-70 interchange would be an additional two miles west to meet the spacing recommendation. The interchanges result in changes to existing access, including access to Route 40. Some of the changes in access have been discussed with the CAG. A video showing how the C-D system would look and operate was on display at the public meeting.

Q: During the field visit (with the resource agencies conducted June 8, 2010) we stopped at the location where VU crosses the north side neighborhoods, and it was a good location to cross because of the ridge? (USEPA-West)

A: We did stop there on the field visit. It is a high point on a bluff. Due to the topography, the residents in the area would have a view of the alignment from their homes.

Q: Why does the Eastern Bypass Green go behind the prison and not stay on existing US 51? Would staying on existing US 51 minimize wetland and floodplain impacts? (USEPA-West)

A: The VCAG members did develop an alternative that stayed on existing US 51 near the prison, but it was eliminated by consensus in favor of the Eastern Bypass Green. The VCAG members wanted to see an option that went behind the prison. The idea was promoted to reduce impacts on homes along existing US 51. The Dual Marked Green alternative utilizes existing US 51 in the same location, and the VCAG members wanted an alternative located east of the prison for comparative purposes. Some members of the VCAG believe that since the state owns the prison, if the route went through prison ground it would be easy to acquire the right-of-way.

The project team did evaluate an eastern bypass alignment that stayed on existing US 51 near the prison as suggested. Such a route results in a reduction in impacts to floodplains and wetlands, by 64 and 17 acres, respectively. Approximately eleven additional homes and one additional business would be impacted by such a route. However, even with the reduced impacts, overall the alignment results in disproportionately high impacts to floodplain, residences, and businesses compared to the other five alignments. The alignment south of I-70 severs an existing neighborhood, requires over two dozen residential takes, and results in access issues to the remaining homes. All variations of the eastern and through town alignments result in disproportionately high impacts to businesses, homes, and floodplain.

For eastern and through town alternatives to maintain free-flow travel between I-70 and US 51, existing Exit 61 would have to be reconfigured in such a way that many existing businesses would be impacted. The eastern bypass options have an interchange footprint that is larger than Dual Marked Green because all ramps must be free flow. For the Dual Marked alternative, Business US 51 (currently existing US 51) does not need to be free flow, so ramp configurations south of I-70 can be stop-controlled or signalized, and would not require as large a footprint as a free-flow condition. Still, in order to lessen the footprint, the Dual Marked interchange would be four levels high. The project team and the VCAG looked at eastern bypass alternatives that were shifted to the east of Exit 61 in order to lessen residential and business impacts, but the options required crossing over eight meanders of the Kaskaskia River.

Q: The western bypass appears to serve through-traffic nicely. Do you think that people in Vandalia would use Western Bypass Yellow or use existing US 51 to travel, for example, to St. Louis or Centralia? (USEPA-West)

A: The traffic analysis has not been completed yet, that will be determined in the DEIS.

Q: Would the region perhaps benefit in the long-term from an alignment located west of Ramsey and Vandalia? (USEPA-West)

A: If Western Bypass Yellow were extended north to take off from existing US 51 north of Ramsey, it is unlikely that impacts would be lessened. Ramsey Lake State Park is located north of Ramsey, and there are many tributaries north of Vandalia. Such a route may result in a negative socio-economic impact to the small communities along existing US 51, and would utilize less of existing US 51 and require additional right-of-way costs.

Q: Has there been any recent industrial or commercial development in Vandalia? (USEPA-West)

A: Yes, Sloane Implements and Vandalia Tractor Sales are newly constructed along I-70 west of town.

Q: The land use plan shows conversion from agricultural to industrial land use on the north side of town. Is that the prison? (USEPA-West)

A: Yes, the prison grounds had included agricultural land that was farmed by the prisoners. It is our understanding from the CAG that the prisoners no longer farm that area, and it is being leased or sold to farmers.

The land use graphic as shown in the PowerPoint presentation is not included in the memo. The project team will forward the graphic to Illinois Department of Agriculture (IDOA) (on the phone) after the meeting for review.

Postscript: The land use graphic was forwarded to Terry Savko (IDOA) on February 16, 2011, and is attached.

Q: Will the bypasses be limited access or arterial? (USEPA-West)

A: The bypasses will be partial access control with access spaced approximately every one mile per rural criteria. The three mile spacing criteria is for rural interchanges for freeways.

Q: Modified VS and VU were concurred upon previously. Does the public give you the sense that they will concede keeping them to the next level of analysis or do they want them taken out now? (USEPA-West)

A: Very little public support was given for Modified VS and Modified VU from the public meeting, as shown in the presentation. The map on Page 22 of the memo shows that the majority of comments were from residents of the north side neighborhoods. While the majority of the VCAG is in favor of Western Bypass Yellow, there is some support from the VCAG for Modified VU.

If Western Bypass Yellow and Dual Marked Green are not kept to the next level of analysis, additional petitions against the project are expected. The project team would like the opportunity to study the alternatives in detail to see if they are viable, unless there are specific reasons for dropping them at this time.

Q: Does Modified VU impact a park as represented by a green shaded area shown on the maps in Appendix B? (IDOA-Savko)

A: The green shaded area is a Centennial Farm, and according to new aerial photographs, a portion of the area is currently in residential development.

Q: The Western Bypass Yellow does not appear to be the best choice. It impacts a large amount of farmland and does not utilize existing roadway. Modified VU appears to be a good choice. I suppose Western Bypass Yellow can be studied further in the DEIS, but it does not appear to be the best choice. (USFWS-Woeber)

A: Given public support and the fact that there is no definitive reason to eliminate it at this point, the project team would like the opportunity to study the Western Bypass Yellow in more detail in the DEIS.

The goal for the next merger meeting presentation is to attain concurrence on the Preferred Alternative.

V. ALIGNMENT ANALYSIS SUMMARY

As presented to the VCAG, the resource impacts are divided into three groups:

I. Resources that have a varying magnitude of effect for all alignments. The resources are defined as differentiating criteria.
II. Resources that show generally the same magnitude of effect for all alignments, or where more detailed information is required.
III. Resources that exist but are not impacted by any of the alignments.

The alignments resulted in impacts to the resources listed in Table 5, which are considered to be differentiating criteria. The resources are considered differentiating criteria because the alignments impact the resources to a varying magnitude.

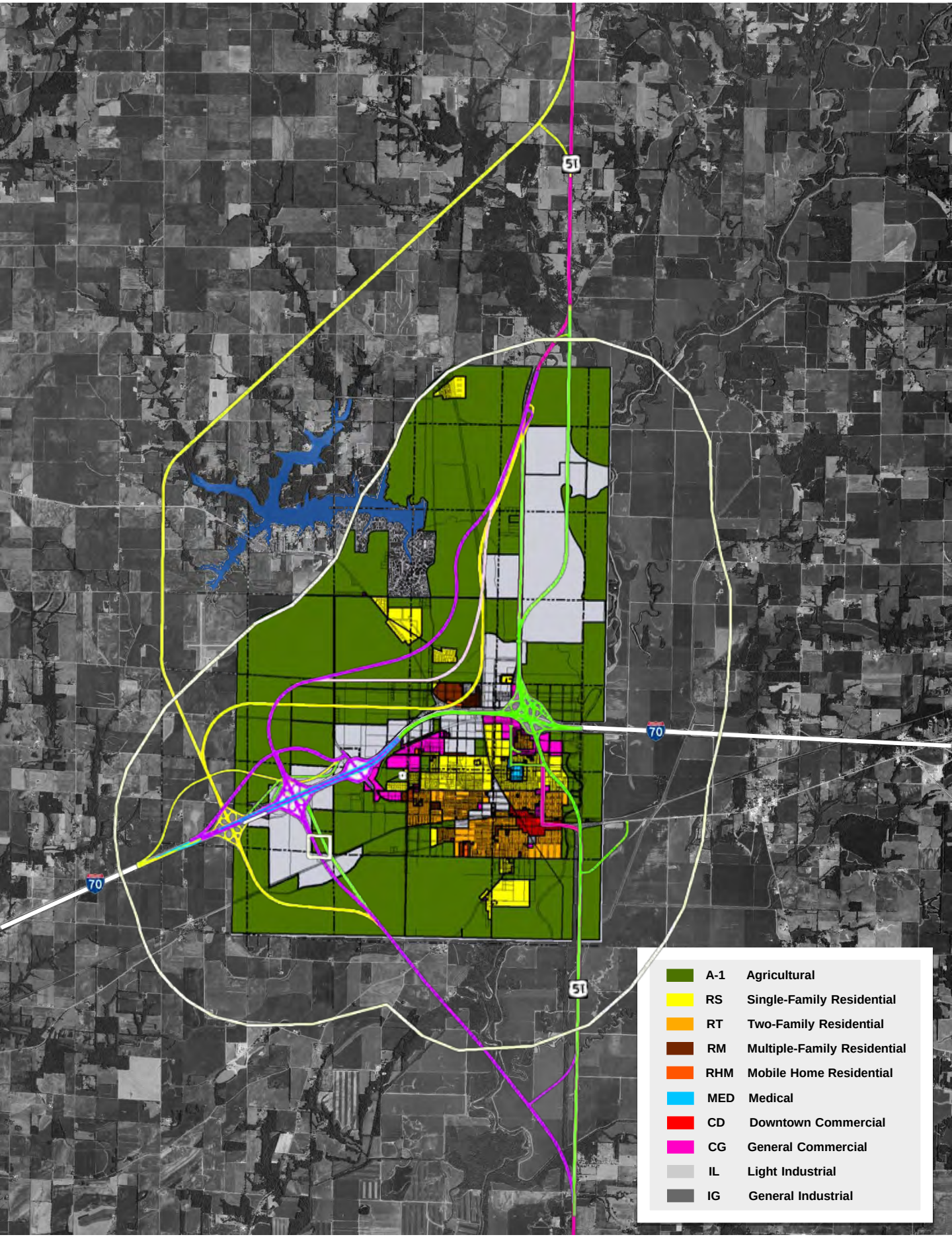
Acres of impacted wetlands increased substantially when potential wetland areas were added to the wetland acreages already provided by INHS. The increase occurred for two reasons. First, the available INHS wetland analyses did not study interchange areas for any of the alternatives. The interchange areas include large tracts of land for the main roads and the associated entrance and exit ramps. Second, the majority of Western Bypass Yellow had not been previously studied by INHS. The Western Bypass Yellow, as currently aligned, crosses through the Vandalia Lake area, over many tributaries and their associated wooded riparian areas, and through many areas included in the National Wetlands Inventory.

The Eastern Bypass Green exhibits disproportionately high impacts to total wetlands (high quality plus other), floodplains, residences, and businesses. While the location of the Kaskaskia River floodplain precludes development of an alignment that avoids floodplain impacts, the Eastern Bypass Green results in longitudinal floodplain impacts. The impacts to businesses are associated with the modification of the existing US 51/I-70 interchange resulting from the Eastern Bypass Green alignment. The Western Bypass Yellow and Parallel Yellow exhibit disproportionately high impacts to prime and important farmland.

Of note, continued refinement of alignments VS and VU since the June 9, 2010, merger meeting has resulted in revised resource impacts than those presented at the merger meeting. The resource impacts resulting from VS and VU as presented at the June 9, 2010, merger meeting did not include impacts resulting from a proposed interchange with I-70. Table 5 includes the resource impacts resulting from modified VS and VU and a proposed interchange with I-70. Therefore, impacts to wetlands, prime and important farmland, residences, and businesses resulting from the modified VS and VU are slightly higher than those presented at the June 9, 2010, merger meeting. During the refinement process, all feasible attempts were made to minimize impacts to known resources.

Table 5: Differentiating Resource Impacts

Resource	Western Bypass Yellow	Dual Marked Green	Parallel Yellow	VS	VU	Eastern Bypass Green
Total High Quality Wetland INHS + Potential (acres)	5.5	16.3	12.3	7.6	5.7	12.3
Total Other Wetlands INHS + Potential (acres)	31.3	11.5	11.3	18.2	12.0	44.4
Floodplain (acres)	55	123	95	89	66	241
Prime & Important Farmland (acres)	524	403	530	455	450	262
Residences (number)	7	9	14	9	9	36
Businesses (number)	0	6	0	1	1	17


51
70
70
51
A-1 Agricultural
RS Single-Family Residential
RT Two-Family Residential
RM Multiple-Family Residential
RHM Mobile Home Residential
MED Medical
CD Downtown Commercial
CG General Commercial
IL Light Industrial
IG General Industrial