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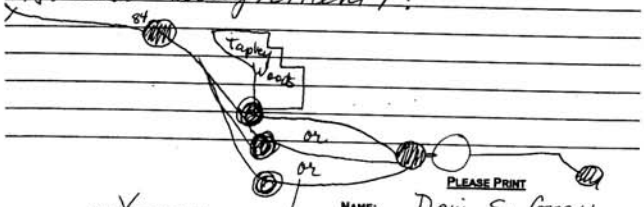
CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

It is shameful to destroy the beautiful horsefarms and topography of Longhollow road by moving the freeway so close. Would it not be just as easy to connect the Longhollow route (South) of Tapley Woods, just South of existing 20 (using ~~that~~ a proposed section of the Upper Irish Hollow allignment)?



I (Do ☒ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: Devi S. Gray
ADDRESS: mailing address: 216 Hawley Lane
PHONE: Geneva, IL 60134
(630) 845-8204

100

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Paved shoulders need to be wider to allow farm equipment to travel along highway instead of taking up a lane of traffic. Steel post with reflectors on need to be moved back several feet so farm equipment can hang over the edge of the paved shoulder thus allowing to be further away from moving vehicle.

The interchange ~~at~~ near the Galena Territory should be located closer to the entrance instead of a mile away.

Lets get this project in high gear. Its much needed and the sooner the better.

After watching your video I see you are still building bridges on curves instead of on the straight away. Bridges freeze first in icy conditions so build them straight.

I (Do ☒ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: ROGER GRATTON
ADDRESS: 8418 W US HWY 20
GALENA IL
PHONE: 815 777 0115

101

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

MOVE ENT + EXIT RAMPS TO THE ENT. OF THE GALENA TERRITORY AT WACHTER RD INSTEAD OF DEVILS LADDER INTECHANGE

I (Do ☐ Do Not ☒) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: JOHN BERNHARD
ADDRESS: 38W104 KRISTIN DR
ELGIN, IL 60123
PHONE:

102

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Destroying part of the Georgetown Road between Elizabeth and the Elizabeth - Scales Mound Road will be destroying a rare remaining section of the Kellog Trail (circa 1832) which was:

1, A stagecoach road between Dixon and Galena;
2, The route by which the retief column reached Apple River Fort from Galena on June 25, 1832, the day after the battle (250 Mounted Volunteer Militia, 27th Il);
3, The main street of the town of Georgetown.

That would be a serious mistake

President/CEO Old Northwest Land Corps
President, Apple River Fort Historic Foundation

I (Do ☒ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: CARL R. "SKIP" SCHWERDTFEGER
ADDRESS: 1126 SCALES MOUND RD
ELIZABETH, IL 61028
PHONE: 815-858-2000

103

Go To Previous Page

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819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Just a comment, I moved to the Galena Territory to get away from urban - suburban sprawl. This highway will bring it close. The proximity to the territory destroys the ambiance of the property.
If a freeway had to be built it should parallel rte. 20 or use the rail follow alternate.
I know I have a minority view, but need to express myself. Why not go through Tapley woods and conceal the road?

I (Do ☐ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: MICHAEL P. LANGLEY
ADDRESS: 201 E. LONNQUIST BLVD
MT. PROSPECT IL 60056
PHONE: 773 481-8051

104

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819 Depot Avenue / Dixon, Illinois / 61021-3500
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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Can't wait should have been done
20 yrs ago

I (Do ☐ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: Lewis Kinder
ADDRESS: 6733 N Hoy Ridge Rd
Galena Il 61036
PHONE: 777-0188

105

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

I am very pleased with progress made to date
Jo Daviess Co. needs the 4-Lane desperately
Don't let the nay sayers delay this any more
Lets get rolling on the funding and Construction

I (Do ☐ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: Jim Schlichting
ADDRESS: 415 W. Columbus Ave
Stockton, Il 61073
PHONE: 815-947-3825

106

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Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

GREAT!!! WHAT took so long, hurry up. GREAT ALIGNMENT, GREAT PROJECT, LONG OVER DUE. A GREAT job in planning. I REALLY CAN'T SEE ANY INCENTIVES. THIS IS A WIN-WIN project.

KEEP ME INFORMED!!! PLEASE!!!

I (Do ☑ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: Bill Fawell
ADDRESS: 617 Ridge St.
GALENA, IL. 61036
PHONE: 815-777-0392
WWFAWELL@YAHOO.COM

107

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
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GALENA TO FREEPORT EIS

LETS GET IT BUILT

I (Do ☐ Do Not ☒) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: FRANZ STRACK
ADDRESS: 9 N SNIPE HOLLOW RD
ELIZABETH, IL 61028
PHONE: 815-858-9200

108

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Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Good slide show
excellent illustration + posters
The route selected is excellent
I have homes in the Territory also

I (Do ☐ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: W. C. KENNEDY
ADDRESS: 1352 S. KNIGHT AVE
PARKRIDGE, IL
PHONE: 847-825-0129

109

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Do it! NOW!

I (Do ☐ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: Theresa Sirika
ADDRESS: 10733 N High Ridge Rd
Galena, IL
PHONE: 815/777-0188

110

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Support Project
[illegible]

I (Do ☐ Do Not ☒) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: MARCIA STANGEL
ADDRESS: 13A17 RAWHIDE
APPLE CANYON LAKE
PHONE:

111

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Every thing looks good, lets get it built

I (Do ☐ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: Kenneth Flack
ADDRESS: 929 N Rocky Hill Galena Ill 61036
PHONE: 815-777-2674

112

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Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

I think we are long overdue for better highway & the sooner we get on with it the better. This also includes 20 W to Dubuque.

I (Do ☐ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: Marilyn Flack
ADDRESS: 929 N. Rocky Hill Rd Galena Ill 61036
PHONE: 815 777-2674

113

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819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

The plans look pretty reasonable to me. We need the road built. I hope the affected landowners and state can come to reasonable agreements. It will help traffic flow and maybe cut down on traffic accidents.

I (Do ☐ Do Not ☒) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: Dan ~~Chris~~ Ohms
ADDRESS: 802 White St. Hanover, Ill.
PHONE: 815-591-2177

114

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

I AM IN SUPPORT OF THIS PROJECT. I FEEL THE HIGHWAY IMPROVEMENTS ARE NEEDED FOR SAFETY REASONS.

I (Do ☐ Do Not ☒) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: BOB STANGER
ADDRESS: 13A17 RAWHIDE CT APPLE RIVER, IL
PHONE: 61001

115

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Why so much money is being spent on studies and surveys? You need to start building. Too much time talking, and no results! We need this 4 lane highway now, not 10 years from now. The money that was spent looking at this road is and was ridiculous. I hope to see this highway built in my life time.

I (Do ☐ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: STEVE MACHEK
ADDRESS: 219 S. WEST ST
GALENA, IL. 61036
PHONE:

116

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Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

The free standing bridge design without center pier is far more acceptable than one with pillars.

Keep the Woodbine Interchange as designed. Don't move to Scout Camp Road because of it rural beauty and twisting + curved topography.

I prefer the freeway design.

I (Do ☐ Do Not ☑) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: EDWARD J. STEVENS
ADDRESS: 2045 PIONEER DR A.CL.
APPLE RIVER, IL 61001
PHONE: 815-492-0232

117

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Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

THIS ROAD IS MOST NEEDED!! — FOR MANY REASONS — NUMBER ONE BEING SAFTY! I'M A RETIRED DRIVER ED SCI. TEACHER WITH MUCH PROFESSIONAL DRIVING EXPERIENCE. MUCH OF THE ROUTE PRESENTLY FOUND IN JO DAVIS COUNTY IS VERY UNSAFE I'VE DRIVEN US ROUTE 20 A NUMBER OF TIMES OUT WEST (CASPER WYO.) AND THE SECTION FROM FREEPORT TO GALENA IS PROBABLY THE WORST ANYWHERE BETWEEN CHICAGO AND CASPER.

THANKS, George Johnson

I (Do ☐ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: GEORGE JOHNSON
ADDRESS: 4553 E BETHEL RD
ELIZABETH, IL
PHONE: (815) 598-3204

118

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

I like the Longhollow alternative that is being proposed the best.

I (Do ☐ Do Not ☐) DESIRE A RESPONSE. PLEASE SUBMIT WRITTEN RESPONSE BY:

PLEASE PRINT
NAME: Homer Ashby
ADDRESS: 6501 S. Grass Rd.
Stockton, IL 61085
PHONE: (815) 598-3397

119

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Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

This little corner of Illinois is not only unique to the state but to the U.S. Why must we slap four lanes of concrete across one of the last, totally rural parts of the country? Perhaps some access should, by design, be less accessible. Jo Daviess County is a treasure. Let's keep it that way. We don't want your Highway. Either move it to the top of state as originally planned, use Hwy 11 in Wisconsin, or leave the money altogether and leave us alone.

I (Do ☒ Do Not ☐) Desire a response. Please submit written response by:

PLEASE PRINT

NAME: Peter Woodcoff
ADDRESS: 7 Ravine Dr.
Galena IL 61036
PHONE: 815-777-0128

120

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Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

During the course of the Galena meeting, I encountered numerous people who feel that the Longhollow Alignment from the Jl 84 Extension eastward is far and away the best route. Galena By-Pass was not mentioned; people seem to have accepted it as is.

The section from Smallpox Creek to Jl 84 Extension has many critics for reasons of noise, air pollution, scenery-spoilage, impacts across Longhollow Creek northward.

As a career engineer, I'm inclined to avoid complications and out-of-place design features if they are not needed. I believe the controversial location of an interchange at Devils Ladder Rd and the objections east of the Territory entrance could both be overcome as follows:

A) Locate the Territory Interchange near the Blue Spot where LH Freeway, US 20, and Tuttpatt Rd come together.

or B) Eliminate the piece of Longhollow Alignment from Territory entrance to Jl 84 Ext. Use the Upper Jail Hollow Alignment (or a nearly parallel route acceptable to the Environmental Group) curving south and curve eastward at about the orange-colored Gerald + LaVerne Ertmer property, crossing eastward under old US 20 to connect up near the Jl 84 Ext. Interchange.

Advantages: Eliminates troublesome segment, uses top of old US 20 as entrance road with exits and entrances along the way so that (A) would not be needed. If you need a map or sketch, call me. Jon McCormick will recall our conversation; Mal Gratton was personally involved to both these approaches.

I (Do ☒ Do Not ☐) Desire a response. Please submit written response by:

PLEASE PRINT

NAME: Robert F. Raymond PE
ADDRESS: 10 Saddleback Road
Galena Territory
PHONE: 815-777-6452

121

①

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CITIZENS COMMENTS

July 8, 2003
Bonnie Garrity

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

I attended the Galena forum (June 26) and have looked at the EIS @ Galena Library, as well as the Glacier Shadow Pass brochure. Although I gave comments to the court reporter on June 26, I now have finalized my opinion and would like to state: I am emphatically opposed to a freeway (new corridor) across Jo Daviess County. Furthermore, many of my neighbors & friends are also opposed, at the approximate ratio of 5 (opposed) to 1 (supportive) of the freeway.

What I do not understand, and my friends do not understand, is this:
① Why can Hwy 20 not be ~~made~~ brought to adequate safety standards by adding 2 lanes (to make 4 all the way through), by

I (Do ☒ Do Not ☐) Desire a response. Please submit written response by:

PLEASE PRINT

NAME: Bonnie Garrity
ADDRESS: 16 Hawthorne Ln.
Galena, IL 61036
PHONE: 815-777-1264

122

straightening the curves, & by removing hilltops? It is hard to believe that doing this — along with by-passes around the towns and also Apple Woods — would be more destructive to the environment or more costly than a freeway. Please explain.

② Environmental Impact Statement.
Perhaps we can agree that it is not ultimately knowable what the full impact to the environment will be with either a widened Hwy 20 or a new corridor. I trust that those who undertook the environmental impact studies did the best they could with current understanding of the freeway's impact. However, simple common sense suggests that less overall damage will be done by making use of the current corridor than would be done with a brand new corridor slicing through additional ecosystems (provided that sensitive areas such as Apple Woods are by-passed). Please

impact will occur with a freeway.

(5) Accuracy of the EIS.

I was amazed to read that in presenting the air quality impact, you selected Rockford's air quality as a baseline representative of Jo Daviess County. Surely their air quality is not as clean as ours in rural Jo Daviess County? So it would seem this impact calculation, if I understand it correctly, downplays the actual increase we will experience in CO emissions.

Likewise, as I stated to the court reporter on 6/26, there is no mention of how the freeway (and the sky) will look by night to those of us in the county with the additional lighting.

(4) The glorification of the freeway as presented at the Galena forum and in the IDOT brochure.

I watched the video at the forum [illegible]

a balanced view of the negatives and positives of the proposed freeway.

I was greatly surprised and disappointed that a simplified version of the IES was not presented in charts or video, showing us the true costs:

Acres of forest & wetlands to be destroyed (along with mitigation efforts);
Acres of farmland lost;
Number of homes displaced;
Increase in CO; and
Increase in decibel levels (along with reasonable expectations for mitigation)

Not many people have looked at or will be willing to wade through the many volumes of the EIS. I feel it would have been useful to summarize the highlights in charts or video. This would have been [illegible]

The brochure surprised me, again, for its lack of objectivity. Page 4: "...the proposed freeway blends effortlessly..." It definitely does not! Millions of dollars will be spent ripping and tearing out rocks & trees. The "alignment melds gently..." There is nothing gentle about the scale of this environmental destruction.

The brochure therefore resembles a pro-freeway propaganda document, causing me to doubt its fairness and the objectivity of IDOT about this freeway proposal.

I would like a response to these four issues and would also like to speak with the designers of the brochure.

Respectfully,
[illegible]

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

June 30, 2003

Sheet 1 of 9

Dear Mr. Mounts:

It was nice to visit with you at the public hearing and again congratulations on your appointment to District Engineer of District #2.

I was very impressed with the slide show, the drive through video presentation, and the aerial mosaics in the meeting room. Everyone was very pleasant and helpful.

I decided to attend the public hearing as a past employee of IDOT and also since I was involved in this project in 1990 and 1991. To get an idea of where the preferred alignments were located, I obtained a copy copy of the Ag Technical Report before the hearing and reviewed it rather extensively (aerial mosaics with contours).

I have the following comments on the design of the project from reviewing the aerial mosaics:

(see attached sheets)

I (Do ☒ Do Not ☐) DESIRE A RESPONSE.
PLEASE SUBMIT WRITTEN RESPONSE BY: Aug 15, 2003

PLEASE PRINT

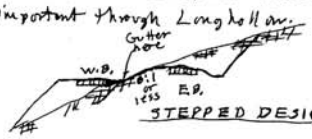
NAME: Ken Lazar
ADDRESS: 31 Georgetown Rd
Sherman, IL 62684
PHONE:

1. The technical reports need a Table of Contents which labels the page numbers of each alternative. It was difficult to find info without this. Also it would be helpful to have blank colored sheets separating alternatives.
2. Noticed that there are quite a few landlocked parcels along the preferred alternative with no service drives proposed or culverts (cattle underpasses) under the highway. This is a requirement for right-of-way impacts on such a major project.
3. Noticed that some service drives are not located adjacent to a property line. This type of design (along R.L.) minimizes severance impacts.
4. I noticed that there were no names of property owners on the aerial mosaics. Instead, code numbers were used. This makes it very difficult to examine farm or land impacts for someone reviewing mosaics. In fact, this is the first time I have seen such an exhibit in reviewing many freeway projects over the past 25 years. I also believe that the chapter in the new manual on design studies specifically states that mosaics should be labeled with property owner names.
5. Noticed that some new homes and businesses have not been added to the mosaics. A field review could pick these up for placement on the photography. This is an important item.

The following comments are made as a result of my design experience and expertise in geometric design (prepared U.S. 20 Feasibility Study in 1991), helped develop location/design studies on over 200 miles of our new freeway system in Illinois, held the position of District Six geometrics engineer for 6 years, was a member of AASHTO Green Book Task Force for 10 years and author of two chapters for 2000 Book, was the author on 17 chapters of IDOT's new Design Manual, and manager of Special Studies Unit for 5 years):

1. It appears that there are 3 major stream crossings where a better alignment could have been chosen for the structure location (angle of crossing, length, and efficiency of flow at flood stage).
2. There are 2 or 3 locations where the alignment has been laid out so that the end of the horizontal curve is very near the back of a bridge abutment. IDOT has two requirements concerning this item: 1) a preliminary hydraulic study must be completed and the bridge length and location must be determined at the location/design study phase. 2) any horizontal curvature near a bridge should be located a minimum of 400 ft from the back of abutment so that no S.E. transition falls on the approach slab or bridge. This design criteria can almost always be achieved in rural areas.

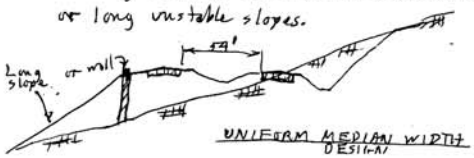
3. In the slide presentation, one of the main objectives of the project was to "Design aesthetically pleasing highway features." However in reviewing the photographic exhibits and profiles, there are no split alignments nor are any of the mainline cross-sections proposed to be stepped to fit the rough terrain and steep hillside slopes. This is especially important through Longhollow.



STEPPED DESIGN

The typical section shown at the hearing only shows a cross-section like we would use in flat topography in central Illinois.

As a result, it appears that no detailed investigations were done on this aspect of the project. The proposed uniform median will most likely require retaining walls on one side of cross-section or long unstable slopes.



UNIFORM MEDIAN WIDTH DESIGN

This type of design does not look pleasing in rough terrain and can end up being very costly. Therefore in my opinion, this objective of the project has not been met, and I wonder if a stepped design was ever studied in detail in the last 12 years.

4. The location of the gore for exit and entrance terminals is supposed to be noted on the mainline profile. I noticed that there were 3 or 4 exit terminal gores located just beyond a crest vertical curve on the mainline. This is not an appropriate design since motorists can not see the gore until they are on it.
5. In examining the proposed profile of the preferred alternative where it crosses existing U.S. 20 southeast of the Galena Territories, it appears the profile is too high. The gradeline on the exhibit showed the grade separation above U.S. 20 by 10 or 15 ft. Is this correct? Also the profiles coming up to this high point showed 4% grades. Every effort should be made to reduce this grade to 3 or 3.5%.
6. The combination of the -4% downgrade and what appears to be a 2°30' curve at the bottom of this long downgrade just southeast of the Territories at STA 1131

eastbound is not an appropriate design. Only flat horizontal curvature, 1°15' or 1°30', should be used with this condition to provide for maximum safety. Any other locations with similar conditions should have the same flat type of design.

7. When I was in charge of preparing the U.S. 20 Feasibility Study in 1990 and 1991, I examined the continuity of design of U.S. 20 from west of Dubuque to just west of Rockford. I spoke to Mr George Sisson who was the Deputy Director of Highways in Iowa and asked him what Iowa's plans were for U.S. 20 from 50 miles west of Dubuque, through Dubuque, and for a new bridge across the Mississippi River. He stated that Iowa had no plans to fully upgrade their expressway design (partial access control) west of Dubuque except for adding interchanges to state routes, county highways, and locations where signals were existing. He also said they finally had determined that a bypass south of Dubuque was not feasible and that U.S. 20 would be rebuilt through town with as much access control as possible. As a result the new river bridge would be built parallel to the existing bridge.

Once U.S. 20 crosses over the Mississippi River, the existing alignment traverses through extensive development in East Dubuque and east of East Dubuque to Ill. 84 (North) & the existing design is an expressway. Therefore much of this length can only be upgraded to partial access control without creating major disruptions to landowners.

In moving over to Freeport, the bypass was proposed to be fully access controlled which is the appropriate type of design near an urban area. Proceeding east of Freeport to just west of Rockford the existing design is an expressway with some signalized intersections.

As a result of the existing expressway designs west of Dubuque, through Dubuque, and east of Freeport, we were of the opinion that a feasible design for U.S. 20 upgraded to a four lane highway should be an expressway design with interchanges proposed at all state routes and at any locations requiring traffic signals within 10 to 15 years of construction. In the Feasibility study I believe an expressway design was proposed both along much of existing U.S. 20 and at one location mostly on new alignment away from the existing route. The preferred alternative shown at the hearing, Alternate #2, appears to be quite similar to the one shown in the 1991 Feasibility Study.

Therefore after viewing the slide presentation and in talking to the staff at the hearing, I believe a major design alternative has not been considered and studied in detail. This would be the design alternative of using the Alt. #2 alignments and then proposing an expressway design as discussed in IDOT's new design manual in Chapter 45. Apparently an expressway design was only studied along the existing alignment of U.S. 20 from east of Elizabeth to the Freeport bypass, and this particular alternative created significant impacts which then completely eliminated the expressway design.

An expressway design on the Alt. #2 alignments in Jo Daviess and Stephenson counties appears to have considerable merit. It would be considerably less costly and provide access to all adjacent land parcels. Of course fully AC bypasses would still be proposed around Galena and Stockton. The expressway design would still satisfy the purpose and need of the project and still provide a very safe highway. A good example of IDOT's new expressway design in rural areas is U.S. 51 from Decatur to Bloomington. When I checked the overall accident rates of U.S. 51 in 1997, they were almost as good as I-72 and I-74 near the U.S. 51 corridor.

In conclusion when considering the continuity of the highway design in Iowa and east of Freeport and that our new expressway designs eliminate most of the past accident problems in rural areas, an expressway design on the Alt. #2 alignments appears to be a very viable alternative. Of course over the past 40 years, we have now determined that expressway designs should not be proposed around urban areas and that in most cases they do not work as a viable bypass alternative.

I hope that these comments will be useful in completing this study and in considering all feasible alternatives.

Sincerely yours,

Ken Lazar, P.E.

Go To Next Page