

TRAFFIC STUDY

In April and May of 2003, over 8,000 motorists were stopped and interviewed at these three locations within the project study: U.S. 24 near Kingston Mines, IL 116 near Hanna City, and the Cuba to Canton blacktop. The purpose of the interviews was to gain insight into the travel patterns and the reasons for those patterns. The interviews also helped to determine where the new roadway is most needed. At the same time the interviews were being conducted, 26 automatic traffic counters were obtaining data.

The top reasons given for travel are tabulated in the following table.

Travel Purpose	% of Travelers
Work	52%
Personal business	27%
Social/recreation	9%
Shopping	6%
School	4%
Not specified	2%

We also asked people what cities they were traveling between. The highest number of trips are tabulated in the following table.

Cities Traveling Between	Number of Trips
Peoria - Canton	967
Canton - Cuba	689
Peoria - Farmington	517
Peoria - Hanna City	511
Pekin - Canton	277
Canton - We-Ma-Tuk	265
Peoria - Trivoli	245
Peoria - Macomb	202

TABLE 1
CORRIDOR COMPARISON BY SEGMENT

Issue Analyzed		AA	AB	BB
Wetlands	acres	35	40	60
National Wetlands Inventory				
River, Canal, Stream Crossings	#	28	26	29
USGS TIGER (2000)				
Farmlands (agricultural land)	acres	2,300	2,400	2,200
IDNR Land Cover				
Timberland	acres	210	190	370
IDNR Land Cover				
Farmlands Severance	miles	19	16	11
Scaled from aerials				
	(locations)	(53)	(42)	(33)
Pop. within 2 miles of band	#	41,600	40,000	37,100
USGS Census (2000)				
Pop. within 5 miles of band	#	43,100	41,000	39,400
USGS Census (2000)				
Total Est Construction Costs		\$410-	\$470-	\$530-
(rounded to nearest \$10 Million)				
		\$770	\$870	\$760

PLEASE DIRECT YOUR COMMENTS OR QUESTIONS TO:
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ILLINOIS 336
**Peoria to Macomb
Corridor Study**

*Open House
Public Hearing*

Tuesday, February 24, 2004

4:00 to 7:00 p.m.
ITOO Society Hall
4909 W. Farmington Road
Peoria, Illinois

Wednesday, February 25, 2004

4:00 to 7:00 p.m.
Canton High School
1001 N. Main Street
Canton, Illinois

Thursday, February 26, 2004

4:00 to 7:00 p.m.
Macomb VFW Post 1921
1200 East Jefferson Street
Macomb, Illinois



Welcome to this Public Hearing for the Illinois 336 Peoria to Macomb Corridor Study

Staff members from the Illinois Department of Transportation (IDOT) and their consultants are here to discuss the selection of a preferred highway corridor for a new 4-lane highway between Interstate 474 in Peoria and the planned bypass at Macomb.

The meeting is in an open house format to allow informal discussion between the public and the study staff members. We invite you to view the displays and share your comments with members of the study team. As this is an official IDOT Public Hearing, a court reporter is available to take oral statements to be included in the project record. You may also write comments on the enclosed comment form and leave it in the comment box or mail the form to IDOT after the meeting. All written comments received within 10 days after the meeting will be included in the official project record.

PROJECT STATEMENT

The Illinois 336 Study has selected a preferred corridor for a new highway from Peoria to Macomb. The highway will provide the final link in a system of 4-lane highways connecting west-central Illinois to major economic markets and will improve the safety and efficiency of travel between these two cities and others along the corridor. In August 2003 three optional corridors were presented to the public in informational meetings.

Summary of August 2003 Public Meetings

- 752 people attended three meetings
- of those attending who expressed a preference in writing:
 - 285 are in favor of the project
 - 23 oppose the project

Many who responded in writing indicated a preference for a corridor or corridor segment, as summarized below.

Corridor	Canton to Macomb West Segments	Peoria to Canton East Segments
A	93	111
B	108	74
A or B	29	30
C	13	28

Following the public meetings, IDOT reviewed the comments received. Those comments and other factors were considered in IDOT's identification of a preferred corridor. A Draft Corridor Report has been prepared and is available for review at this meeting and at the Peoria, Canton, and Macomb public libraries. The report is also available on IDOT's website at www.dot.state.il.us/desenv/env.html. The preferred corridor is shown on the map below and on the displays presented at this meeting. The purpose of this Public Hearing is to review the preferred corridor and receive additional comments, which will assist IDOT in making a final selection of a corridor.

Study Schedule and Public Involvement

Following this Public Hearing and approval of the preferred corridor, alignments will be developed within the selected corridor. Further public meetings and hearings will be scheduled to provide information and to receive input on the project over the next 3 to 4 years.

Thank you for attending this meeting and for your interest in this study.

FREEWAY VS. EXPRESSWAY

Originally, IDOT intended to determine at this time whether the new highway would be constructed as a freeway or expressway. That decision has been deferred and will be made as part of the detailed alignment study when more information regarding the impacts and ramifications of that decision is available.

IDENTIFICATION OF PREFERRED CORRIDOR

Many factors were considered in the process of evaluating the corridors. Among those were public comments and other factors. The major factors in the evaluation process are presented in the following summary.

CORRIDOR C

Corridor C was eliminated for the following reasons:

- It is higher in cost than either Corridor A or B.
- It ranks lowest for system linkage and travel efficiency.
- It does not serve either Canton or Macomb well.
- If C were selected, 4 lanes would be needed on IL 116 between Peoria and Farmington in the future.
- It has the highest potential for impacts to parks, archaeological resources, wetlands, floodplains, streams, and threatened and endangered species.
- It has 30 percent more residential/business relocations than the other two corridors.
- It has very little public support.

CORRIDORS A, AB, and B

In addition to Corridors A and B, a combination of the two was considered: the eastern part of Corridor A combined with the western part of Corridor B (Corridor AB). Corridor BA (B west and A east) was not considered because it would be inefficient to bypass Canton (B east) going south and then backtrack north to reach A west.

For this analysis, Corridor A was designated AA and Corridor B as BB. Selected bands and associated impacts in each of these corridors were analyzed. The results are summarized in Table 1 on the back page of this handout. As shown in the table, overall impacts and benefits are fairly similar for the three corridors. Corridor AB is preferred by IDOT for the following reasons:

- It has the greatest public support.
- Corridor A east can use about 6 miles of existing railroad right-of-way. Corridor B east requires almost all new right-of-way.

- It is preferable from a traffic standpoint. If the eastern part of Corridor B were selected, projected traffic growth on IL 116 between Hanna City and Farmington would still require 4 lanes in the future. Selection of Corridor A east does not require any other improvements in the study area and provides access to Farmington.
- In the western half of the study area, there is more traffic in the south and central parts than in the north. Corridor B west is better able to accommodate this increased traffic level, particularly between Cuba-to-Canton.
- Corridor AB was selected by IDOT and FHWA in the 1970s and there are no changed conditions great enough to make other corridors preferable to it now.

