

Western Illinois Corridor Impact Study:

Lessons learned on bypass construction in western Illinois and its impact on life in rural communities

Western Illinois Regional Council, 2013





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The Western Illinois Regional Council Project Team:

Suzan Nash, Executive Director

Nathan Cobb, Principal Planner

Matthew Wolf, Assistant Planner

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CONTENTS

<u>CHAPTER TITLE</u>	<u>PAGE</u>
Acknowledgements.....	i
Table of Contents.....	ii
List of Figures and Tables.....	iv
Executive Summary.....	vi
1.0 Introduction.....	1
1.1 Description and Location of Project.....	1
1.2 Study Objectives.....	1
1.3 Methodology.....	2
1.4 Scope.....	2
2.0 Background.....	2
2.1 History.....	2
2.2 Purpose and Need.....	3
3.0 Existing Bypass Communities.....	4
3.1 Carthage.....	4
a. Demographic Profile.....	5
b. Economic Profile.....	8
c. Environmental Resources.....	12
d. Former Corridor Synopsis and Design Considerations.....	15
e. Coordination Activities.....	15
3.2 Colchester.....	17
a. Demographic Profile.....	18
b. Economic Profile.....	21
c. Environmental Resources.....	25
d. Former Corridor Synopsis and Design Considerations.....	28
e. Coordination Activities.....	28
3.3 Roseville.....	29
a. Demographic Profile.....	29
b. Economic Profile.....	33
c. Environmental Resources.....	37
d. Former Corridor Synopsis and Design Considerations.....	41
e. Coordination Activities.....	41
4.0 Public Involvement.....	42

CONTENTS

<u>CHAPTER TITLE</u>	<u>PAGE</u>
4.1 Carthage.....	42
a. Public Meeting Input.....	42
b. Survey Results.....	43
4.2 Colchester.....	48
a. Public Meeting Input.....	48
b. Survey Results.....	48
4.3 Roseville.....	53
a. Public Meeting Input.....	53
b. Survey Results.....	54
5.0 Future Bypass Communities.....	58
5.1 Biggsville.....	58
a. Demographic Profile.....	59
b. Economic Profile.....	62
c. Environmental Resources.....	65
d. Former Corridor Synopsis and Design Considerations.....	70
e. Coordination Activities.....	70
f. Public Meeting Input.....	71
g. Survey Results.....	71
5.2 Farmington.....	76
a. Demographic Profile.....	76
b. Economic Profile.....	80
c. Environmental Resources.....	84
d. Former Corridor Synopsis and Design Considerations.....	88
e. Coordination Activities.....	89
f. Alternatives/Plan Outcome.....	90
g. Public Meeting Input.....	90
h. Survey Results.....	92
6.0 Conclusions and Recommendations.....	97
6.1 Comparative Analysis.....	97
6.2 Lessons Learned.....	99
6.3 Recommendations to IDOT.....	101
7.0 Miscellaneous Photos/Publicity.....	102

CONTENTS

<u>LIST OF FIGURES</u>	<u>PAGE</u>
Figure 1 Breakdown of Population of Carthage by Sex and Age.....	5
Figure 2 Per Capita Personal Income for Hancock County and Illinois.....	6
Figure 3 Residential Building Permits for Hancock County.....	7
Figure 4 Major Business Sectors in Carthage.....	8
Figure 5 Sales Tax Revenue for Carthage.....	9
Figure 6 Pre-bypass Traffic Counts for Carthage.....	10
Figure 7 Post-bypass Traffic Counts for Carthage.....	10
Figure 8 Eight Year Unemployment for Hancock County and the Region.....	11
Figure 9 Prairie Creek Watershed, South of Carthage.....	12
Figure 10 IDOT Four Lane Highway Improvements.....	15
Figure 11 Map of Study Area for Land Use Plan in Carthage.....	16
Figure 12 Breakdown of Population of Colchester by Sex and Age.....	18
Figure 13 Per Capita Personal Income for McDonough County and Illinois.....	19
Figure 14 Residential Building Permits for McDonough County.....	20
Figure 15 Major Business Sectors in Colchester.....	21
Figure 16 Sales Tax Revenue for Colchester.....	22
Figure 17 Pre-bypass Traffic Counts for Colchester.....	23
Figure 18 Post-bypass Traffic Counts for Colchester.....	23
Figure 19 Eight Year Unemployment for McDonough County and Region.....	24
Figure 20 East Fork LaMoine River Watershed.....	25
Figure 21 IDOT Four Lane Highway Improvements.....	28
Figure 22 Breakdown of Population of Roseville by Sex and Age.....	30
Figure 23 Per Capita Personal Income for Warren County and Illinois.....	31
Figure 24 Residential Building Permits for Warren County.....	32
Figure 25 Major Business Sectors in Roseville.....	33
Figure 26 Sales Tax Revenue for Roseville.....	34
Figure 27 Pre-bypass Traffic Counts for Roseville.....	35
Figure 28 Post-bypass Traffic Counts for Roseville.....	35
Figure 29 Eight Year Unemployment for Warren County and Region.....	36
Figure 30 Spoon River Watershed.....	37
Figure 31 Highway 67 Corridor Map.....	41
Figure 32 Breakdown of Population of Biggsville by Sex and Age.....	59
Figure 33 Per Capita Personal Income for Henderson County.....	60
Figure 34 Residential Building Permits for Henderson County.....	61
Figure 35 Major Business Sectors in Biggsville.....	62
Figure 36 Sales Tax Revenue for Biggsville.....	63
Figure 37 Pre-bypass Traffic Counts for Biggsville.....	64
Figure 38 Eight Year Unemployment for Fulton County and Region.....	65
Figure 39 Mississippi North Central River Watershed.....	66

CONTENTS

LIST OF FIGURES CONT.

PAGE

Figure 40 Proposed US 34 Improvements.....	70
Figure 41 Breakdown of Population of Farmington by Sex and Age.....	77
Figure 42 Per Capita Personal Income for Fulton County.....	78
Figure 43 Residential Building Permits for Fulton County.....	79
Figure 44 Major Business Sectors in Farmington.....	80
Figure 45 Sales Tax Revenue for Farmington.....	81
Figure 46 Farmington Annual Average Traffic Count.....	82
Figure 47 Predicted Average Daily Traffic County for Farmington in 2035.....	82
Figure 48 Eight Year Unemployment for Fulton County and Region.....	83
Figure 49 Spoon River Watershed.....	84
Figure 50 Farmington Sewer Treatment.....	85
Figure 51 Proposed 336 Alignment.....	88
Figure 52 Planned Bypass Around Farmington.....	90

LIST OF TABLES

Table 1 Population in the Region, Hancock County, Carthage.....	6
Table 2 Poverty Levels of Carthage, Illinois, and the National Average.....	7
Table 3 Soil Types Found in Carthage.....	14
Table 4 Population in the Region, McDonough County, and Colchester.....	19
Table 5 Poverty Levels in Colchester, Illinois, and the National Average.....	20
Table 6 Soil Types Found in Colchester.....	27
Table 7 Population in the Region, Warren County, and Roseville.....	31
Table 8 Poverty Levels of Roseville, Illinois, and the National Average.....	32
Table 9 Soil Types Found in Roseville.....	40
Table 10 Population in the Region, Henderson County, and Biggsville.....	60
Table 11 Poverty Levels in Biggsville, Illinois, and the National Average.....	61
Table 12 Soil Types Found in Biggsville.....	69
Table 13 Population in the Region, Fulton County, and Farmington.....	78
Table 14 Poverty Levels of Farmington, Illinois, and the National Average.....	79
Table 15 Soil Types Found in Farmington.....	87
Table 16 2003 Corridor Alternatives Comparison.....	89
Table 17 Analysis of Common Questions Relative to Three Study Objectives...	98



Executive Summary

This corridor study was undertaken after reviewing the 2010 Comprehensive Economic Development Strategy (CEDS) for western Illinois and realizing that six counties had determined the need for a study relating to new interchanges and highway expansions. Funding for this study was approved and provided by the Illinois Department of Transportation (IDOT) with the intent of analyzing historical data on specific communities in the study area and gathering information from the public to identify possible improvement options and consensus, if any, to improve existing highway improvements while offering suggestions to those facing future highway improvements. While conducting this study the three primary objectives kept in mind were: support and improve the economic vitality of the area, protect and enhance the environment, and improve the quality of life in the western Illinois region.

The communities of Carthage, Colchester, Roseville, Biggsville and Farmington were selected for this study and represent five counties of the Western Illinois region. Public meetings were held in each community, as well as online surveys available, providing members the opportunity to express concerns they had pertaining to the objectives of the study. We received varying levels of response, but overall community members were very unequivocal and resolved when it came to suggestions for improvements in their cities and villages. Survey results were then tallied and a diverse list of impacts were formed from communities already experiencing a highway bypass along with suggestions and strategies offered for consideration to the communities facing future highway improvements.

To start with, the first objective related to economic vitality. The general consensus of this study indicated that bypass development in western Illinois has not proved to be devastating to a community but at the same time it has not spurred economic growth by being the savior of any one community's business district. Furthermore, in determining bypass impacts, it was difficult to come to agreement that traffic shifts on a community were the direct cause of business turnover, as it could be the cause of any number of other factors. However, there seems to be a broad consensus that adequate signage representing the business center is an important need and concern to further support and improve the economic vitality of the area.

This study was not able to conclude an overall negative or positive impact when determining if the environment was either protected or enhanced due to highway improvements and expansion. While timber and agricultural lands were replaced by roadways and ditches around many communities, there does not seem to be any outstanding environmental impacts that have risen as a result. Little complaint of increased pollution was received and in most cases, communities seemed to benefit from less traffic noise and increased safety compared to pre bypass.

Overall, the quality of life in the region generally seems unchanged. In some communities, there appeared to be a divide between residents who felt the community was safer and quieter after the bypass while some business owners claimed their business had lost out on potential customers due to the bypass. It should be noted that highway improvements generally offer residents safer and more efficient travel routes to work and other desired destinations, while occasionally opening up new markets and opportunities. We found that for some communities such as Biggsville, support was overwhelming for a bypass to be built for safety reasons and for other communities; it was a struggle to plan ahead for the changes that would take place.

In conclusion, the recommended steps for moving forward are for IDOT to continue to work proactively with communities to ensure that future highway expansion follows the most desirable route and the effects on economic vitality, the environment, and the quality of life in the region are kept at a minimum. It may be suggested that local residents, business owners, government, and all levels of planning agencies be included in this process to ensure general consensus is met. A suggestion would be that a post bypass meeting be conducted by IDOT within the year following bypass construction to closer examine any impacts or concerns that have resulted due to the road improvements.



1.0 INTRODUCTION

The Illinois Department of Transportation (IDOT) funded a corridor study for U.S. Route 336 in Hancock and McDonough counties, U.S. Route 67 in McDonough and Warren counties, and Highway 34 in Warren and Henderson counties. Work was coordinated through the Western Illinois Regional Council (WIRC) to determine the present and future impacts of major highway improvements in this region. This Lessons Learned Study (LLS) will look at the historical impact of specific highway bypasses and how to translate lessons learned for improvement in proposed highway corridor development.

1.1 Description and Location of Project

The study will look at the historical corridor impact on the communities of Carthage, Colchester and Roseville and also the communities of Biggsville and Farmington which will be impacted by future highway development and expansion.

Illinois Route 336 is a four-lane freeway/expressway that serves western Illinois. Illinois Route 336 currently starts in Fowler, Illinois (near Quincy) where U.S. Highway 24 and Interstate 172 intersect and extends north 80 miles to U.S. 136 just west of Macomb, Illinois. In the spring of 2009, the stretch of road from Carthage to Macomb was completed. Once connecting these two towns, the highway now bypasses Carthage to the southeast and Colchester to the south. A proposal to expand 336 from Macomb to Peoria is planned. This would affect Farmington because it is the major travel corridor for residents and is proposed to be bypassed to the south.

U.S. Route 67 is a 1,560 mile long north to south U.S. highway that runs through the central United States. The southern start point is at the Mexico-United States border in Presidio, Texas and it runs north all the way to its termination in Sabula, Iowa. The study boundary selected for this section of road is between Macomb and Monmouth, Illinois. This section of highway is four-lane with the exception of about a two mile stretch from the Good Hope Junction to the north. When Route 67 was widened to four lanes in 2002, it was also rerouted to bypass the Village of Roseville to the west.

U.S. Route 34 is an east-west highway that runs from Granby, Colorado and terminates in the western suburbs of Chicago at the intersection of Ogden Avenue and South Harlem Avenue in Berwyn, Illinois. The study boundary selected for this section of road is between Gulfport, Illinois and Monmouth, Illinois. This section of highway is currently two lanes starting two miles outside of Gulfport traveling to the south side of Monmouth where it turns into four lanes running around the west and north edge of Monmouth. Recently the stretch from Monmouth to Galesburg was updated to interstate standards. The proposal for improvements to the study boundary includes turning the two lanes from Gulfport to Monmouth into a four lane highway. With this improvement, traffic is being proposed to bypass the community of Biggsville to the south.

1.2 Study Objectives

The three key objectives this corridor study seeks to address and analyze for each community includes the following:

1. Support and improve the economic vitality of the area
2. Protect and enhance the environment
3. Improve the quality of life in the western Illinois region.



1.3 Methodology

The corridor boundary study areas were determined and particular communities selected in relation to historic and proposed highway bypass construction. Public hearings were held in the impacted communities to gather information on transportation related issues and problems. Economic, environmental and quality of life issues were brought to discussion about what had changed since highway improvements were made. WIRC gathered data and took inventory of the present issues relevant to demographics, traffic, economics and social life. With the information offered through public input, the data was analyzed and synthesized, resulting in the study's determination of impacts related to the three objectives. It was initially thought that alternative plans might be developed but this was not feasible when faced with the facts of the bypass process. Rather than developing alternatives, information was gleaned regarding the present condition of the already impacted communities and provided to the future bypass communities, with anticipated highway improvements in the region, as lessons and factors to take into consideration now and as the process continues.

1.4 Scope

After completion of the study process, analysis of the three objectives was completed in relation to the three communities already bypassed and issues that remain present in that regard were brought to the forefront and discussed with possible remedies and considerations. Additionally, possible solutions and considerations were presented to the future communities to be bypassed, Biggsville and Farmington, in relation to the three study objectives of economic, environmental and quality of life impacts. This report was prepared and delivered to IDOT detailing the processes, goals, and vision in addressing the three objectives.

2.0 BACKGROUND

2.1 History

The first known inhabitants of the western Illinois area were the First Peoples whose constructed settlements at Dickson Mounds in Fulton County and Cahokia Mounds near St. Louis still stand today. This area had been conducive to human settlement due to fertile soils and the abundance of water sources which were created after the glaciers receded during the last glacial retreat. Modern, or Anglo, settlement and development of the western Illinois area began at the end of the War of 1812 when the government issued tracks of land to veterans. This corridor study involves five counties in west central Illinois: McDonough, Henderson, Fulton, Warren, and Hancock.

McDonough County became a distinct geographical region in 1826 and became politically recognized in 1830 when it elected the first Commissioner's Court to oversee the county from the City of Macomb, originally named Washington. The county's economic growth originally stemmed from agriculture and mining; however, manufacturing has played an important role in county development. Along with the areas previously mentioned, education played a central role in McDonough County's history. In 1899, the Western Illinois State Normal School, now named Western Illinois University, began operating as an institution. Spoon River College also opened a Macomb campus in 1984.

Knox County was formed in 1825 with the passage of legislation to establish the county lines and named after the first Secretary of War, Henry Knox. The development of Knox County is historically tied to the growth of Galesburg, the county seat and largest community in the county and



region. Galesburg established itself in two main areas: education and transportation. George Washington Gale, an anti-slavery minister, founded Knox College in 1837. In 1966, Carl Sandburg College opened its doors as a community college. Galesburg was chosen as the hub for the rail-line running from Chicago to Quincy and eventually began operating services coming from the western states.

Henderson County settlement began in the early 1820s with the establishment of the community of Yellow Banks, present day Oquawka, along the Mississippi River. Originally part of Warren County, Henderson County set its own county lines in 1841 with Oquawka being the county seat and construction of the courthouse completed in 1843. Henderson County was formed by the residents due to the distance needed to travel to Monmouth which became the county seat for Warren County in 1831. The county was named after a county in Kentucky bearing the same name.

Fulton County settlement began in 1820 in what was originally part of the Madison County and Pike County land tracks until the current county lines were established in 1827. The first County Commission Court of Fulton County was held in Lewiston in 1823. Mail services, which ran from Quincy to Peoria during the 1850s, fostered the development of communities along the Spoon River. Bernadotte was one of the communities that benefitted greatly from mail services as population grew to approximately 400 by the 1940s. In 1820, this community lost to Vandalia by one vote in a decision to be named the first state capital. During the Second World War, Camp Ellis was opened as a training center for the U.S. Army and a German prisoner-of-war camp.

Warren County was formed in 1825 by the Illinois General Assembly. The first recorded settlement was called Yellow Banks, present day Oquawka, located on the Mississippi River. Early settlers to this area had an established trade network with the First Peoples until the Blackhawk War pushed the natives further west. Originally, Warren County covered a much larger area which was a point for contention as both Oquawka and Monmouth vied to be the county seat; however, the community of Monmouth was chosen in 1831 and a decade later, Henderson County was formed. Monmouth College was opened in 1853 by the Presbyterian Church and still operates today as Warren County's higher education institution.

Hancock County was established in 1825 from a tract of land formally part of Pike County. Its geographical location on the Mississippi River slowed down the settlement process due to the high population of First Peoples living adjacent to the river. However, after the Blackhawk War in 1832, the settlers began to develop the area. A state commission chose Carthage as the county seat in 1833. However, the City of Nauvoo acted as the center for economic and cultural activity for many years and was one of the most populated cities in Illinois during the 1840s. Nauvoo was the headquarters for the Mormon religion and ironically the religion's founder, Joseph Smith, was murdered in the jail in Carthage in 1844.

2.2 Purpose and Need

The primary purpose of the Corridor Impact/Lessons Learned Study was to identify the historical impacts of major highway improvements on specific communities within the western Illinois region. By determining present and future impacts, this study will help define the needs of existing bypass communities, while offering lessons and considerations to communities facing future road improvements. An outcome of the study will be the identification of improvements to be made, or solutions, to address the issues of bypassed communities and also offer guidance to future bypass/highway improvement project communities in the region

Western Illinois Corridor Impact Study

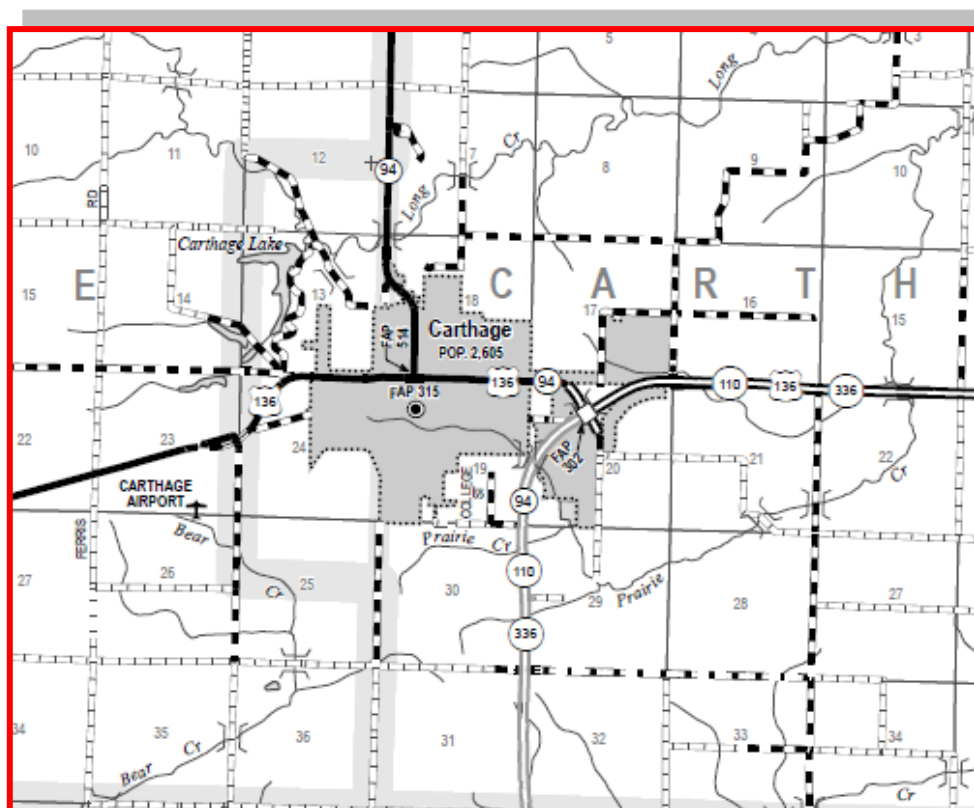
Carthage • Colchester • Roseville • Biggsville • Farmington



In reviewing the 2011 Comprehensive Economic Development Strategy (CEDS) for western Illinois, each of the six counties included as a project the completion of a corridor study relating to new interchanges and highway expansions. Public participation was a critical element to the success of the study. In order to identify and understand the issues and concerns in the study communities, the general public, local business owners, local governments and non-government organizations had the opportunity to participate in the study. Public input meetings were held in each community to allow the opportunity to provide input.

3.0 EXISTING BYPASS COMMUNITIES

3.1 Carthage



Hancock County makes up the western tip of the state of Illinois, holding a population of 19,104 according to the 2010 Census data. Its most populous city is Hamilton with a population of 2,951 followed by Carthage, the county seat, with a population of 2,605. Carthage sits in the center of Hancock County about 12 miles to the east of the Mississippi River. It is 273 miles southwest from the Chicago metropolitan area and 176 miles north of the St. Louis metropolitan area. In 2008, the Illinois Department of Transportation completed work on IL 336, which allows traffic headed south to Quincy, IL and Hannibal, MO to bypass the community of Carthage. However, Carthage is unique in that a significant amount of traffic still utilizes US Route 136 or IL 94 to gain access to Keokuk, IA and the states of Iowa and Missouri.

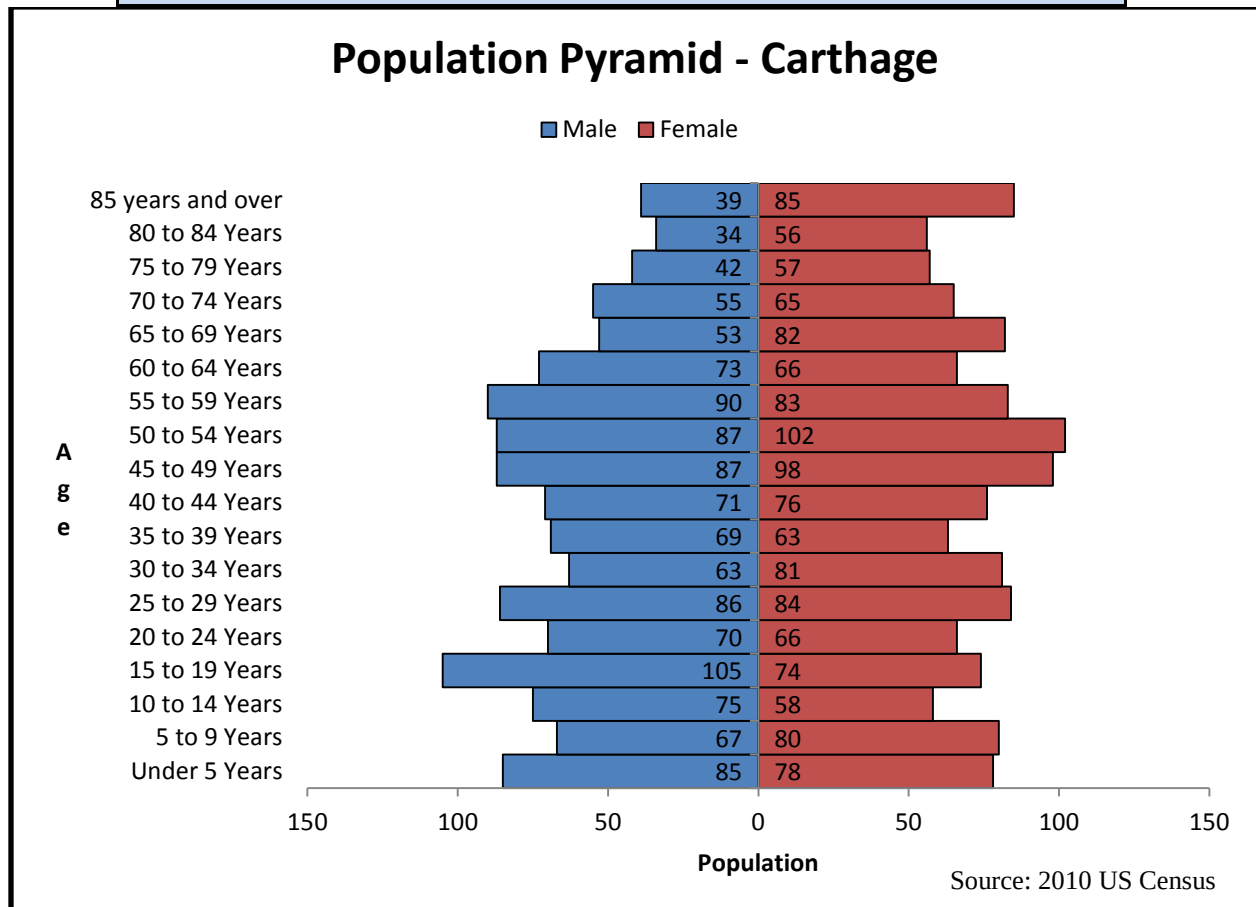


The City of Carthage comprises 2.44 square miles of Hancock County and has a total population density of 1,068 people per square mile. Carthage was founded in 1838 and perhaps is most well-known for its historic sites. On October 22, 1858, Abraham Lincoln campaigned for the Senate in the city and a stone still marks the site. Carthage is also identified for being the murder site of Latter Day Saint movement founder Joseph Smith while being detained in the Carthage Jail, which Carthage still preserves today as a historical site.

a. Demographic Profile

Population

Figure 1 – Breakdown of the Population of Carthage by Sex and Age Group



In 1980 the City of Carthage had a population of 2,934. Since then the population has decreased to 2,605 resulting in a net decrease of 12.6%. Of the current population, 1,251 are males and 1,354 are females. Constructing a population pyramid (see Figure 1 above) using current US Census data, the population is evenly disbursed with slight increases among the 45 to 59 year age range, which holds true for the entire US population. The largest female age group is 50 to 54 years with a 102 individuals. The male age range of 15 to 19 years contains 105 individuals making it the largest.

Although the population has declined by 12.6% since 1980, projections indicate that this decline is beginning to taper off with current projections indicating only a 1% population loss over the next 13



years. However, as Table 1 indicates the region as a whole and Hancock County will experience an 11.2% and 19.7% loss respectively over that same time period. The population pyramid does indicate a fairly uniform distribution of population within the city and barring any major economic setbacks, projections should be viewed with relative optimism.

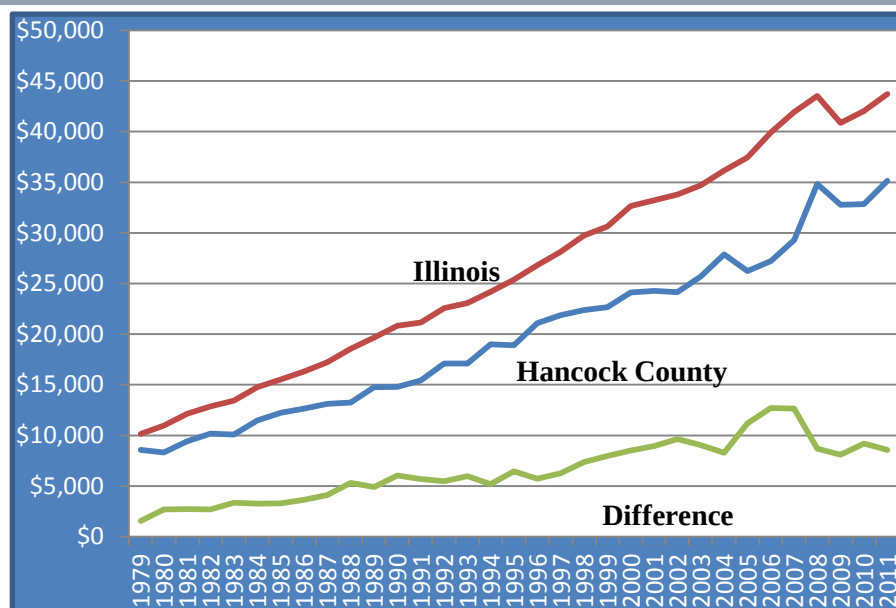
Demographic Trends 1980-2023	Region	Hancock County	Carthage
Population			
1980 Population	210,531	23,805	2,934
1990 Population	194,764	21,373	2,663
2000 Population	192,675	20,121	2,725
2010 Population	186,906	19,104	2,605
2013 Projection	183,085	18,337	2,593
2018 Projection	182,130	17,890	2,608
2023 Projection	178,327	17,243	2,577

Table 1 – Population in the Region, Hancock County, and Carthage from 1980 to 2010. 2013-2023 are projections based on data from previous US Census years. *Source: US Census 1980, 1990, 2000, and 2010*

Income and Poverty

Hancock County for the year 2011 had a per capita personal income of \$35,155, ranking 57th of the 102 counties in the state of Illinois. Income levels have been increasing since 1979. Until the year 2007 there was a widening gap between state averages and those in Hancock County. Over the short period since 2007, the county has begun seeing levels of income growth holding steady with the State. Poverty levels in Carthage have continued to increase since the year 1980 (see Table 2). With the exception of the 2000 Census, Carthage has had lower poverty levels than the Illinois State average and the National average.

Figure 2 – Per Capita Personal Income for Hancock County and State of Illinois 1979 - 2012



Source: Bureau of Economic Analysis



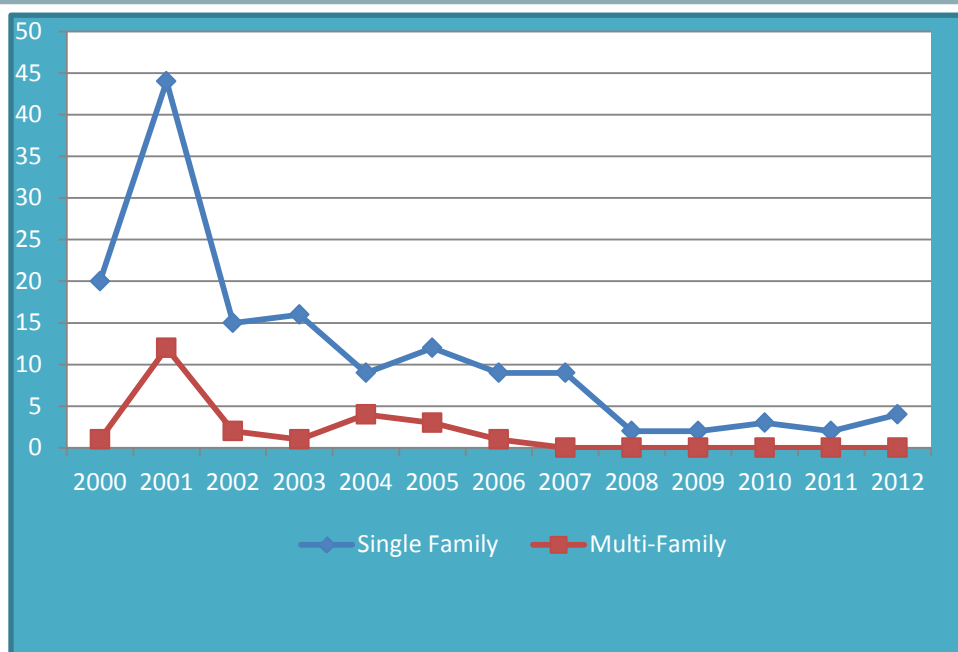
Year	% of Families below Poverty Level (Carthage)	% of Families below Poverty Level (Illinois State)	% of Families below Poverty Level (U.S. Average)
1980	1.8%	8.4%	11.5%
1990	7.2%	9.0%	12.0%
2000	8.4%	7.8%	9.6%
2010	8.8%*	9.6%*	13.2%

Table 2 – Poverty Levels of Carthage, Illinois State Average, and National Average for 1980 thru 2010 gathered from US Census data. * Denotes US Census Five Year estimates

Housing

Currently the number of occupied housing units in the City of Carthage stands at 1,184 from 2000 census data with current 2010 estimates placing that number around 778. This indicates that the housing market in Carthage is in a current state of regression. Additionally Figure 3 below depicts residential building permits issued for Hancock County from 2000-2010. Besides a large spike in 2001, new building permits for residential construction have been on the decline with only two issued in the year 2011 and a slight increase to four in 2012 for single family buildings. No building permits for multi-family units have been issued since the year 2006 throughout the county. While housing construction is in decline, census data indicates that home values have increased from \$66,000 in 2000 to 2010 estimates of \$91,000, indicating a 38% increase in home value. During that same time period however, the state of Illinois saw a 52% home value increase from \$130,800 in 2000 to \$198,500 in 2010.

Figure 3 – Residential Building Permits Issued in Hancock County from 2000-2012



Source: US Census Bureau, Building Permits Issued

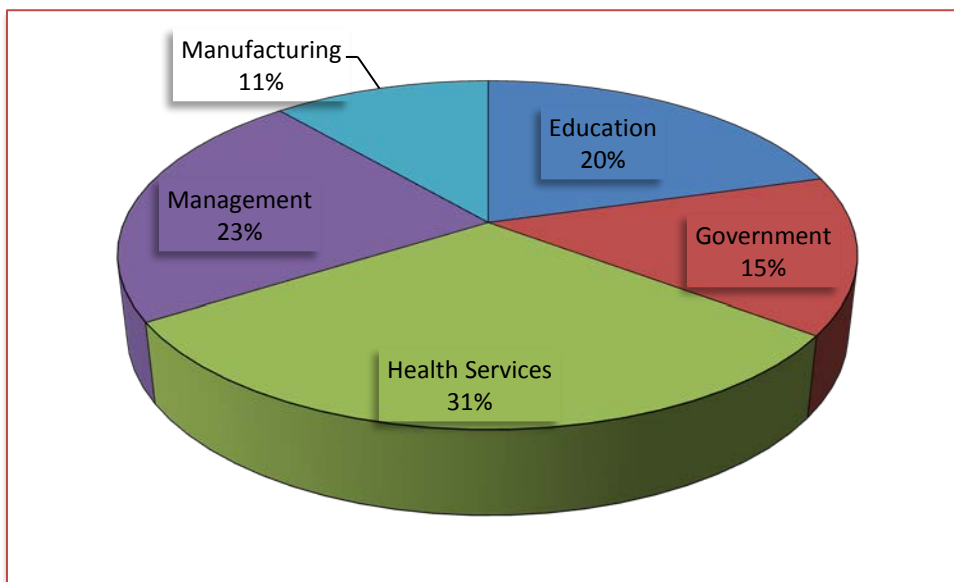


b. Economic Profile

Business by Sector

Carthage has a very diverse business sector with both private and public entities supplying major employment to the area. Currently the Health Services sector accounts as the largest employer in the city (see Figure 4). The Health Services sector is comprised of Memorial Hospital that relocated in 2012 just southeast of IL 336 and employs around 200 individuals. Additionally, the Hancock County Health Department employs 38 individuals and the Hancock County Mental Health Center employs 35 individuals. The Management sector in Carthage is comprised of one business that, along with Memorial Hospital, is the largest employer in the City. Carthage Veterinary Services, Limited employs around 200 individuals and is largely dependent on the agriculture sector, specifically swine producers. Besides being one of the single largest employers in the city, it is also the largest private company within the city. Education accounts for 20% of major employers with 182 employees. Carthage Elementary School District #317 has 72 employees, followed by Illini West High School District #307 with 50 employees, and Carl Sandburg College with 60 employees. With Carthage serving as the county seat, the Government sector is fully comprised of the Hancock County government personnel with 129 employees. Finally, manufacturing makes up the remaining 11% from Methode Electronics Inc. which employs around 50 people in the City of Carthage. As a whole, these sectors employ around 884 people. Other sectors of business play an important part in employment within city but are spread out through many small businesses within the community or residents who travel to other areas for employment. These sectors include Retail Trade, Construction, and Transportation or Warehousing.

Figure 4 - Major Business Sectors within Carthage as Determined by Largest Employers



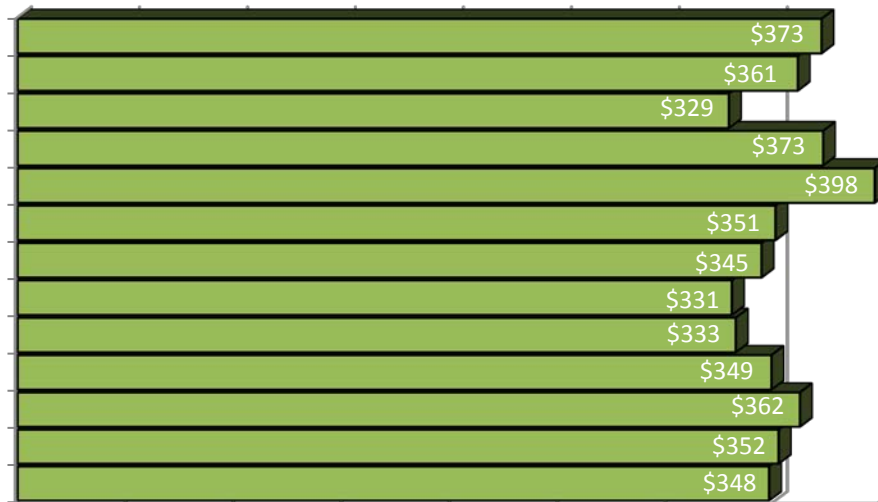
Source: Carthage Community Profile, Illinois Department of Commerce and Economic Opportunity



Sales Tax Revenue

The State of Illinois sends out disbursements of sales tax revenue to each municipality on a monthly basis. In doing so, these municipalities collect the sales tax on general merchandise and qualifying food, drugs, and medical appliances sold within their incorporated boundaries. Currently this rate is 16% of the total general state rate for total general merchandise and 100% of the total general state rate for food, drugs, and medical appliances. Since the year 2000, the City of Carthage has seen a 7.1% rise in sales tax revenue within its incorporated area, with the 13 year low coming in 2010 at \$329,420 and the high in 2009 of \$373,337.

Figure 5 – Sales Tax Revenue per Year Distributed to the City of Carthage



Source: Illinois Department of Revenue

Traffic Counts

While sales tax gives an estimate on how much business is being conducted in a city's incorporated limits, traffic counts give an idea of how many people or individuals are being exposed to those businesses. It can also be viewed as a form of advertisement for a community. The IL 336 bypass of Carthage was completed in 2007. Using historical IDOT information on traffic counts for the area, pre and post bypass average daily traffic counts were gathered. In 2006 the average daily traffic count for Buchanan St. was 6,500 at the intersection of N. Madison Street. Using current average daily traffic counts, the number has slightly decreased to 5,950. This highlights that among bypass communities, Carthage is somewhat unique in that a large amount of traffic is still utilizing US 136/Buchanan St. to enter Iowa or Missouri to the west. Thus, if one is for the bypass as a safety feature that removes large



volumes of traffic or against bypasses as an economic deterrent, the current situation in Carthage rather nullifies both arguments.

Figure 6 – Pre-bypass 2006 Traffic Counts for Carthage

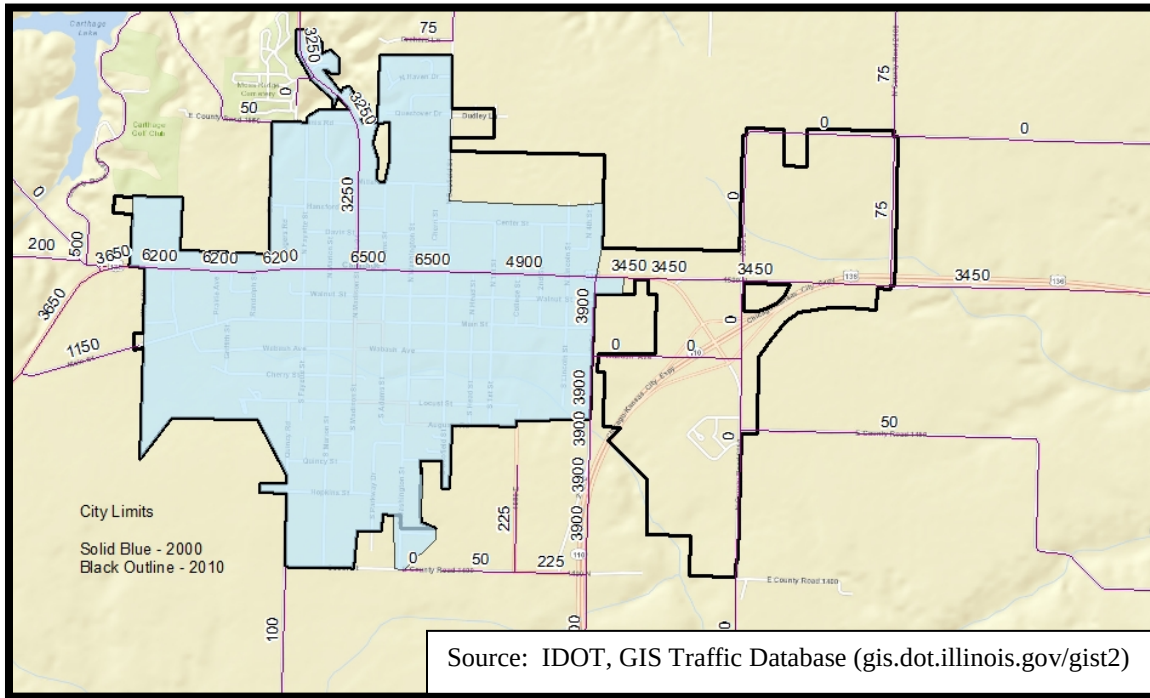


Figure 7 – Post-bypass Current Traffic Counts for Carthage

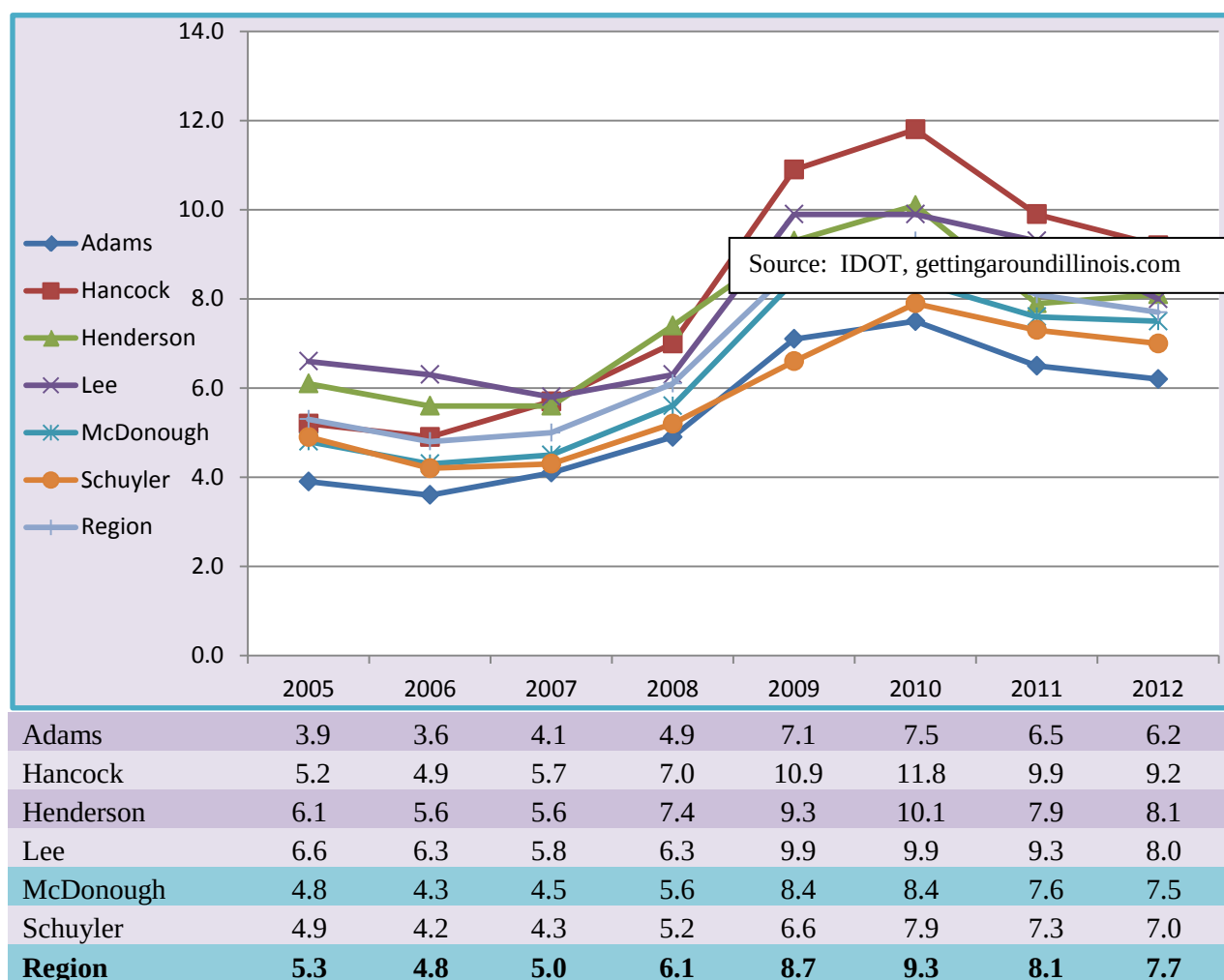




Unemployment

Unemployment in the six county region surrounding and including Hancock County has been the highest in the region. In 2005 Hancock was in the middle of the pack with an unemployment percentage of 5.2% with a regional average of 5.3%. Since 2005 Hancock County has seen the largest increase in unemployment in the region with an unemployment average of 9.2% in 2012, which is a 77% increase as compared to a 45% increase for the region. One possible explanation is the large downsizing by Methode Electronics beginning in 2008, which had previously been the city's largest employer.

Figure 8 – Eight Year Unemployment Statistics for Hancock County and Surrounding Region



Source: Illinois Department of Employment Security and Iowa Workforce Development



c. Environmental Resources

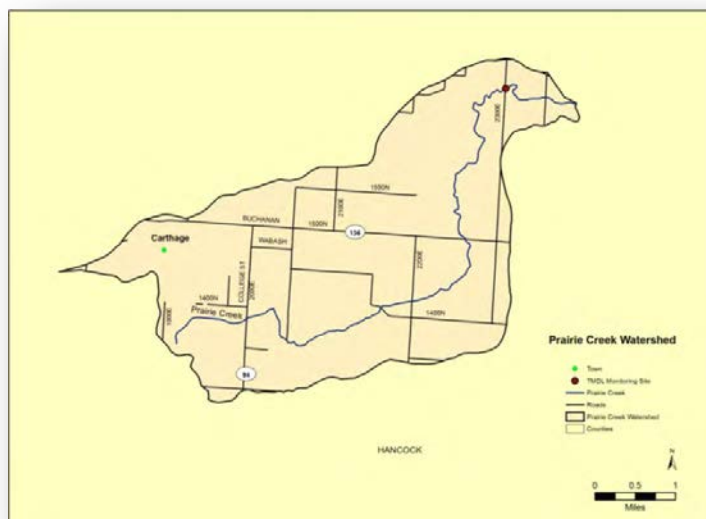
Carthage is located within the LaMoine River basin and along with its minor tributary, Prairie Creek; accounts for most of the drainage in the area (see Figure 9). Prairie Creek is 4.5 to 5.5 meters in width with a steady stream throughout the year due to the sewage treatment plant discharging into the creek. In 1989 an Illinois Environmental Protection Agency Report gave Prairie Creek a rating of “Moderate Aquatic Resource” with fisheries consisting primarily of bullheads, sunfish, and carp. Like most creeks in the area, it is highly subject to eutrophication and chemicals due to high levels of agriculture and other human activities along with natural weather patterns. In December 2010, the Illinois EPA released

a new report on the Prairie Creek looking at total sediment solids (TSS), phosphorous (P), and manganese (Mn) for the creek. In the report the Illinois EPA found that Prairie Creek exceeded federal EPA standards on all three assessments. Due to these findings, Prairie Creek was put on the Illinois 303d list of impaired waters in the State of Illinois. Prairie Creek ranks as a high priority due to TSS, P, and low levels of dissolved oxygen. Additionally in the 2010 report, the EPA ranked Prairie Creek as “not supporting” aquatic life. This is a downgrade from its previous listing of “Moderate Aquatic Resource” in 1989 and environmental conditions should be viewed as worsening in the Prairie Creek Watershed.

Ground cover within the area surrounding the City of Carthage is mostly either developed or agricultural fields. With very small amounts of prairie and bottomland forest located near bodies of water as buffer strips for agricultural fields, these areas then serve as corridors for the majority of wildlife in the area. Mammals that occur in the area include coyote, red fox, cottontail, gray squirrel, woodchuck, beaver, raccoon, white-tail deer, and other small mammals. Additionally there are numerous species of avian and reptile/amphibians that inhabit the region surrounding Carthage. With little to no habitat existing for species, any additional loss of these corridors should be viewed as detrimental to the wildlife in the area.

Just like most rural communities in Illinois, farming played a vital part in Carthage’s development during its establishment. One of the most important components of agriculture is soil quality. Using the United States Department of Agriculture’s national survey mapping program, data was gathered from the Illinois Natural Resource Conservation Agency on soils in the Carthage region. The soil map for Carthage can be found on the subsequent page along with a complete breakdown of soil types in Table 3. Two soil types make up 74.4% of the 4,633 acres in the area of interest. These soils are Ipava and Virden that account for 52.7% and 21.7% respectively (designated 43A, 43B2, and 50A). The USDA classifies both of their uses as cropland mainly for corn, soybeans, and small grains. The USDA has labeled 1,179.8 acres, or 25.4%, in the area of interest as eroded.

Figure 9 - Prairie Creek Watershed, South of Carthage



Source: Illinois Environmental Protection Agency, NPDES Facilities in Illinois

[illegible]



Soil Map Legend

Hancock County, Illinois (IL067)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
6C2	Fishhook silt loam, 5 to 10 percent slopes, eroded	106.6	2.3%
7C3	Atlas silty clay loam, 5 to 10 percent slopes, severely eroded	0.1	0.0%
8F	Hickory silt loam, 18 to 35 percent slopes	202.8	4.4%
17A	Keomah silt loam, 0 to 2 percent slopes	1.2	0.0%
17B2	Keomah silt loam, 2 to 5 percent slopes, eroded	47.7	1.0%
43A	Ipava silt loam, 0 to 2 percent slopes	1,904.2	41.1%
43B2	Ipava silt loam, 2 to 5 percent slopes, eroded	539.0	11.6%
50A	Virden silty clay loam, 0 to 2 percent slopes	1,005.8	21.7%
86B	Oско silt loam, 2 to 5 percent slopes	2.7	0.1%
86B2	Oско silt loam, 2 to 5 percent slopes, eroded	29.4	0.6%
111A	Rubio silt loam, 0 to 2 percent slopes	5.6	0.1%
119C2	Elco silt loam, 5 to 10 percent slopes, eroded	11.7	0.3%
138A	Shiloh silty clay loam, 0 to 2 percent slopes	10.9	0.2%
257A	Clarksdale silt loam, 0 to 2 percent slopes	66.4	1.4%
257B2	Clarksdale silt loam, 2 to 5 percent slopes, eroded	110.7	2.4%
259C2	Assumption silt loam, 5 to 10 percent slopes, eroded	38.5	0.8%
279B	Rozetta silt loam, 2 to 5 percent slopes	45.0	1.0%
279C2	Rozetta silt loam, 5 to 10 percent slopes, eroded	20.8	0.4%
470C2	Keller silt loam, 5 to 10 percent slopes, eroded	172.8	3.7%
660C3	Coatsburg silty clay loam, 5 to 10 percent slopes, severely eroded	3.0	0.1%
699A	Timewell silt loam, 0 to 2 percent slopes	81.9	1.8%
802B	Orthents, loamy, undulating	13.7	0.3%
915D2	Elco-Ursa complex, 10 to 18 percent slopes, eroded	48.1	1.0%
971D3	Fishhook-Atlas silty clay loams, 10 to 18 percent slopes, severely eroded	51.4	1.1%
3451A	Lawson silt loam, 0 to 2 percent slopes, frequently flooded	21.3	0.5%
M-W	Miscellaneous water	10.7	0.2%
W	Water	80.8	1.7%
Totals for Area of Interest		4,632.7	100.0%

Table 3- Soil Types Found in the Area of Interest within Surrounding Region of the City of Carthage

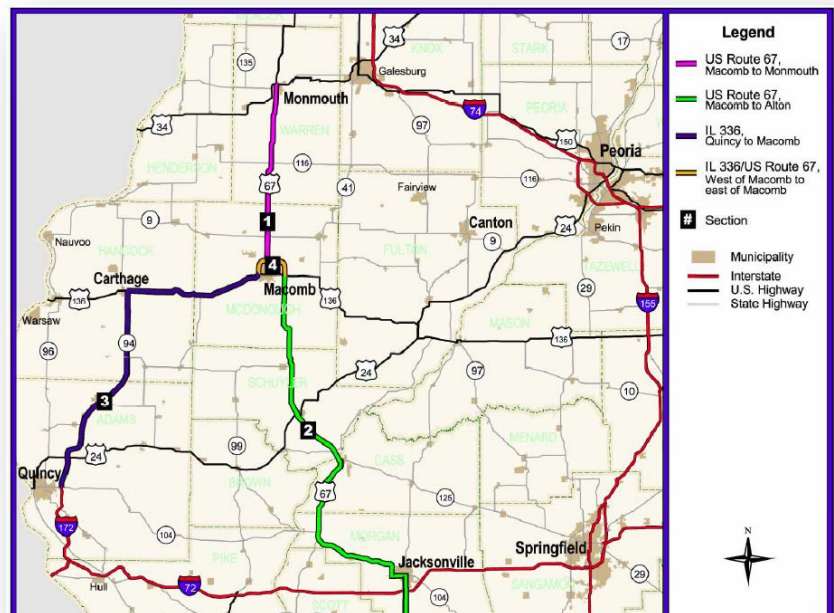


d. Former Corridor Study Synopsis and Design Considerations

Before 336 was approved, IDOT looked at four various alternatives for the area based on economics, impact on the environment, legislative directives, and consistency with city and county comprehensive plans. These four alternatives included (1) No Action, (2) Other Modes of Transportation, (3) Minimal Improvements to Existing Facilities, and (4) Build Alternatives. The no action alternative would have maintained existing roads and was ruled out due to no potential for economic growth in the region. Other modes of transportation were ruled out since air passenger service was limited and expensive, and any other transportation modes would have been expensive to implement. Minimal improvements would have widened the existing surfaces, placed in guardrails, traffic barriers, turn lanes, pedestrian facilities, and other items. However, IDOT concluded that the main goal of this project was to promote economic development and that this method would not accomplish this goal. Due to this, IDOT focused on the Build Alternative method.

As the map to the right shows, the IL 336 corridor was part of a larger plan for west-central Illinois. In IDOT's purpose and need for an action plan, the Build Alternative was needed to provide a safe and efficient transportation facility providing a greater ease of access for Jacksonville, Quincy, Monmouth, Macomb, Canton, and Peoria. By doing so, this would then increase the potential for economic development in the area. The IL Route 336 corridor from Quincy to Macomb is a four lane highway that runs 21.3 miles north from Quincy to Carthage. It then runs 20.3 miles west from Carthage to Macomb. This project was completed in 2008 and was step three of a six step process to increase transportation service in the Build Alternative. Step five includes a bypass around the City of Macomb and step six is currently in the planning process which furthers IL 336 from Macomb to Peoria.

Figure 10 – IDOT Four Lane Highway Improvements



Source: Illinois 336 Final Environmental Impact Statement

e. Coordination Activities

Using the Corridor Planning Grant Program, the City of Carthage was able to work with IDOT and planning consultants to develop the “IL Route 336 Corridor Plan”. This document was put together by the Illinois 336 Impact Committee; a group comprised of local citizens. This initial plan was part of an IDOT pilot project that provided \$50,000 in grant money, with a \$12,500 contribution from the community of Carthage. As a result of the Corridor Planning Grant Program, a five year \$15 million grant program has since been established and offers primarily the same services as this plan in 2006. With this grant money, the corridor plan was meant as a “mini-comprehensive plan” for the area surrounding IL 336 focusing on special development needs such as traffic circulation, access issues, the



availability of urban design strategies, and land use compatibility strategies along major thoroughfares. The grant study area focused on future land use development considered impacted by the 336 interchange (see figure 11 below).

Figure 11 – Map of Study Area in Carthage for Developing a Land Use Plan



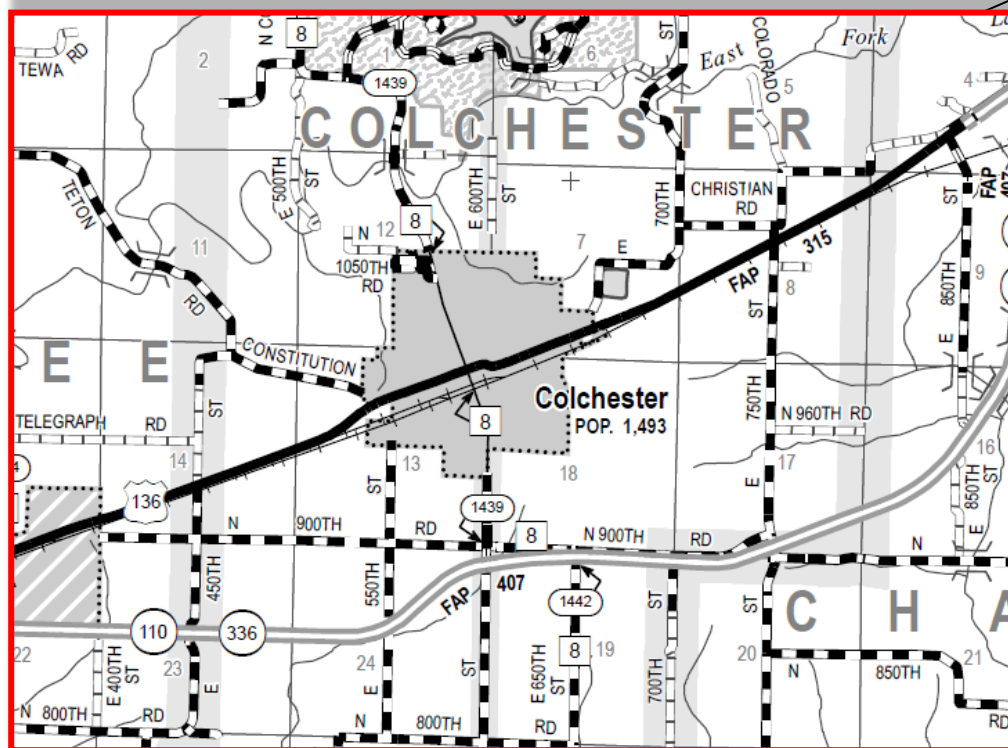
Source: Illinois Route 336 Corridor Plan, Carthage, Illinois, 2006

The plan centered on developing a strategy that the City of Carthage could use to implement this development and allowed citizens to have input in the process. To bring this to fruition, a community survey was done in 2003 allowing Carthage residents to voice their opinion on community services, shopping preferences, public improvements, and development preferences. The plan also holds methods for improving safety of vehicular and pedestrian travel, a future land use plan based on the study area (see Figure 11), signage regulations, landscaping requirements, and funding options for implementation. Overall the coordination between the City of Carthage, IDOT, and its grant funding allowed the community to develop a road map to build from and is also partly responsible for the growth of the city limits (see Figure 11).



3.2 Colchester

Colchester is located in McDonough County in west-central Illinois. As of the 2010 Census, it has a population of 1,401, ranking third in the county behind Macomb and Bushnell with populations of 19,288 and 3,117 respectively. The community of Colchester is positioned two miles south of Argyle Lake State Park, which is a 1,700 acre park that houses Argyle Lake and is used for recreational camping, hiking, and fishing. The city is 253 miles southwest of the Chicago metropolitan area and 191 miles north of the St. Louis metropolitan area.



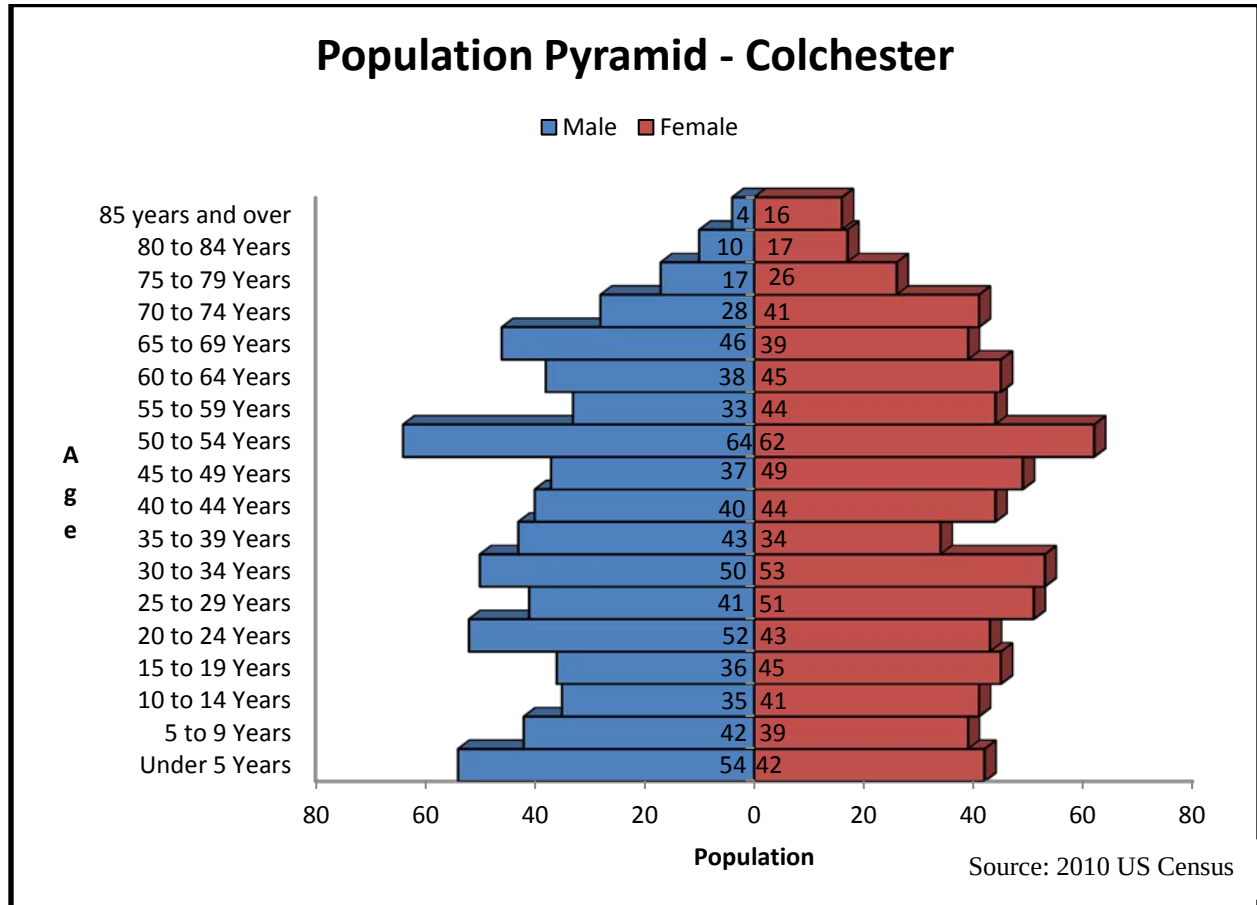
Illinois Department of Transportation completed work on IL 336 in 2008, which allowed for traffic to bypass downtown Colchester. Previously, US Route 136 went through Colchester leading to Carthage to the southwest and Macomb to the northeast. The City of Colchester accounts for 1.00 square mile within McDonough County and has a total population density of 1,401 people per square mile. Historically, the community of Colchester was founded by miners who came to work the coal mines that formerly occupied the area. This led to the belief among individuals that Colchester derived its name from coal found in the area, but the city actually was named for Colchester, England before the discovery of coal in the region. Colchester is also known for being the home of Henry Wagle, a bootlegger who was associated with Al Capone, who organized a baseball game in which former Chicago Black Sox members played for the Colchester team against nearby Macomb.



a. Demographic Profile

Population

Figure 12 – Breakdown of the Population of Colchester by Sex and Age Group



In 1980, Colchester had a population of 1,729. Since then, the population has diminished to 1,401 according to US Census data, resulting in a net decrease of 23%. Of the current population within Colchester, 670 are male and 731 are female. Figure 12 is a population pyramid for the City of Colchester; the largest age category is 50 to 54 years with 64 males and 62 females. The pyramid indicates a relatively uniform dispersion of individuals within the City of Colchester.

Colchester has been in decline since 1980 and regional/local projections indicate that this decline is going to continue through 2023. With projections of a 19% decline from 2010 to 2023, as compared to 23% decline from 1980 to 2010, this decline is also seen within the region and on county levels. Population forecasting for the region does not look positive and unless changes occur altering the community's trajectory, Colchester looks to slowly lose residents for the foreseeable future. (Table 4)

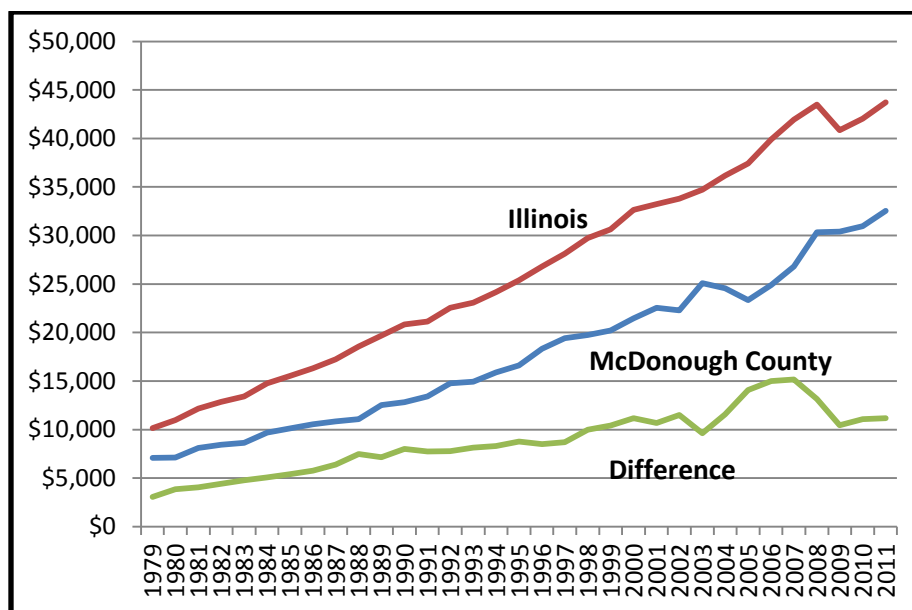


Demographic Trends	Region	McDonough County	Colchester
Population			
1980 Population	210,531	37,467	1,729
1990 Population	194,764	35,244	1,645
2000 Population	192,675	32,913	1,493
2010 Population	186,906	32,612	1,401
2013 Projection	183,085	31,518	1,362
2018 Projection	182,130	30,972	1,298
2023 Projection	178,327	30,615	1,252

Table 4 – Population in the Region, McDonough County, and Colchester from 1980 to 2010. 2013-2023 are projections based on data from previous US Census years. *Source: US Census 1980, 1990, 2000, and 2010.*

Income and Poverty

Figure 13 – Per Capita Personal Income for McDonough County and the State of Illinois



Source: Bureau of Economic Analysis

In 2011, McDonough County had a per capita income of \$32,538, ranking 86th of the 102 counties in the State of Illinois. Income levels in the county have been rising since 1979 but have not matched the rate of increase as the state average. Currently the per capita income rate for McDonough County is 74% of the state average. 2007 saw the highest rate of discrepancy but the growth rate has held steady or grown compared to the state since 2008.



Poverty rates for Colchester have hovered below or on par with the national average. The 2000 Census had Colchester and the U.S. average at 9.6%, with the Illinois State average below that at 7.8%. Current projections indicate Colchester's poverty rates are increasing with the national average to around 13%.

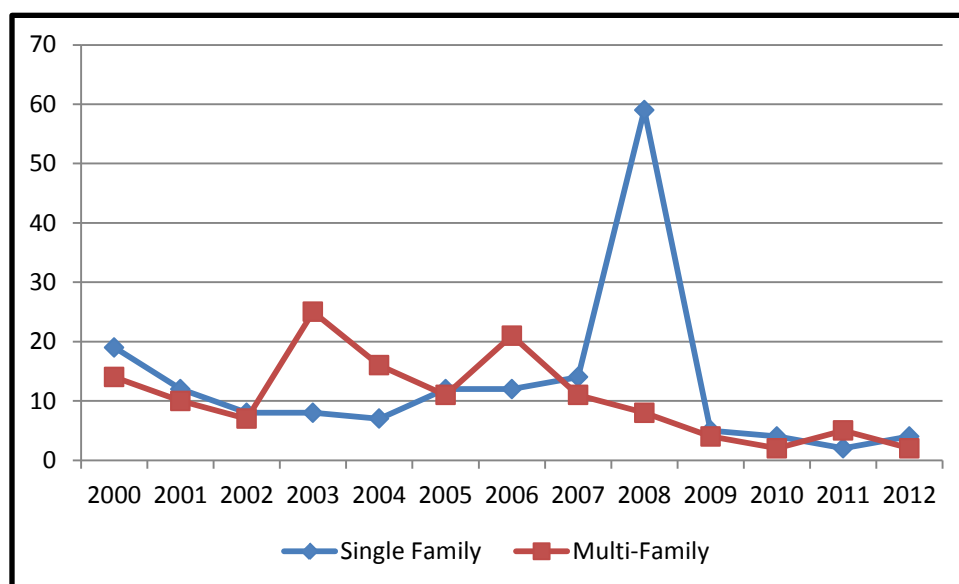
Year	% of Families below Poverty Level (Colchester)	% of Families below Poverty Level (Illinois State)	% of Families below Poverty Level (U.S. Average)
1980	8.8%	8.4%	11.5%
1990	10.8%	9.0%	12.0%
2000	9.6%	7.8%	9.6%
2010	13.0%*	9.6%*	13.2%

Table 5 – Poverty Levels of Colchester, Illinois State and the National Average for 1980 thru 2010 gathered from US Census data. * Denotes US Census Five Year Estimates.

Housing

Housing occupancy in Colchester currently stands at 608 housing units, down from 624 in 2000. Additionally, Figure 14 below indicates the county as a whole has seen a decline in residential building permits. Unlike Carthage which makes up a large portion of the county's population (14% of total county population), Colchester is a smaller community relative to other cities in the county (5%) and building permits issued do not necessarily indicate the state of housing in the city but do paint a broader picture of a general decline.

Figure 14 – Residential Building Permits Issued in McDonough County from 2000-2012



Source: US Census Bureau, Building Permits Issued



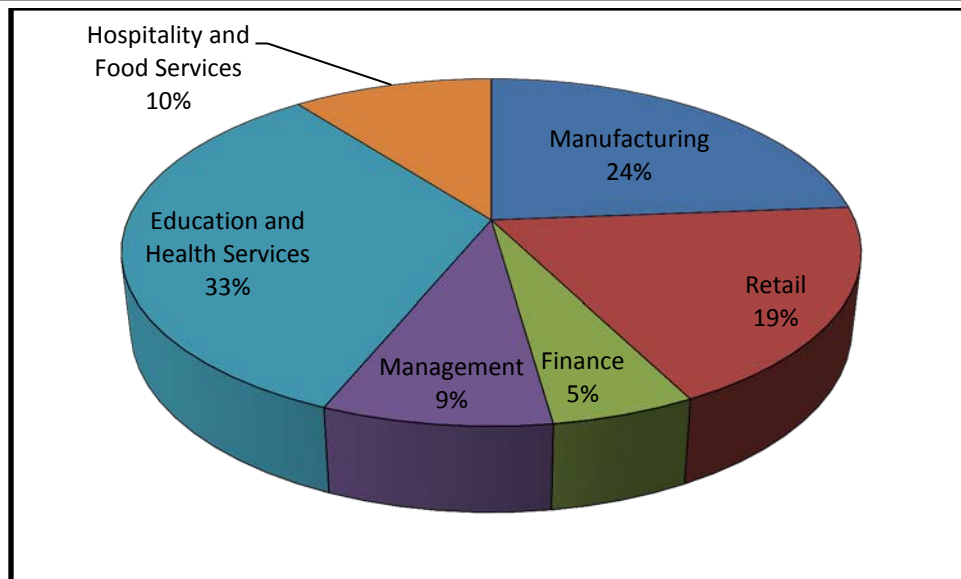
While occupied housing units are lower, owner-occupied housing units have gone up from 371 in 2000 to 443 in 2010. This should be viewed positively in the city as this would indicate renters have decreased and ownership is up, which should improve home values. The current home value in Colchester is estimated to be \$60,200 on average according to US Census estimates, up from \$45,800 in 2000, representing a 31% increase in value. This still falls short of the 52% increase the State of Illinois saw during this same time period.

b. Economic Profile

Business by Sector

Currently there are estimated to be around 527 individuals over the age of 16 who are employed in the City of Colchester. Like Carthage, Colchester's major employers are within the Education and Health Services field containing 33% of the 527 individuals. While no hospital or health service organizations exist within the community, large health employers are found 18 miles west in Carthage and 7 miles northeast in Macomb. This proximity to Macomb also helps to drive other business sectors for individuals in Colchester, although West Prairie School District does employ many individuals in the Education sector. Manufacturing accounts for 24% of the major business sectors with 126 individuals employed. Yetter Manufacturing is the main employer in this field. The retail sector accounts for 19% of the workforce but is spread out through many small businesses in the community and surrounding communities. The remaining three sectors are Hospitality and Food Services, Management, and Finance, which follow the same trend of small businesses located around the City of Colchester, accounting for 10%, 9%, and 5% respectively of major business sectors.

Figure 15 – Major Business Sectors within Colchester as Determined by Largest Employers



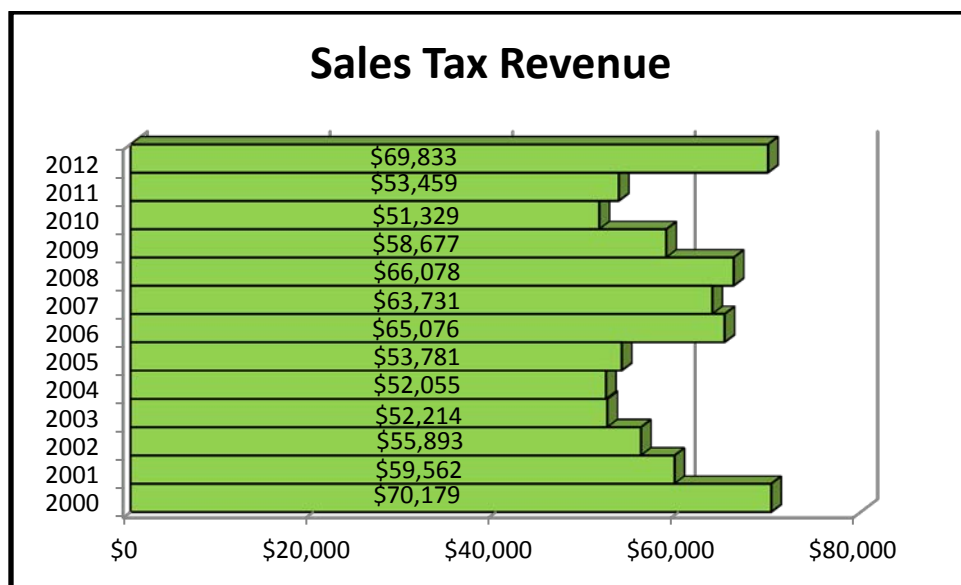
Source: American Community Survey 5 Year Estimates, US Census Department



Sales Tax Revenue

The yearly disbursements of sales tax revenue for Colchester indicate a .5% decrease from 2000 to 2012. Sales tax gives an idea of the amount of business done in a municipality's boundary. The highest recorded sales tax revenue received by Colchester was in the year 2000, with \$70,179, followed by 2012 with \$69,833. Between this period, Colchester experienced a decline in sales tax revenue from 2000 thru 2004 and then again from 2008 thru 2010, followed by periods of growth. Currently sales tax revenue and the business climate should be viewed positively. If sales tax revenue continues to grow after 2012, Colchester could see a 13 year high. If however 2012 is an outlier, this would follow the stagnant/decline trend the city sees in its population, income, and housing statistics.

Figure 16 – Sales Tax Revenue per Year Distributed to the City of Colchester



Source: Illinois Department of Revenue

Traffic Counts

Average daily traffic counts give an idea of how many people are exposed to a city or region. It is also what IDOT uses to gage vehicle impacts on roadways from a safety and maintenance standpoint. Using current data from gettingaroundillinois.com and IDOT's GIS database allows a comparison to be made from pre-bypass and post-bypass traffic counts. Pre-bypass traffic counts had the highest volume of traffic occurring on US Route 136 or W. North Street at 7,100 vehicles. Current rates of traffic stand at 4,450 vehicles, marking a 60% decrease in traffic through the center of Colchester. This reduction in traffic does not appear to have affected sales tax numbers as they are at their highest since the year 2000. Additionally, a reduction in traffic can bring lower maintenance cost to roadways and the potential for increased safety from decreased interactions from pedestrians and vehicles.



Figure 17 – Pre-bypass 2007 Traffic Counts for Colchester

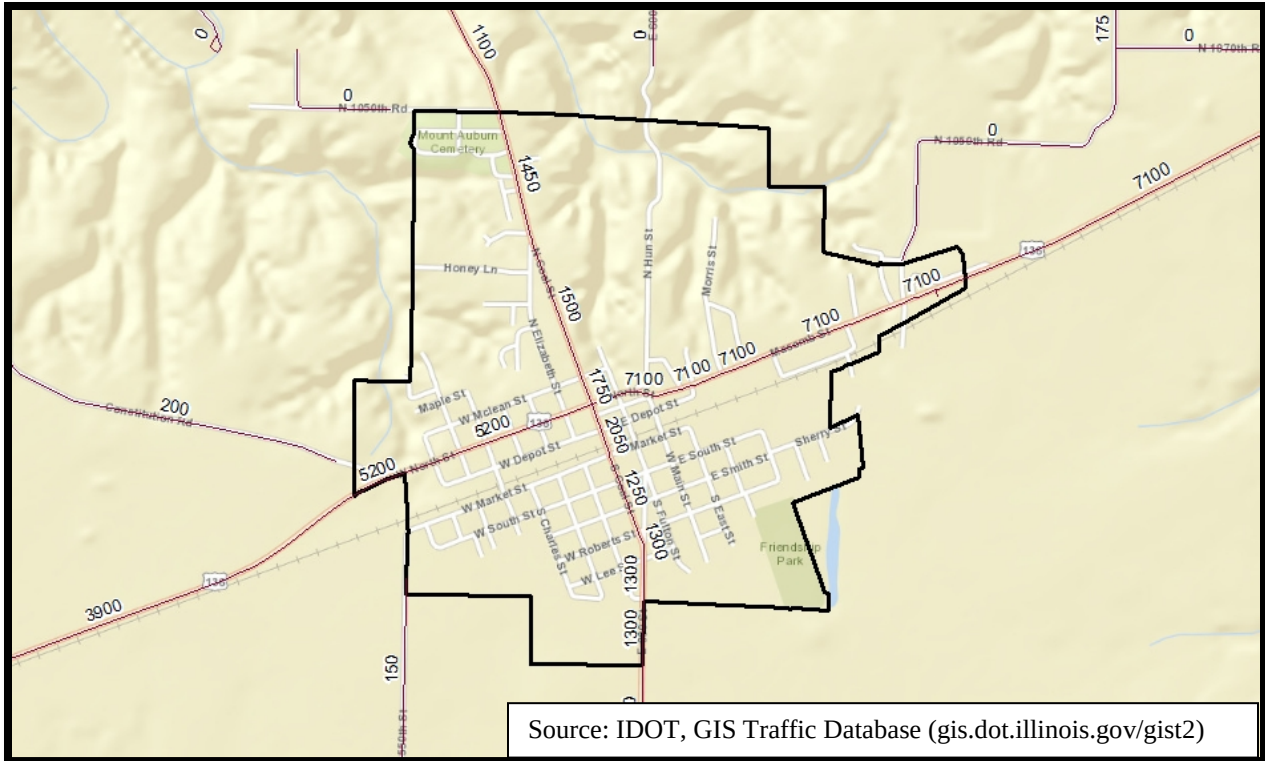
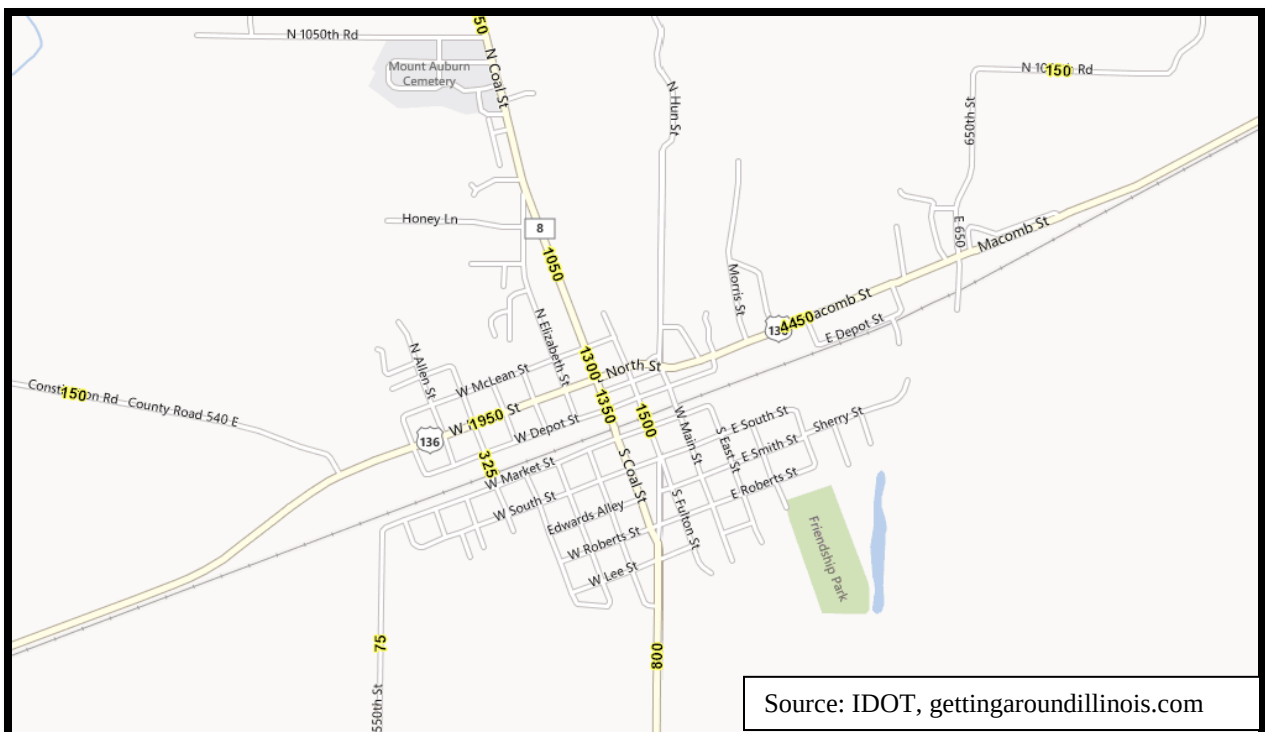


Figure 18 – Post-bypass Current Traffic Counts for Colchester

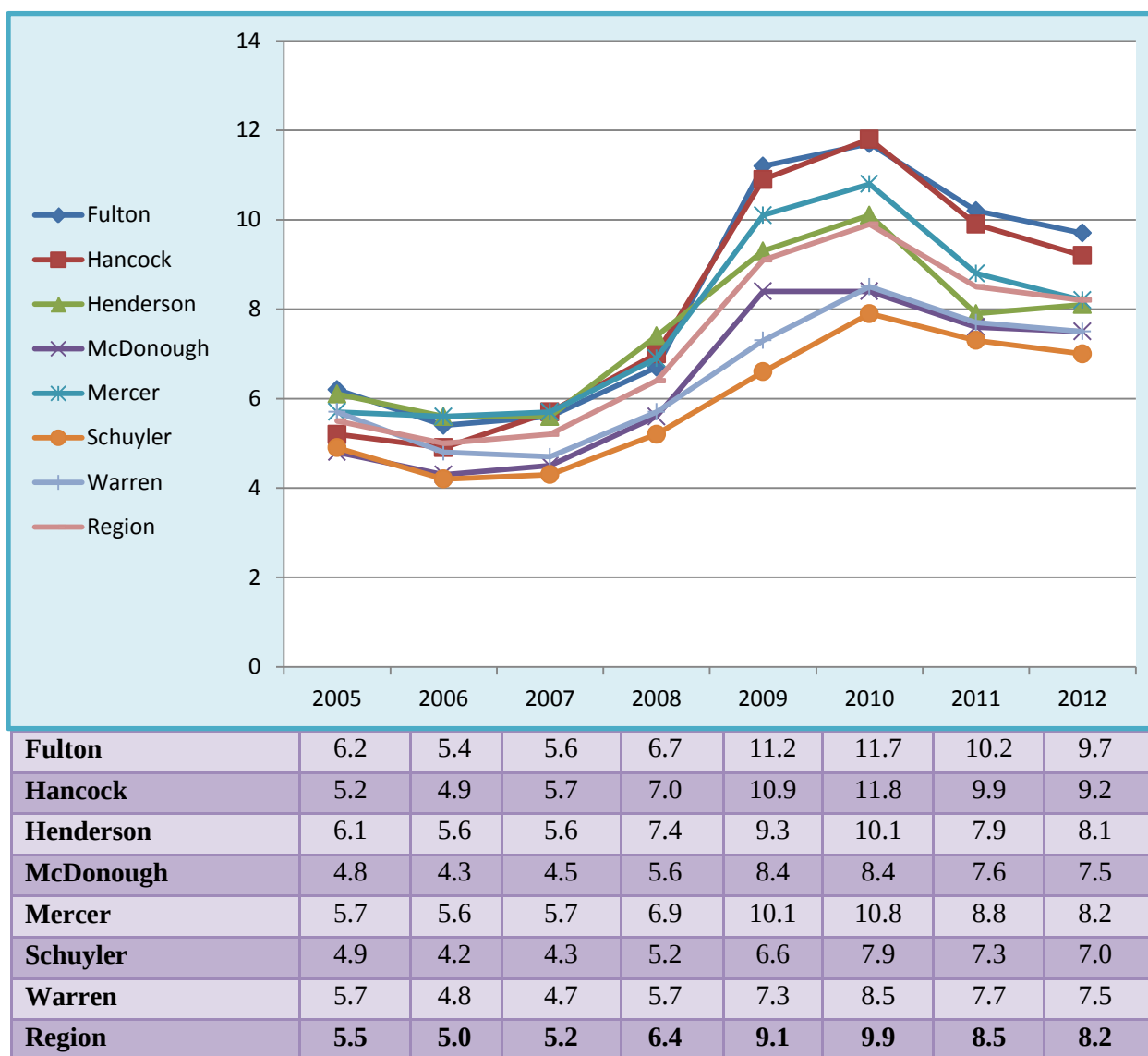




Unemployment

Unemployment in the seven county region surrounding McDonough for the year 2012 stood at 8.2% percent. This marks two years of decline from 2010 when it reached at its highest level of 9.9%; McDonough County having the second lowest unemployment rate at 7.5% along with Warren County, placing them both at second in the region behind Schuyler County. The eight year low for the county came in 2006 with a rate of 4.3%, and the high came in 2008-2009 with 8.4%.

Figure 19 – Eight Year Unemployment Statistics for McDonough County and Surrounding Region



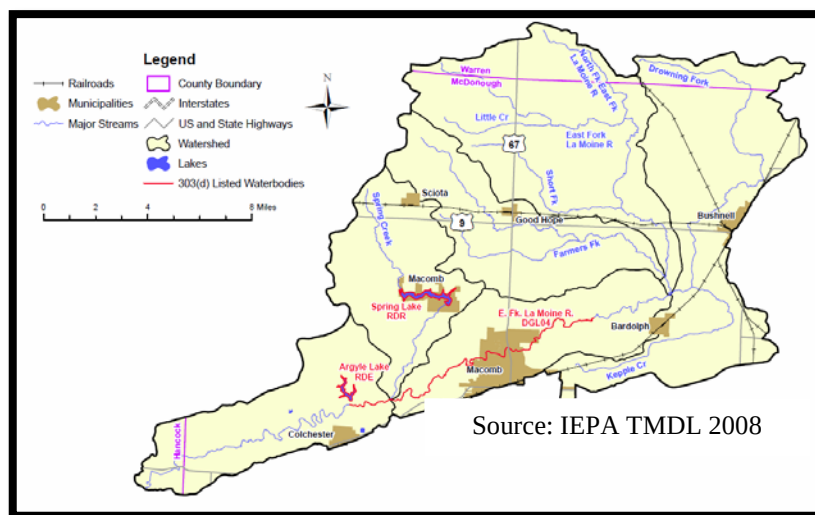
Source: Illinois Department of Employment Security



c. Environmental Resources

Colchester falls in the East Fork LaMoine River Watershed running directly north of the city limits. As part of this watershed, the East Fork LaMoine River runs directly north of the city followed by Argyle Lake. The LaMoine River is a tributary of the Illinois River and runs from southern Warren County before feeding into the Illinois River just south of Beardstown in Cass County. Argyle Lake is a 95 acre man made body of water that is part of the 1,700 acre Argyle Lake State Park north of Colchester and East Fork LaMoine River. The

Figure 20 – East Fork LaMoine River Watershed



current 303d list, which is a list of bodies of water that are not supporting their designated usage due to pollutants, has both Argyle Lake and East Fork LaMoine listed for pollutants. In 2007, the Illinois Environmental Protection Agency released the East Fork LaMoine River Watershed Total Maximum Daily Load (TMDL) Report finding it did not support its intended use of public water supply due to manganese. It however was inconclusive in its findings for potential sources. Due to creation of the TMDL, the water source was removed from the 303d list. However, it is unknown if acceptable levels of manganese were reached in the impaired waterway or the plan was sufficient for removal from the list. Additionally Argyle Lake was found to have excess total phosphorous levels, total suspended solids, and as a result, excess algae growth; this mainly due to agriculture, habitat modification, and recreation or tourism activities. The 2008 TMDL report allowed for removal of the waterway from the 303d list however, the current 303d list has Argyle Lake as a high priority for excess mercury levels with a TMDL scheduled for 2014 thru 2016.

Animals that inhabit the area are the same as found in the Carthage region. With Argyle Lake State Park found just north of Colchester, the habitat for wildlife is much more extensive and the density for numerous species is expected to be higher than in Carthage. However no study could be found to verify this hypothesis, so it should be judged as purely anecdotal.

Colchester was founded and formed for mining but overtime, like much of the Midwest, developed as a strong farming community. The soil for the area is good for farming and the main soil series in the area are: Timewell (21.1%), Virden (20.2%), Ipava (12.2%), Keomah (11%), Rozetta (9.5%), and Marseilles (9.1%); all of which have a designated use as cropland with native vegetation of deciduous forests. The USDA soil map, found on the following page, identifies 6.4% of the land as eroded. Unlike Carthage, most of the land in the north of Colchester is deciduous forest with intermediate cropland. This would also help to explain the eroded land being at 6.4% in Colchester compared to 25.4% in Carthage.

Source: USDA Web Soil





Soil Map Legend

McDonough County, Illinois			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
6C2	Fishhook silt loam, 5 to 10 percent slopes, eroded	26.0	0.8%
6D2	Fishhook silt loam, 10 to 18 percent slopes, eroded	5.1	0.2%
7C3	Atlas silty clay loam, 5 to 10 percent slopes, severely eroded	4.0	0.1%
7D3	Atlas silty clay loam, 10 to 18 percent slopes, severely eroded	1.2	0.0%
8D2	Hickory silt loam, 10 to 18 percent slopes, eroded	27.9	0.9%
8F	Hickory silt loam, 18 to 35 percent slopes	48.5	1.5%
17A	Keomah silt loam, 0 to 2 percent slopes	251.2	7.8%
17B	Keomah silt loam, 2 to 5 percent slopes	103.9	3.2%
43A	Ipava silt loam, 0 to 2 percent slopes	325.2	10.1%
43B	Ipava silt loam, 2 to 5 percent slopes	7.2	0.2%
43B2	Ipava silt loam, 2 to 5 percent slopes, eroded	62.2	1.9%
45A	Denny silt loam, 0 to 2 percent slopes	1.4	0.0%
50A	Virden silty clay loam, 0 to 2 percent slopes	649.1	20.2%
86B	Osco silt loam, 2 to 5 percent slopes	25.2	0.8%
86B2	Osco silt loam, 2 to 5 percent slopes, eroded	31.4	1.0%
119D2	Elco silt loam, 10 to 18 percent slopes, eroded	17.7	0.6%
119E2	Elco silt loam, 18 to 25 percent slopes, eroded	4.3	0.1%
249A	Edinburg silty clay loam, 0 to 2 percent slopes	2.2	0.1%
257A	Clarksdale silt loam, 0 to 2 percent slopes	143.1	4.4%
257B	Clarksdale silt loam, 2 to 5 percent slopes	77.6	2.4%
279B	Rozetta silt loam, 2 to 5 percent slopes	70.2	2.2%
279C2	Rozetta silt loam, 5 to 10 percent slopes, eroded	158.0	4.9%
279D2	Rozetta silt loam, 10 to 18 percent slopes, eroded	77.8	2.4%
280F	Fayette silt loam, 18 to 35 percent slopes	9.1	0.3%
470C2	Keller silt loam, 5 to 10 percent slopes, eroded	35.3	1.1%
549F	Marseilles silt loam, 18 to 35 percent slopes	23.5	0.7%
549G	Marseilles silt loam, 35 to 60 percent slopes	270.4	8.4%
802B	Orthents loamy, undulating	1.9	0.1%
802E	Orthents loamy, hilly	15.7	0.5%
855A	Timewell and Ipava silt loams, 0 to 2 percent slopes	677.4	21.1%
3333A	Wakeland silt loam, 0 to 2 percent slopes, frequently flooded	39.0	1.2%
M-W	Miscellaneous water	15.0	0.5%
Total for Area of Interest		7,068.7	100.0%

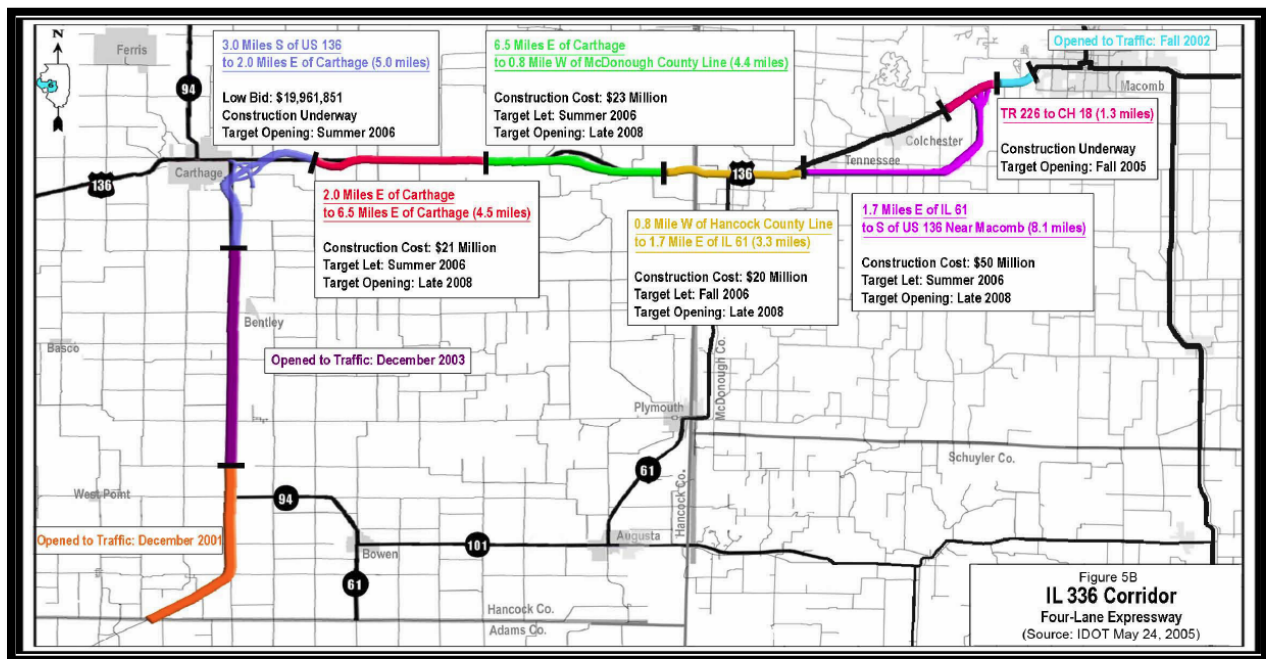
Table 6 - Soil Types Found in the Area of Interest within Surrounding Region of the City of Colchester



d. Former Corridor Study Synopsis and Design Considerations

As stated in the previous section, the main purpose of the IL 336 expansion was to promote economic development within the area along Route 336. For this purpose, a new four lane highway was designed as the best alternative. The section of IL 336 that bypasses Colchester was completed in 2008 and runs one mile south of the city (see Figure 21 below). The same design considerations that were listed in the Carthage section can be applied for Colchester.

Figure 21 – IDOT Four Lane Highway Improvements

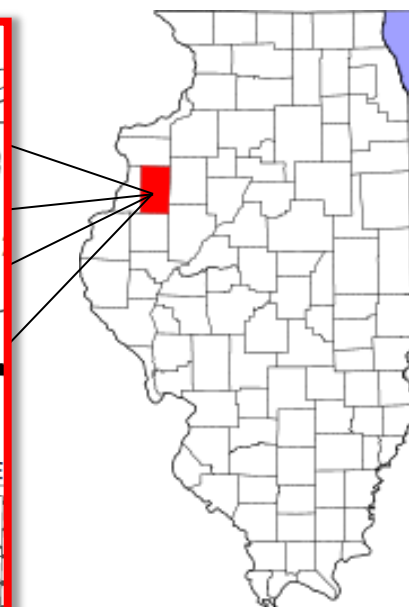
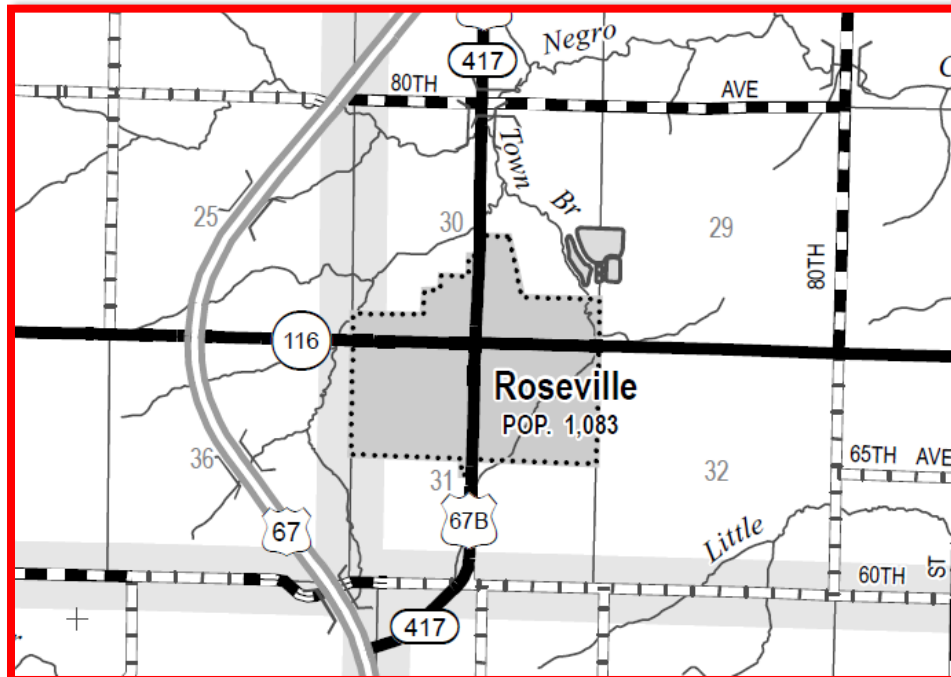


e. Coordination Activities

Unlike Carthage, Colchester was not selected as part of the Route 336 pilot project and no planning documents could be found that address possible impacts IL 336 could have on the community. Additionally, the IDOT website (<http://www.dot.state.il.us/hearingarchive.html>) has an archive of press releases for public hearings derived from roadway projects back to 2003. In this time period, no such record for any public hearing notices exist for the IL 336 project from Carthage to Macomb; however, meetings may have been held prior to the year 2003 that are not archived.

3.3 Roseville

Roseville is located in the southern portion of Warren County. The 2010 Census has the population of the county at 17,707, down from 18,735 in 2000. Its largest city and county seat is Monmouth with a population of 9,444. Roseville sits in the southern half of the county, 22 miles east of the Mississippi River and the Iowa-Illinois border. The Village of Roseville has a population of 989 people, down from 1,083 people in 2000. It is 182 miles north of the St. Louis metropolitan area and 228 miles southwest of the Chicago metropolitan area. In 2002, the Illinois Department of Transportation



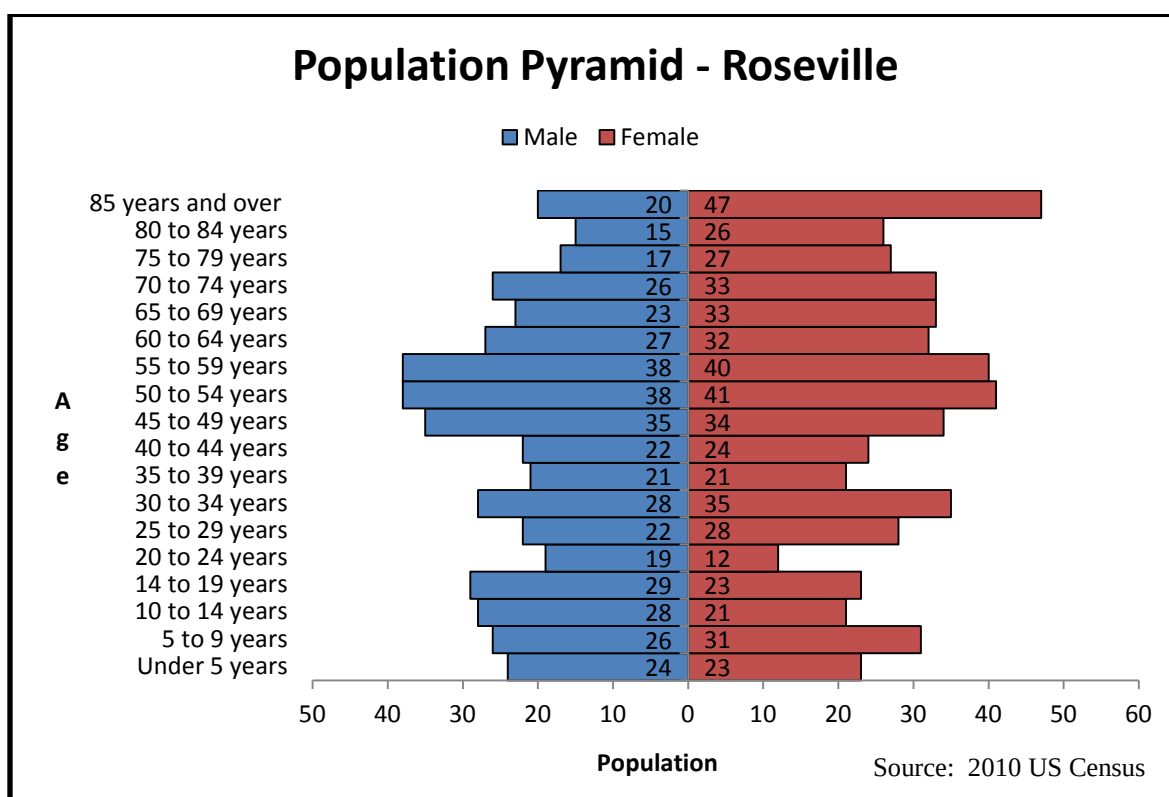
completed work on Highway 67 that allowed traffic to bypass the Village of Roseville. Previously all traffic went through the center of the village via 417, or old Highway 67. The Village of Roseville comprises .81 square miles of Warren County and has a population density of 1,220 people per square mile. Roseville was founded in August 1875 primarily as a farming community.

a. Demographic Profile

Population

In 1980 Roseville had a population of 1,254. Since then, the population has decreased to 989, resulting in a decrease of 26.8% of residents. Of the current population in Roseville, 46.3%, or 458, are male and 53.6%, or 531, are female. Figure 22 below displays a population pyramid for the community of Roseville using 2010 US Census data. Once again and as seen in the previous two communities, Roseville has large population in the age groups 45 to 59 years, replicating the trend seen in the US as a whole. The largest male group in the village is tied between 50 to 54 years and 55 to 59 years with 38 individuals. The largest female population is 85 years and over with 47 individuals. Unlike Carthage and Colchester, Roseville's population pyramid shows a mushroom type distribution with the ages 20 to 44 years being significantly underrepresented, as compared to the 45 to 59 year age groups.

Figure 22 – Breakdown of Population of Roseville by Sex and Age Group



This lack of an evenly distributed age pattern also contributed to the decline in population since 1980 (see Table 7). Current projections show the population continuing to decline based on historic data from the US Census. With estimates of 912 individuals in 2023, down 8.4% from the 989 individuals in 2010, this pattern of population decline is also seen in Warren County and the region as a whole, with population decline estimates of 15.1% and 30.2% respectively. This decline in population plus a top heavy pyramid give indications that the population decline should continue for the foreseeable future.

Demographic Trends	Region	Warren County	Roseville
Population			
1980 Population	216,909	21,943	1,254



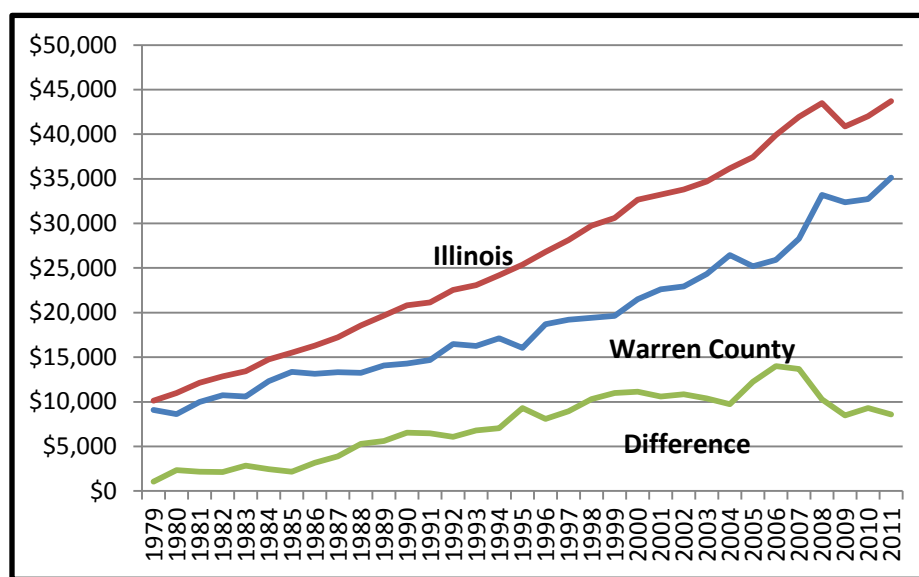
1990 Population	195,657	19,181	1,151
2000 Population	191,025	18,735	1,083
2010 Population	167,176	17,707	989
2013 Projection	165,002	17,059	981
2018 Projection	158,224	16,900	949
2023 Projection	146,753	16,272	912

Table 7 – Population in the Region, Warren County, and Roseville from 1980 to 2010. 2013-2023 are projections based on data from previous US census years. *Source: US Census 1980, 1990, 2000, and 2010. Region includes Fulton, Hancock, Henderson, Knox, McDonough, Mercer and Warren counties*

Income and Poverty

Warren County for the year 2011 had a per capita income of \$35,144, ranking 58th of the 102 counties in the State of Illinois. Income levels have been rising since 1979 with inflation along with the Illinois average. Just as in the previous municipalities the difference had been widening since 1979, culminating in 2006 with a \$13,989 difference between Illinois State and Warren County averages. Since then the difference has decreased, currently standing at \$8,577.

Figure 23 – Per Capita Personal Income for Warren County and the State of Illinois 1979 - 2011



Source: Bureau of Economic Analysis

Poverty levels in Roseville have been above the state average, with the exception of 1990 (see Table 8). Estimates for 2010 have the poverty levels at their highest in 40 years. This still places the level below the U.S. average. This rise in the poverty level most likely is attributable to population growth coupled with a weak economy since 2007 and lower income rates than the state average.



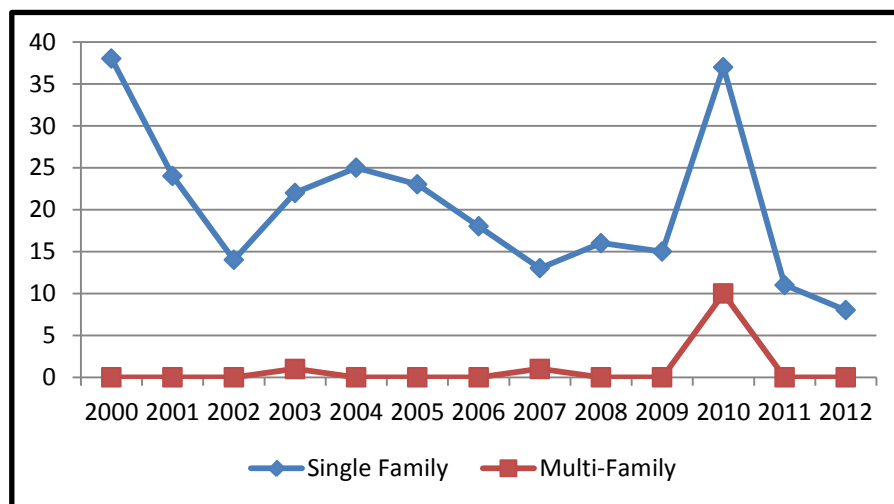
Year	% of Families below Poverty Level (Roseville)	% of Families below Poverty Level (Illinois State)	% of Families below Poverty Level (U.S. Average)
1980	9.3%	8.4%	11.5%
1990	5.5%	9.0%	12.0%
2000	9.1%	7.8%	9.6%
2010	10.5%*	9.6%*	13.2%

Table 8 – Poverty Levels of Roseville, Illinois State Average, and National Average for 1980 *American Community Survey 5 year estimates

Housing

According to the 2000 Census, the number of occupied housing units in the Village of Roseville stands at 443, with current 2010 projections placing the number around 484. This indicates the housing market in the Village of Roseville is in a state of regression. Figure 24 displays the number of building permits issued in Warren County for 2000 through 2012. Of the three counties studied to this point, Warren County has the most robust housing market. Despite a large spike in 2010, new housing units have been in a slow decline since 2000. Also given that occupied housing units are currently projected to increase in Roseville, housing could be viewed as a source of strength for the county. However due to the small size of Roseville, shrinking population, and low income levels, most of this data in home permits should be attributed to the City of Monmouth. Home values in Roseville have risen from a \$53,200 median value in 2000 to \$74,900 in 2010, a 40.8% increase in value.

Figure 24 – Residential Building Permits Issued in Warren County from 2000 - 2012



Source: US Census Bureau, Building Permits Issued

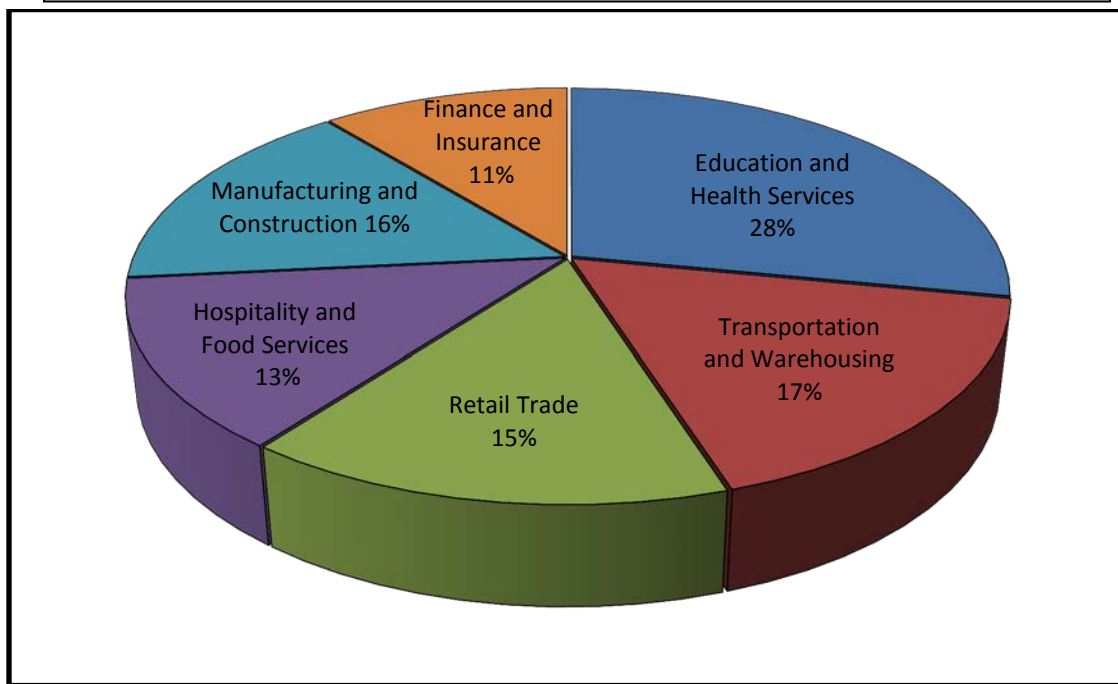
b. Economic Profile

Business by Sector



The major business sectors in Roseville are made up of 6 different categories (see Figure 25). These sectors constitute 395 individuals of the 536 individuals in the labor force, according to the 2010 five year estimates released by the US Census Bureau. The largest sector is that of Education and Health Services. Like all the sectors, there is no one private or public business within the village that employs a large amount of its population. Instead the majority of workers either work for the small businesses located along the main street of Roseville or travel to Monmouth or Macomb for employment. The Education and Health Services sector is generally made up of teachers, nurses, and other professionals in the field working at the surrounding schools and hospitals. The second largest sector in Roseville is Transportation and Warehousing, with 17% made up of jobs in trucking, drivers, and material movers. This is followed by Manufacturing and Construction with 16% made up of laborers, carpenters, and local manufacturing positions. Retail Trade consists of 15% of major business sectors with cashiers, stockers, and small business owners. Hospitality and Food Services is 13% of the local business sector with individuals working as waiters, host/hostesses, and hotel employees. Finally Finance and Insurance rounds out the major business sectors, with 11% consisting of accountants, bookkeepers, and auditors. The remaining 141 individuals in the Village of Roseville are spread throughout many smaller sectors like information, management, agriculture, and others.

Figure 25 – Major Business Sectors within Roseville as Determined by Largest Employers



Source: American Community Survey 5 Year Estimates, US Census Department

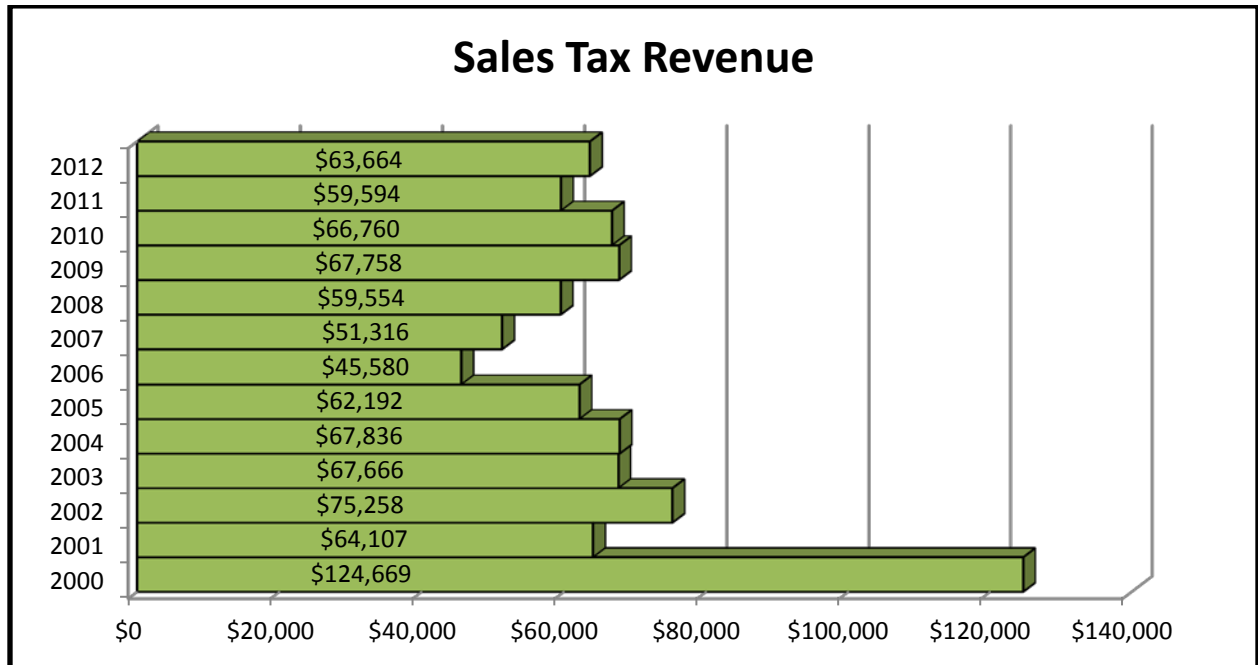
Sales Tax Revenue

Sales tax distributions to the Village of Roseville hit a twelve year high in 2000 with \$124,669. The low for the twelve year period was in 2006 with \$45,580. Roseville saw the largest decrease in sales



tax than any other community in this study. Local opinions as to why such a decrease occurred were believed to be due to the closure of a local auto dealer and lumber yard in 2000. This is a decrease of 48.9% from 2000 to 2012; however, removing 2000 (which is the last year the Illinois Department of Revenue has sales tax records for municipalities) only yields a .7% decrease from 2001 to 2012. Reduction in sales tax revenue seems more a product of lower population and loss of business than loss of consumers from the diverting of traffic.

Figure 26 – Sales Tax Revenue per Year Distributed to the Village of Roseville



Source: Illinois Department of Revenue

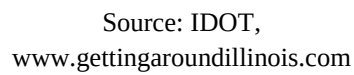
Traffic Counts

Traffic counts in the heart of Roseville have seen a vast reduction in volume since bypass implementation in 2003. In 2002, average daily traffic counts were 4,900 along Main Street in the heart of Roseville. Currently the average daily traffic count is 1,500 to 1,800; a reduction of 63.3% of traffic volume. Roseville, more than any other community in the study, has seen the greatest reduction of traffic from the bypass. By adding the 1,500 average daily count seen on Main Street plus the 3,700 vehicles seen on average on Highway 67, the total is 5,200 which is roughly the same traffic count seen in Roseville pre-bypass. These numbers however cannot tell us if the effect has been positive or negative in Roseville. The lowered traffic counts can produce safer streets with lowered maintenance costs. The reduced traffic can also result in loss of clientele for local businesses and a greater dependence on advertising and local customers.

Figure 27 – Pre-bypass 2002 Traffic Counts for Roseville



Figure 28 – Post-bypass Current Traffic Counts for Roseville

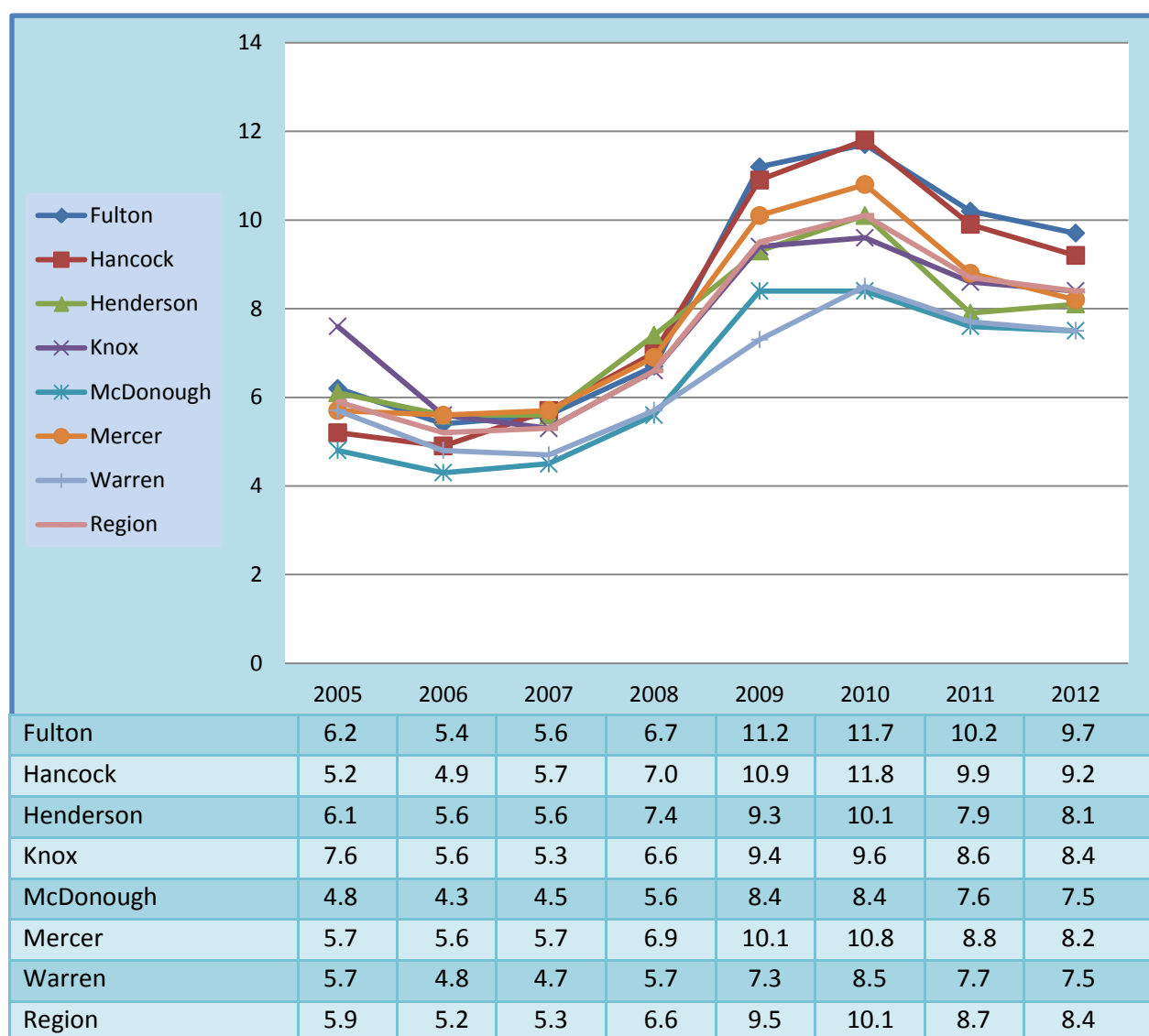




Unemployment

Warren County has one of the lowest unemployment rates within its region of surrounding counties. Unemployment rates over the last eight years have seen a significant increase as it has over the entire county. Warren County has outperformed many of the surrounding counties in unemployment rates, setting the seven county low in 2009 with 7.3%. Currently Warren County is tied with McDonough County for the lowest rate; both at 7.5%. If road development can be rationalized as bringing economic development to an area, these numbers could be used to show positive correlation. However, since Roseville has seen population loss, an increase in vacant houses, and depressed income/housing value rates compared to the State, a lower unemployment rate is more likely attributable to growth in other areas of the county such as Monmouth to the north.

Figure 29 – Eight Year Unemployment Statistics for the Surrounding Region

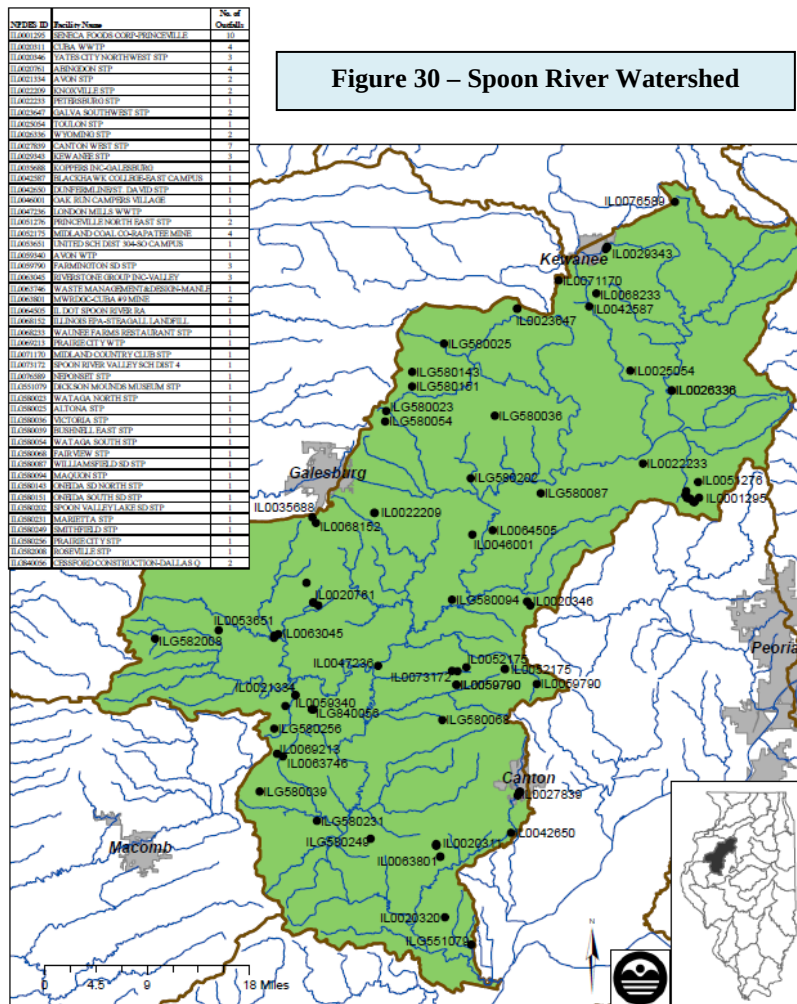


Source: Illinois Department of Employment Security



c. Environmental Resources

The Village of Roseville sits in the Spoon River watershed surrounded by three tributaries of the Spoon River. Unlike the previous municipalities, these tributaries are very small with water-body classifications of “streams” by Illinois EPA. As a result, the overall quality of the water and the five subcategories tested by the EPA, (aesthetic quality, aquatic life, fish consumption, primary contact recreation, and secondary contact) have not been assessed as of the 2006 water-body report. The NPDES map of the Spoon River watershed is shown on the next page and illustrates the location of the surrounding streams. Additionally, the Roseville soil report found on page 39 has a closer view of the region with labels of the streams. Little Negro Creek starts six miles to the east of Roseville and runs south-southwest of Roseville for six miles. Horse Branch, classified as a stream, starts 1.9 miles southwest of Roseville running for 4 miles to the north-northwest of the village. Finally, Town Branch is a 2.3 mile long stream that runs north-south on the westerly edge of the village. It is also the site of Roseville’s sewer treatment plant discharge (labeled ILG582008 on the Non-Pollution Discharge Elimination System map for Spoon Watershed). As no analysis has been conducted in the area, little can be discussed regarding water quality and overall environmental conditions in the area.



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Local wildlife in the area is composed of the same species found in the other surrounding counties. However with Roseville being flat and farming being a major force driving the makeup of the surrounding land, habitat for species is limited. If a species thrives on corn or soybeans that dominate the farming in the region, such species would live well in this land.

The soil report for Roseville is shown on page 39 and is followed by the soil map legend for the area of interest in Table 9. The area viewed consisted of 3,881.3 acres in and around the Village of Roseville. Farming in the area once again played a vital role in the establishment of the village. Three soil types make up the majority (95.7%) of the area of interest. Osco makes up 64.5% of the area, with a USDA designated use of growing corn, soybeans, small grains, and hay with native vegetation of prairie grass. Muscatune makes up 22.5% of the area, which is primarily used for cultivated crops. Of the 3,881 acres in the area of interest, the USDA has found that 1,079 acres, or 27.7%, is eroded. This is the highest of the three municipalities examined to this point; however, the definition for an area of interest within the study's communities was not defined or created with a standard method. The soil types that indicate erosion on the soil map (86B2, 86C2, and 86C3) for Roseville are relatively evenly dispersed; thus difficult to make any correlation with those soil types found along Highway 67.

[illegible]



Soil Map Legend

Warren County, Illinois (IL187)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
8D3	Hickory clay loam, 10 to 18 percent slopes, severely eroded	2.8	0.1%
45A	Denny silt loam, 0 to 2 percent slopes	0.0	0.0%
51A	Muscatune silt loam, 0 to 2 percent slopes	873.9	22.5%
68A	Sable silty clay loam, 0 to 2 percent slopes	12.3	0.3%
86B	Osco silt loam, 2 to 5 percent slopes	1,830.3	47.2%
86B2	Osco silt loam, 2 to 5 percent slopes, eroded	182.2	4.7%
86C2	Osco silt loam, 5 to 10 percent slopes, eroded	461.4	11.9%
86C3	Osco silty clay loam, 5 to 10 percent slopes, severely eroded	28.7	0.7%
119D2	Elco silt loam, 10 to 18 percent slopes, eroded	1.0	0.0%
119E2	Elco silt loam, 18 to 25 percent slopes, eroded	13.3	0.3%
250D2	Velma silt loam, 10 to 18 percent slopes, eroded	21.2	0.5%
259C2	Assumption silt loam, 5 to 10 percent slopes, eroded	123.4	3.2%
259D2	Assumption silt loam, 10 to 18 percent slopes, eroded	215.6	5.6%
279C2	Rozetta silt loam, 5 to 10 percent slopes, eroded	2.6	0.1%
549D2	Marseilles silt loam, 10 to 18 percent slopes, eroded	4.1	0.1%
675B	Greenbush silt loam, 2 to 5 percent slopes	4.4	0.1%
675C2	Greenbush silt loam, 5 to 10 percent slopes, eroded	0.1	0.0%
936D2	Fayette-Hickory silt loams, 10 to 18 percent slopes, eroded	0.9	0.0%
957D2	Elco-Atlas silt loams, 10 to 18 percent slopes, eroded	19.6	0.5%
3074A	Radford silt loam, 0 to 2 percent slopes, frequently flooded	49.3	1.3%
3405A	Zook silty clay loam, 0 to 2 percent slopes, frequently flooded	10.4	0.3%
M-W	Miscellaneous water	17.0	0.4%
W	Water	6.7	0.2%
Totals for Area of Interest		3,881.3	100.0%

Table 9- Soil Types Found in the Area of Interest within Surrounding Region of the Village of Roseville

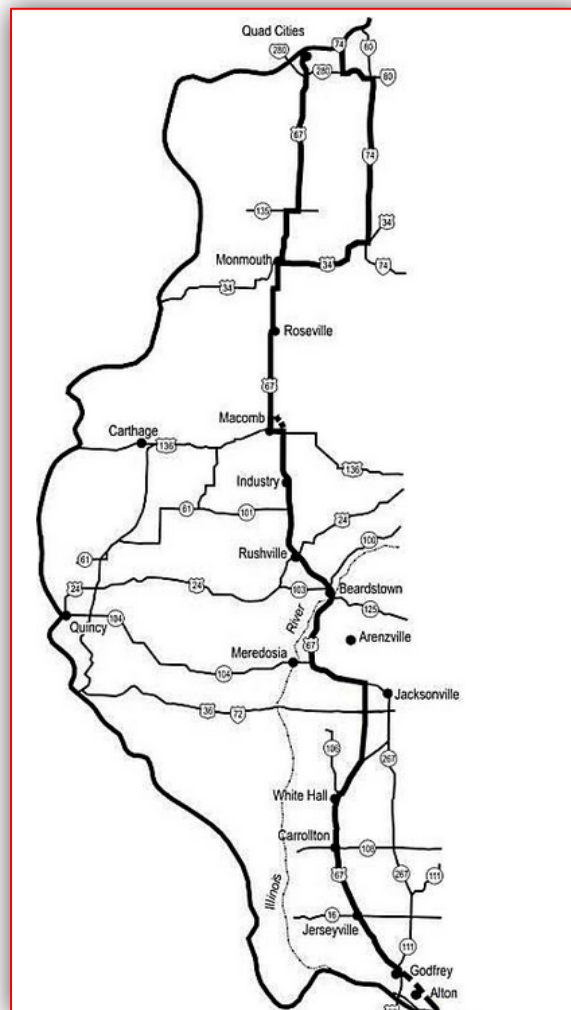


d. Former Corridor Study Synopsis and Design Considerations

The 31-mile section of the new 4-lane highway from Monmouth to Macomb was completed in October 2002, at a total cost of \$86.5 million. This 31-mile section included the 5-mile westerly bypass around Roseville, which cost \$20.6 million. These improvements are part of the US 67 corridor from Alton extending about 221 miles north to the Quad Cities. The funding was approved by Governor George H. Ryan in 2000. According to a May 18, 2000 press release, the estimated cost for the bypass was \$16 million, with \$8.8 million coming from the Transportation Equity Act for the 21st Century (TEA 21) provided High Priority Project funding for construction.

As part of improvements to the Highway 67 corridor, IDOT maintains a website for the project overview (www.dot.state.il.us/us67/index.html). The goal and main purpose of the project is to “improve safety and mobility for the travelling public, while seeking to preserve and enhance the economic, historic, scenic, and natural qualities of this west central Illinois corridor.” Additionally IDOT is making these improvements to generate system linkages throughout western Illinois. The 336 improvements completed from Macomb to Quincy, along with the proposed 336 corridor from Macomb to Peoria, is part of the process to enhance economic markets for the area. Overall improvement costs to date are listed at \$929 million, with \$4.6 million programmed for FY 2013 and an estimated \$1.7 billion to complete four lane improvements from Macomb southward to the Alton bypass.

Figure 31 – Highway 67 Corridor Map



Source: www.dot.il.gov/us67/index.html

e. Coordination Activities

IDOT estimates a highway process can involve as many as 55 steps from start to finish. This in turn can take many years for a project to be completed. Part of this process is coordinating activities with local organizations and citizens for public opinion. During the process for the Highway 67 bypass around Roseville, local officials were invited to participate in a public meeting held in Monmouth prior to construction to voice their feedback. Unfortunately meeting dates and minutes for IDOT only go back to 2003 and since this project was completed in 2002, no records could be found indicating what or when these meetings were held. From public knowledge and the interactions with Roseville officials during the public meeting held there on May 28, 2013, knowledge of at least one such meeting being held and attended by the Village President and council members was determined. Unlike the 336 bypass, no environmental impact study (EIS) could be obtained; however, it was probably archived many years prior



to the construction of the road. Also the IDOT corridor grant program that Carthage was able to utilize to develop a corridor plan to prepare for potential economic concerns and strengths as a result of the bypass, was not present at the time of the Roseville bypass therefore no documents exist.

4.0 PUBLIC INVOLVEMENT

4.1 Carthage

a. Public Meeting Input

The Carthage public meeting was held on April 22, 2013 at 6:30 pm at the Marine Bank and Trust on Buchanan Street. In total, 18 members of the community of Carthage attended. The meeting consisted of a short 15 to 20 minute power point presentation on the socioeconomic statistics in Carthage (see section 3.1) and overview of the corridor study, a 20 minute informal focus group session, and an overall group discussion of the 336 bypass effects on Carthage. The main lessons learned are:

- No signage along highway to indicate what Carthage has to offer (i.e. the blue ‘gas, food, and lodging’ signs)
- IDOT not allowing signs along highway because IL 336 does not qualify as an interstate
- Spent two years developing a plan for signage and other areas of interest and it never went anywhere
- Citizens and businesses are growing frustrated by the reasoning for no signage
- Attendees made the case that the state paid millions to implement the bypass but won’t put in money or resources for advertising bypassed communities
- Private investment in signage is an option if IDOT would give permission for placement
- Community members stressed the importance of planning for the bypass and to not expect the state to help
- Overall, individuals felt that the ebb and flow of economic and demographic statistics for Carthage is a complex issue with many factors that don’t necessarily have anything to do with the bypass



b. Survey Results

Question	% Answering Yes/Agree/ Increase/Positive/More	% Answering No/Disagree/ Decrease/Negative/ Fewer	% Answering Don't Know/No Opinion/No Change
• Were you aware of the original proposal to construct the 336 bypass around Carthage?	90.32%	9.68%	0.00%
• Were you aware of any public meetings or consulted by any public officials about the project?	64.52%	25.81%	9.68%
• Did you support the 336 bypass for the city of Carthage?	77.42%	6.45%	16.13%
• The bypass has had a positive effect on the City of Carthage?	61.29%	19.35%	19.35%
• The bypass brought more people to town as tourists and shoppers?	16.13%	38.71%	45.16%
• Since the bypass has opened, I am now more likely to shop out of town?	25.81%	54.84%	19.35%
• The City of Carthage should aggressively try to develop new business at the IL 336 intersection?	90.32%	3.23%	6.45%
• Please name one or more positive effects from the bypass in the City of Carthage:	Easy access to Carthage	Midway point between Hannibal/Quincy	No stopping traffic from Quincy to Macomb
	Access to 4-lane	Easy access to Carthage	Does not keep people so isolated
	More traffic coming through town	Travel is easier and quicker	Carthage Vet Service, Hospital, and Feed Mill all new
	Hospital location improved	Chance for expansion	Easier to keep residents
	It brings more traffic to the west	Quick access to Macomb & Quincy	Have improved assets to offer potential businesses looking for highway access
	Created a growth opportunity		
• Please name one or more negative effects from the bypass in the City of Carthage:	Easy access to Quincy	Shoppers go out of town	Less exposure for the square
	Less traffic thru town and lack of businesses around bypass	Some out of town shopping	More truck traffic passing by the school
	Easy for people to leave town to shop	More businesses are leaving	No signs advertising Carthage

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Question	% Answering Yes/Agree/Increase/Positive/More	% Answering No/Disagree/Decrease/Negative/Fewer	% Answering Don't Know/No Opinion/No Change
	Projects are costly to taxpayers, with uncertain results	Need signage to direct the traveler to downtown	For those "travelers" miss opportunity for them to see something of interest and stop
• The bypass has increased traffic problems in Carthage?	3.23%	87.10%	9.68%
• Has traffic as a result of the bypass increased or decreased road safety in Carthage?	41.94%	9.68%	48.39%
• In your opinion, would the community be better served if the highway/road was going directly through the City of Carthage?	12.90%	61.29%	25.81%
• In your opinion, should Carthage annex land around the highway?	83.87%	3.23%	12.90%
• In your opinion, how could the process or design of the bypass been improved in the City of Carthage?	City sewer system access so community can grow	Perhaps make interchange closer to center of town	Need signage on 336 to let vehicles know what is in Carthage
	IDOT could have loosened up the strict "save money" attitude, and concentrated on a better design instead of always keeping as much of the prior right-of-way in play. Fewer curves/jogs as houses and "historic barns" were avoided would have saved some concrete, but also reduced MANY curves that can catch drivers unaware		
	Better signage on highway advertising lodging, food, gas and tourist attractions as well as recreation		
• Has the bypass increased pollution in the area?	0.00%	93.55%	6.45%
• Regarding future road improvement projects, do you believe IDOT should continue to build bypasses around cities and villages?	80.65%	9.68%	9.68%
• Do you own or operate a business in Carthage?	45.16%	54.84%	0.00%
• Before the bypass was constructed, how did you feel it would impact the main street/downtown area?	21.43%	42.86%	35.71%
• Did your business do anything specific to prepare for the bypass? If so, what?	New hospital at bypass location	Additional advertising	Had to change entrance to parking lot because of location on interstate

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Question	% Answering Yes/Agree/Increase/Positive/More	% Answering No/Disagree/Decrease/Negative/Fewer	% Answering Don't Know/No Opinion/No Change
	Moved closer to bypass		
• Before the bypass was constructed, how did you feel it would impact your business?	35.71%	21.43%	42.86%
• Since completion, how do you feel the bypass has impacted the main street/downtown area?	14.29%	35.71%	50.00%
• Since completion, how do you feel the bypass has impacted your business?	35.71%	21.43%	42.86%
• Due to the bypass have you noticed more/fewer customers coming into your business?	28.57%	28.57%	42.86%
• Overall are you satisfied with the current business environment on the main street/downtown area?	3.23%	87.10%	9.68%
• List improvements you feel are needed to enhance the business environment?	Better signage on highway	More development along bypass (truck stop and restaurant)	Use empty store fronts as mini-malls or at home vendors
	Higher visibility, signage advertising tourist sites	More retail business	Focus on retail development and infrastructure
	Update square and a section for entrepreneurs	More modern type businesses, businesses that attract youth	Need to clean up buildings, bad buildings make everyone look bad
	Better schools and airport facility	Building updates	Building improvements and better roads
	More local jobs	More signs on the highway	Lodging facilities/eating establishments
	Downtown and community building survey/map, consolidated business plan for tourism, TIF district transparency, more city sales tax \$ invested back to retail, park district revamp, redistrict Hancock County to John Woods Jr. College district, partner with CESD-IW-JWCC-for educational cohesive plan going forward		

The survey indicates that 77% of people support the 336 bypass of Carthage, with only 6% not in support. They also believe that the bypass has had a positive effect on the city, with 61% of people answering in the affirmative to that question. One note of interest; on a 2007 community survey, 95% of

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respondents thought the bypass would bring more people as tourists and shoppers pre-bypass. Asked in 2013 if the bypass did indeed bring more tourists and shoppers, 16% thought it did. Finally, asked if people were overall satisfied with the current business environment in the main street/downtown area, 87% of respondents answered no. This speaks more to the state of Carthage as a whole than the actual bypass, but it does show that the bypass has not necessarily done anything to improve the downtown area.

Carthage Elected Officials Survey

Title	Elected Official #1	Elected Official #2	Elected Official #3	Elected Official #4	Elected Official #5	Elected Official #6
What was your initial impression of the bypass proposal?	Positive	Good	Positive	Good	Looked like a good design	Good
What was your level of involvement in the bypass planning process?	None, was living away at the time of construction	Chairman of IL 336 Impact Committee	Minimal	Active	None	Minor
What were the main goals of the project?	-	Anticipate impact and address issues	Unknown	To complete the K.C. - Chicago Interchange	?	-
Were you concerned with any possible negative impacts when the bypass project was announced?	-	Development plan	Yes- Discussions on radio and newspaper	Yes, more people will shop out of town	Some said all traffic would leave Carthage but it runs both ways	Yes, land purchases, city limits expanded, zoning updated
What were the possible positive impacts when the bypass project was announced?	-	-	Increased traffic - possible restaurant/gas station	More traffic on 336	Better roads to Macomb and Quincy	Additional businesses and land purchases
In what ways did the downtown/main street benefit from the bypass? Which types of businesses benefitted?	Craft store and gift shops	Didn't	Unknown	More traffic on 136	Don't believe any has so far	Uncertain
In what ways was the downtown/main street area negatively affected by the bypass? Which types of businesses were negatively affected?	Retail declined- clothing, furniture	Fewer shoppers through town	Unknown	-	-	Maybe more sales out of town
What new businesses have resulted due to the bypass if any?	New hospital at bypass location	None	Movement of Subway building to four-way	None	Dollar General has moved to the east end	-
Have any of your initial concerns come to pass? If yes, do you feel that it was a direct result of the bypass or were there other factors?			Other factors - economic downturn, etc.	More people shop out of town		



4.2 Colchester

a. Public Meeting Input

The Colchester public meeting was held on May 13, 2013 in the Community Room at the City Hall at 6:30 pm. In total, 13 members of the community attended. The meeting consisted of a short 15 to 20 minute power point presentation on the socioeconomic statistics in Colchester (see section 3.2) and overview of the corridor study, a 20 minute informal focus group session, and an overall group discussion of the 336 bypass effects on Colchester. The main lessons learned were:

- Need for a warning light on 336 where the road curves, as it is currently dangerous for traffic
- No signage for Yetter Manufacturing causing trucks to end up on roads that cannot handle the weight loads
- Overweight large trucks cause damage to roads that were not designed to carry those weight loads
- City of Colchester could not put up either the Veteran's Memorial sign or the Governor's Hometown award sign from 2008
- Trucks blow right by the bypass because of poor signage
- State spent over \$5 million on Argyle Lake Park improvements but they cannot or will not spend anything to put up signs routing people to the park through Colchester.

b. Survey Results

Question	% Answering Yes/Agree/Positive/Increase/More	% Answering No/Disagree/ Negative/Decrease/Fewer	% Answering No Opinion/Don't Know	
• How many years have you been a part of the community of Colchester?	Less than a year: 0 , 2-5 Years: 1 , 6-10 Years: 1, 10+ Years: 10 , and No Response: 1			
• Were you aware of the original proposal to construct the 336 bypass around Colchester?	92.3%	7.7%		
• Were you aware of any public meetings or consulted by any public officials about the project?	66.7%	25.0%	8.3%	
• Did you support the 336 bypass for the City of Colchester?	30.8%	15.4%	53.8%	
• The bypass has had a positive effect on the City of Colchester?	7.7%	76.9%	15.4%	

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Question	% Answering Yes/Agree/Positive/Increase/More	% Answering No/Disagree/ Negative/Decrease/Fewer	% Answering No Opinion/Don't Know	
• The bypass has brought more people to town as tourists and shoppers?	7.7%	92.3%	0.0%	
• Since the bypass has opened I am now more likely to shop out of town?	7.7%	46.2%	46.2%	
• The City of Colchester should aggressively try to develop new business at the IL 336 intersection?	72.7%	27.3%	0.0%	
• Please name one or more positive effects from the bypass in the City of Colchester:	Easier access for traveling to Quincy	Dollar General Store	Less heavy trucks coming thru town	
	Less semi traffic	Dollar General	Less traffic	
• Please name one or more negative effects from the bypass in the City of Colchester:	Less traffic through business district of town	Less traffic through town: we need more advertising to reach people that don't pass through anymore	Less people coming through town so not as much revenue	Loss of traffic; potential sales tax decrease/loss
	No need to come into town, people can go around	We lost the grocery store	Loss of traffic	Fewer through traffic leading to less sales tax revenue
• The bypass has increased traffic problems in Colchester?	25.0%	58.3%	16.7%	
• Has traffic as a result of the bypass increased or decreased road safety in Colchester?	50.0%	25.0%	25.0%	
• In your opinion, would the community be better served if the highway/road was going directly through the City of Colchester?	33.3%	16.7%	50.0%	
• In your opinion, should Colchester annex land around the highway?	63.6%	9.1%	27.3%	
• In your opinion, how could the process or design of the bypass been improved in the City of Colchester?	Better signs that our town is ahead like at the junction of 61 and Tennessee	Better signs	Add signage for the small towns	More signs for local areas that are being bypassed
• The bypass has had a positive or negative effect on the agriculture industry in the City of Colchester?	0.0%	0.0%	100.0%	

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Question	% Answering Yes/Agree/Positive/Increase/More	% Answering No/Disagree/ Negative/Decrease/Fewer	% Answering No Opinion/Don't Know	
• Has the bypass resulted in the loss of wildlife or green space?	23.1%	30.8%	46.2%	
• Has the bypass increased pollution in the area?	0.0%	66.7%	33.3%	
• Regarding future road improvement projects, do you believe IDOT should continue to build bypasses around cities and villages?	41.7%	16.7%	41.7%	
• Do you own or operate a business in Colchester?	23.1%	76.9%		
• What type of business do you own or operate?	Retail: 2, Other: 1			
• How long have you owned/operated this business in Colchester?	Less than a year: 1, 2-5 years: 1, 11+ years: 1			
• Before the bypass was constructed, how did you feel it would impact the main street/downtown area?	0.0%	66.7%	33.3%	
• Did your business do anything specific to prepare for the bypass? If so, what?		No: 2		
• Before the bypass was constructed, how did you feel it would impact your business?	0.0%	66.7%	33.3%	
• Since completion, how do you feel the bypass has impacted the main street/downtown area?	0.0%	100.0%	0.0%	
• Since completion, how do you feel the bypass has impacted your business?	0.0%	66.7%	33.3%	
• Due to the bypass have you noticed more/fewer customers coming into your business?	0.0%	50.0%	50.0%	
• Overall are you satisfied with the current business environment on the main street/downtown area?	8.3%	75.0%	16.7%	
• List improvements you feel are needed to enhance the business environment?	Old buildings need to be repaired and or demolished	We need more businesses in the empty buildings downtown	Need more signs	Building and sidewalk repairs
	Better signs and access from 336 in and out of a piece of property	More traffic	Information signs/help cleaning up area and	

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Question	% Answering Yes/Agree/Positive/Increase/More	% Answering No/Disagree/ Negative/Decrease/Fewer	% Answering No Opinion/Don't Know	
			buildings	

Survey respondents had a strong negative opinion to the bypass of Colchester, with 77% of those answering feeling that the bypass has not had a positive effect on the city. Additionally 92% felt that the bypass has not brought more people as tourists or shoppers. An opinion that was expressed consistently throughout the meeting was the desire to increase signage on 336 for tourism in Colchester, especially Lake Argyle State Park. 77% of business owners also felt that the bypass has had a negative effect on their business. This theme repeats itself with 75% of all respondents stating they are not satisfied with the current business environment in Colchester. However, 83% of those surveyed felt IDOT should continue to bypass communities or had no opinion one way or the other.

Colchester Elected Officials Survey

Title	Elected Official #1	Elected Official #2	Elected Official #3	Elected Official #4	Elected Official #5	Elected Official #6
What was your initial impression of the bypass proposal?	Should be able to move traffic more efficiently	Positive	-	I thought it would take away revenue from the city	I believe anytime you take traffic away from a small town there is going to be a negative impact	Not an elected official at the time
What has been your level of involvement in the bypass planning process?	None	Active	-	Not a lot	None	None
What were the main goals of the project?	-	Increases traffic on bypass to draw new business to town as in providing close four-lane transportation system for shipping/receiving products. Bring gas station to intersection	-	-	-	-
Were you concerned with any possible negative impacts when the bypass project was announced?	-	Less downtown traffic and loss of businesses	-	Less traffic coming thru town so less revenue	-	-
What were the possible positive impacts when the bypass project was announced?	-	-	-	-	-	-
In what ways did the downtown/main street area benefit from the bypass? Which types of businesses benefitted?	-	-	-	Maybe Yetters	None	-
In what ways was the downtown/main street area negatively affected by the bypass?	-	-	-	Gas stations and restaurants having less business	Loss of traffic	-
What new businesses have resulted due to the bypass if any?	Dollar General Store	-	Dollar General	None	None	-
Have any of your initial concerns come to pass? If yes, do you feel that it was a direct result of the bypass or were there other factors?	-	-	-	-	-	-



4.3 Roseville

a. Public Meeting Input

The Roseville public meeting was held on May 28, 2013 at 6:00 pm in the Roseville Community Center. In total, six members of the community attended. The meeting consisted of a short 15 to 20 minute power point presentation on the socioeconomic statistics in Roseville (see section 3.3) and overview of the corridor study, a 20 minute informal focus group session, and an overall group discussion of the 67 bypass effects on Roseville. The main lessons learned were:

- Four-lanes of fast moving traffic is difficult to cross, especially for school buses, when there is either a curve involved and/or fog
- Light placement in particular for buses and farm equipment is very important
- Meetings were held with several representatives and key elected officials as Roseville was seen as the sticking point for the road project
- The village would like a light that would stay green for cross traffic unless there is a vehicle coming and then it would change to red
- There was probably a 60/40 split in the community for and against the road coming through town
- If the road had come through town, the trees, parking and wide yard fronts would have been lost
- Roseville was told that if they put in the bypass, the village will grow to the bypass and that did not happen
- The general consensus is that the bypass has hurt the village revenue-wise
- Several businesses closed for a variety of reasons: Bagley's due to retirement; the lumber yard the same; Bob's TV and Furniture store was due to loss of business from the bypass
- Lots of college students used to drive through town on their way to/from WIU and their business has been lost
- In advance of the construction, the abandoned railroad right of way was purchased as a means for the farmers to transport in the event the road went through town
- Worried about the lighting on the north and west, particularly for farmers and school buses
- Roseville is lucky to have a variety of health care services and the fire department moved its facility towards the bypass; most of the revenue is from the service industry in the village.

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b. Survey Results

Question	% Answering Yes/Agree/Positive/Increase/More	% Answering No/Disagree/ Negative/Decrease/Fewer	% Answering No Opinion/Don't Know
How many years have you been a part of the community of Roseville?	Less than a year: 0 , 2-5 Years: 0 , 6-10 Years: 0, 10+ Years: 6		
Were you aware of the original proposal to construct the US HWY 67 bypass around Roseville?	100.0%	0.0%	
Were you aware of any public meetings or consulted by any public officials about the project?	100.0%	0.0%	0.0%
Did you support the US HWY 67 bypass for the Village of Roseville?	80.0%	20.0%	0.0%
The bypass has had a positive effect on the Village of Roseville?	40.0%	40.0%	20.0%
The bypass has brought more people to town as tourists and shoppers?	0.0%	83.3%	16.7%
Since the bypass has opened I am now more likely to shop out of town?	16.7%	50.0%	33.3%
The Village of Roseville should aggressively try to develop new business at the US HWY 67 intersection?	50.0%	16.7%	33.3%
Please name one or more positive effects from the bypass in the Village of Roseville:	Our family would have moved out of Roseville if bypass had not been built	No lines of traffic backed up several blocks	Motorist (truck traffic) through town get connections to Roseville from out-of-towners
	Need stop light at 116-67 intersection	Adjoining properties to 67 preserved-not right next to road	Improvement of 116
Please name one or more negative effects from the bypass in the Village of Roseville:	I have seen no negative effects	School buses crossing 4 lane in the fog	People don't drive through town and stop at businesses
	Negative effects on business-loss of through traffic	We were told we would have growth to bypass-hasn't happened	Hurt some businesses

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Question	% Answering Yes/Agree/Positive/Increase/More	% Answering No/Disagree/ Negative/Decrease/Fewer	% Answering No Opinion/Don't Know
	College students do not shop in some of businesses on way to Western IL University-gas stations/fast food/furniture store	-	-
The bypass has increased traffic problems in Roseville?	16.7%	83.3%	0.0%
Has traffic as a result of the bypass increased or decreased road safety in Roseville?	33.3%	33.3%	33.3%
In your opinion, would the community be better served if the highway/road was going directly through the Village of Roseville?	20.0%	60.0%	20.0%
In your opinion, should Roseville annex land around the highway?	16.7%	16.7%	66.7%
In your opinion, how could the process or design of the bypass been improved in the Village of Roseville?	-	-	-
The bypass has had a positive or negative effect on the agriculture industry in the Village of Roseville?	33.3%	0.0%	66.7%
Has the bypass resulted in the loss of wildlife or green space?	16.7%	33.3%	50.0%
Has the bypass increased pollution in the area?	0.0%	83.3%	16.7%
Regarding future road improvement projects, do you believe IDOT should continue to build bypasses around cities and villages?	40.0%	20.0%	40.0%
Do you own or operate a business in Roseville?	33.3%	66.7%	-
What type of business do you own or operate?	Service - 2	-	-
How long have you owned/operated this business in Roseville?	11+ years - 2	-	-
Before the bypass was constructed, how did you feel it would impact the main street/downtown area?	0.0%	100.0%	0.0%
Did your business do anything specific to prepare for the bypass? If so, what?	-	No: 1	-
Before the bypass was constructed, how did you feel it would impact your business?	0.0%	0.0%	100.0%
Since completion, how do you feel the bypass has impacted the main street/downtown area?	50.0%	50.0%	0.0%

Western Illinois Corridor Impact Study

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Question	% Answering Yes/Agree/Positive/Increase/More	% Answering No/Disagree/ Negative/Decrease/Fewer	% Answering No Opinion/Don't Know
Since completion, how do you feel the bypass has impacted your business?	0.0%	0.0%	100.0%
Due to the bypass have you noticed more/fewer customers coming into your business?	0.0%	0.0%	100.0%
Overall are you satisfied with the current business environment on the main street/downtown area?	33.3%	50.0%	16.7%
List improvements you feel are needed to enhance the business environment?	Advertise on bypass, (food, gas, lodging, etc.)	Storefront renovations	Building preservation
	Attract small businesses that do not interfere with existing ones		

The Highway 67 bypass around Roseville was completed in 2002 making the Village of Roseville the oldest bypass community in this study. As a result of this, it is concluded that this is the main reason that this meeting was the least attended out of all the communities in the study. Members of the community still overwhelmingly favored the bypass with 80% of respondents. However when asked if the bypass has had a positive influence on the community, only 40% thought it did with another 40% stating it did not. 83% of all those surveyed felt the bypass had not brought more shoppers or tourists to the community, with the remainder having no opinion one way or the other. Finally, a common theme among the bypassed communities is a lack of satisfaction with the business environments in these communities, with 50% of respondents dissatisfied with current conditions in Roseville.

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Roseville Elected Officials Survey

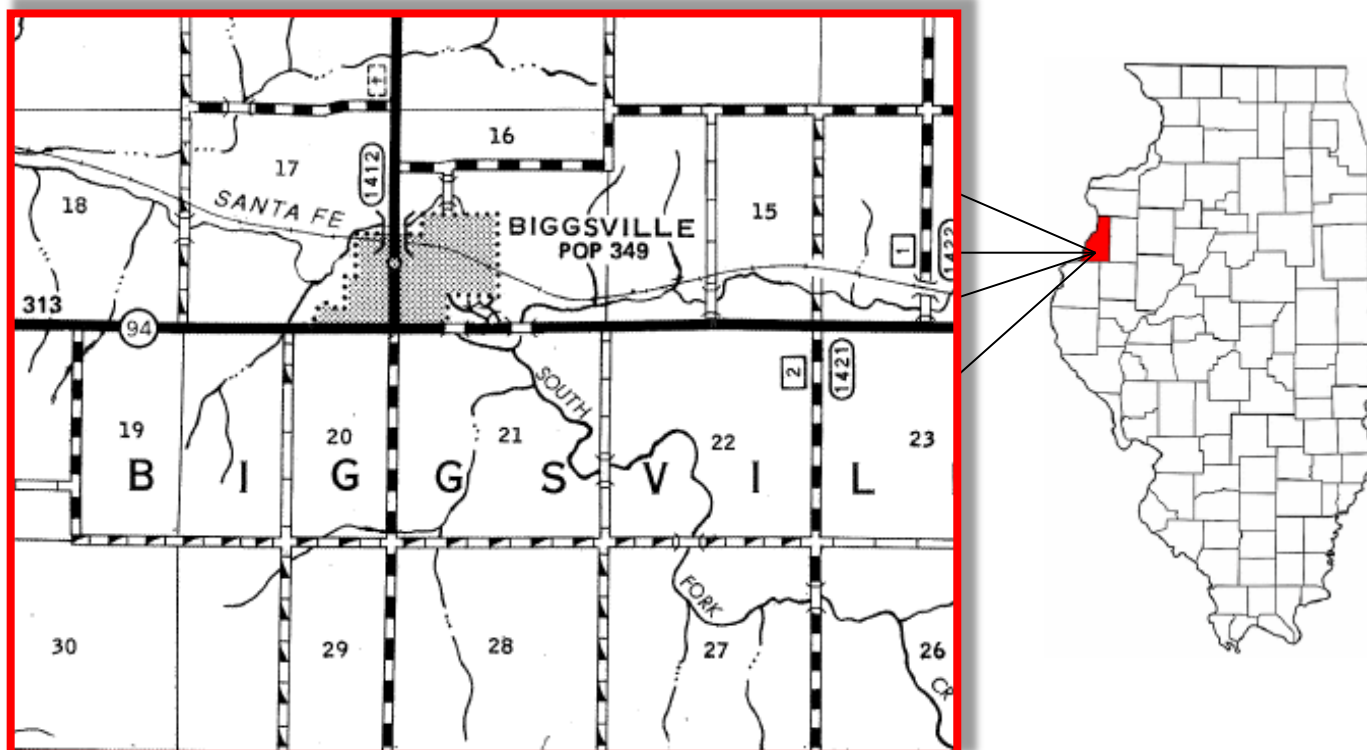
Question	Elected Official #1	Elected Official #2
What was your initial impression of the bypass proposal?		Was concerned but majority of citizens wanted bypass or so it seemed. Later a number expressed wanting it to go through, but none of them lived on 67. Ones with clout wanted bypass
What has been your level of involvement in the bypass planning process?		Became mayor about time of bypass - many meetings and discussions
What were the main goals of the project?		1. Safe travel 2. Farmers able to get to elevator 3. Houses preserved 4. Businesses retained and new business developed 5. Concern with more traffic through town
Were you concerned with any possible negative impacts when the bypass project was announced?		Yes - none I can recall
What were the possible positive impacts when the bypass project was announced?		Growth to and at bypass
In what ways did the downtown/main street area benefit from the bypass? Which types of businesses benefitted?		None
In what ways was the downtown/main street area negatively affected by the bypass?	Casey's was negatively affected	Loss of through traffic/furniture and appliance store/cafes/bars/ ice cream shack
What new businesses have resulted due to the bypass if any?	Continued antique shop, second owner since first owner retired due to health	None
Have any of your initial concerns come to pass? If yes, do you feel that it was a direct result of the bypass or were there other factors?		Yes - other factors (loss of area jobs, particularly factories in Galesburg, Burlington, and Macomb)



5.0 FUTURE BYPASS COMMUNITIES

5.1 Biggsville

Henderson County is located along the Mississippi River to the north of Hancock County in west-central Illinois. As of the 2010 Census, the population of Biggsville was 304. This places Biggsville as the fourth largest incorporated city in Henderson County behind Oquawka (1,371), Stronghurst (833), and Lomax (454). Biggsville is 205 miles north of the St. Louis metropolitan area and 228 miles southwest of the Chicago metropolitan area.



Biggsville is centrally positioned in the county and sits along Highway 34. US Route 34 runs from north central Colorado to the western suburbs of Chicago. It runs through Rocky Mountain National Park and at 12,183 feet is the highest paved through highway in the United States. US Route 34 also connects Burlington, IA to the west of Biggsville to Monmouth, IL east of Biggsville. This has resulted in Route 34 becoming a highly traveled road for semi-trucks and other vehicles, creating a safety concern that has manifested throughout the years for Biggsville residents. As a result, a bypass around the community of Biggsville began construction in June 2013. The near seven mile stretch of highway being put in place will be four lanes and is the first part of converting all 23 miles of Highway 34, from the Illinois border to Monmouth, into a four lane highway.

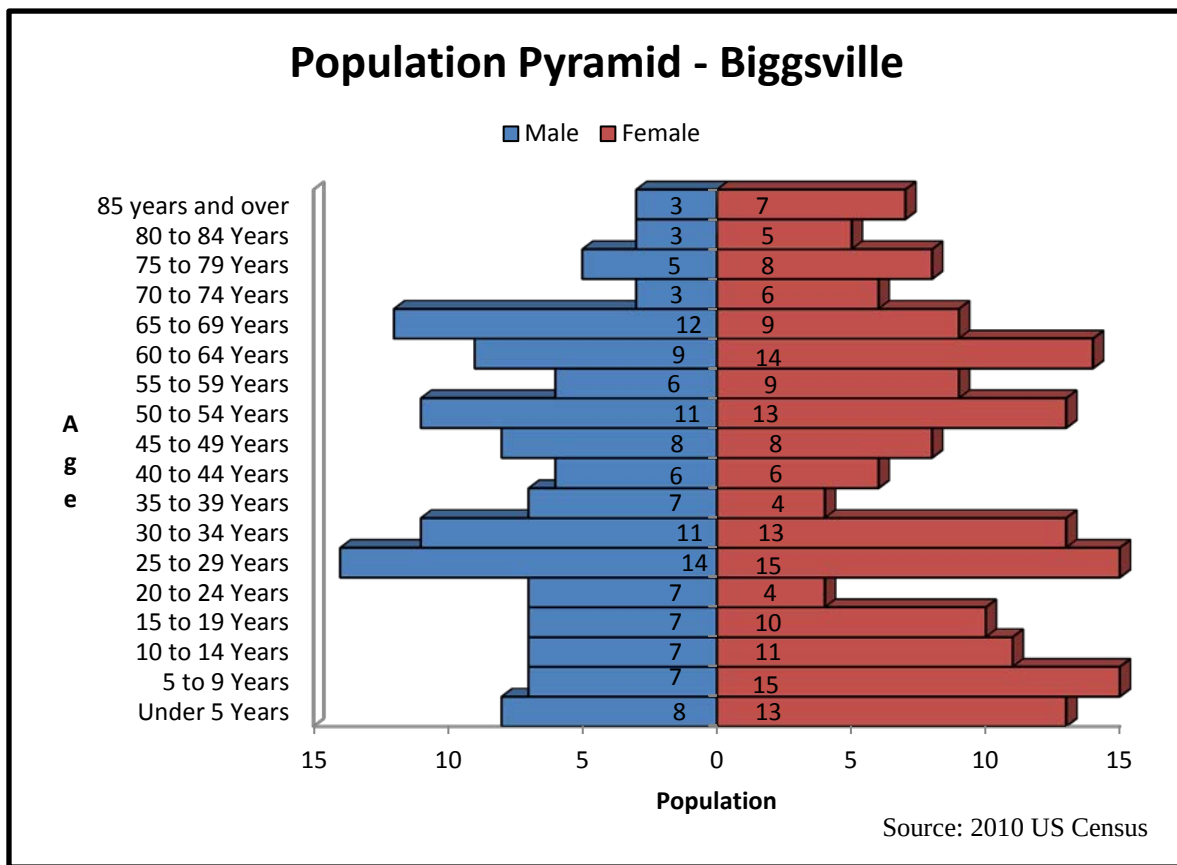


a. Demographic Profile

Population

Over time, the population of Biggsville has continued to decrease. In 1980 the population was 411. Since that time, it has seen a 26% decrease in population to 304. Table 10 offers projections for Biggsville indicating a further 13% decrease from 2010 to 2023. The population pyramid below displays the makeup of the community. Currently there are 134 males to 170 females in the Village of Biggsville, with the largest age group for each sex residing in the 25 to 29 year category, although females age 5 to 9 years contain the same number of individuals.

Figure 32 – Breakdown of Population of Biggsville by Sex and Age Group



As the pyramid indicates, younger age groups are not exceeding higher level age groups in population. As a result, population loss from age turnover should continue. Factoring that into account, plus immigration/emigration, the loss of population in Biggsville over time is expected. While Biggsville is a relatively small community in the area, statistics indicate the county population has also been shrinking during this same time period. Looking at the counties (see Table 10) surrounding Henderson, this trend continues throughout the region. From 1980 to 2010, the county has seen a 13.5% decrease in population. The region for that same time period has seen a 22.9% decrease, indicating Biggsville has outpaced in population loss and will continue if projections come to fruition.



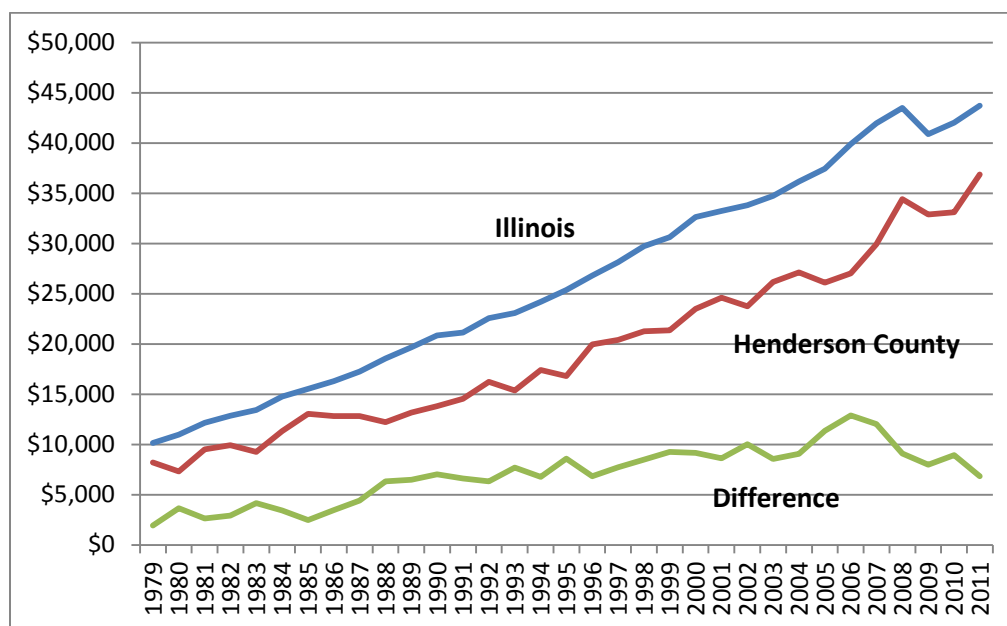
Demographic Trend	Region	Henderson	Biggsville
1980-2023			
	1980	216,909	8451 411
	1990	195,657	8096 349
	2000	191,025	8213 343
	2010	167,176	7331 304
	2013	165,002	7439 293
	2018	158,224	7230 285
	2023	146,753	6850 263

Table 10 – Population in the Region, Henderson County, and Biggsville from 1980 to 2010. 2013-2023 are projections based on data from previous US census years. Source: US Census 1980, 1990, 2000, and 2010. Region includes Hancock, Henderson, Mercer, McDonough, and Warren counties

Income and Poverty Levels

Henderson County for the year 2011 had a per capita income of \$36,872, ranking 45th of the 102 counties in the state of Illinois. Income levels in Henderson County and the State of Illinois have been rising since 1979 with inflation. However, the state average was growing faster than the county average resulting in the widening gap seen in Figure 31 below. The largest dispersion of income levels was in 2006 at \$12,872. Since that time, Henderson County income rates have risen faster than the state average with the current discrepancy at \$6,849.

Figure 33 – Per Capita Personal Income for Henderson County and the State of Illinois 1979 - 2011



Source: Bureau of Economic Analysis



Poverty levels for the Village of Biggsville are difficult to obtain due to the size of the community. The 2000 Census is the only census in the past 40 years with complete data for every community in the State of Illinois. In that year, Biggsville had poverty rates below both the state and national average. The 2010 Census has yet to release poverty rates for families in the Village of Biggsville however, it does have data for individuals below the poverty level. Again, Biggsville is well below the state and national averages.

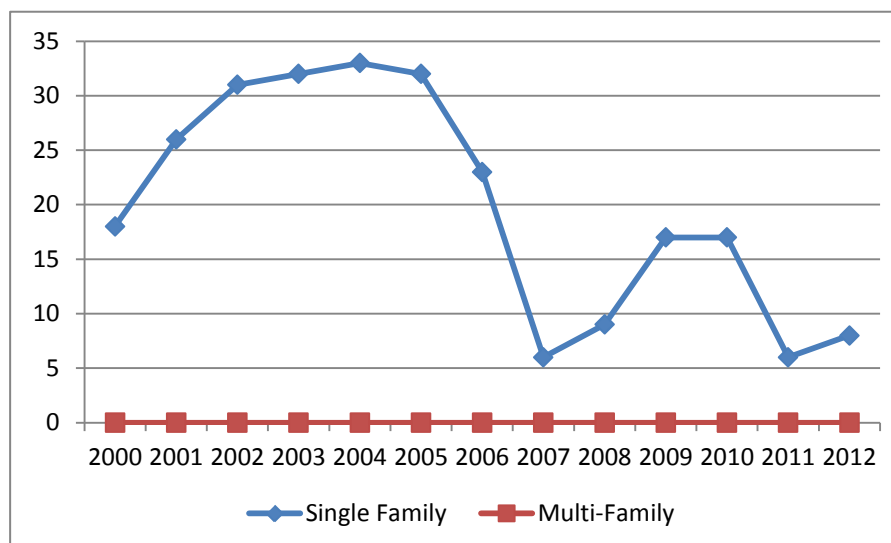
Year	% of Families below Poverty Level (Biggsville)	% of Families below Poverty Level (Illinois State)	% of Families below Poverty Level (U.S. Average)
1980	N/A	8.40%	11.50%
1990	N/A	9.00%	12.00%
2000	6.10%	7.80%	9.60%
2010	3.3%*	13.1%*	14.3%*

Table 11 – Poverty Levels of Biggsville, Illinois State Average, and the National Average for 1980 thru 2010 gathered from U.S. Census data. * Denotes individuals below poverty level, not families

Housing

The 2000 Census had total housing units in Biggsville at 254 and of those 254 units, 156 units were occupied. This indicates that Biggsville had almost 100 vacant housing units throughout the community. The 2010 Census now has total housing units in the Village of Biggsville at 156 with 133 of those units occupied. Since 2000, Henderson County has issued 258 single family housing building permits (see Figure 32). Compared to its relatively small population size, that is the most single family housing units per capita compared to the other four counties in the study. The median value for a home in Biggsville in 2000 was \$46,000 according to the 2000 US Census. In 2010, the median housing value for homes in Biggsville is estimated to be \$60,700, a 32% increase in value since 2000. However, as stated earlier in the report, during that same time period, the State of Illinois saw a 52% increase in home values.

Figure 34 – Residential Building Permits Issued in Henderson County from 2000 - 2012



Source: US Census Bureau, Building Permits Issued

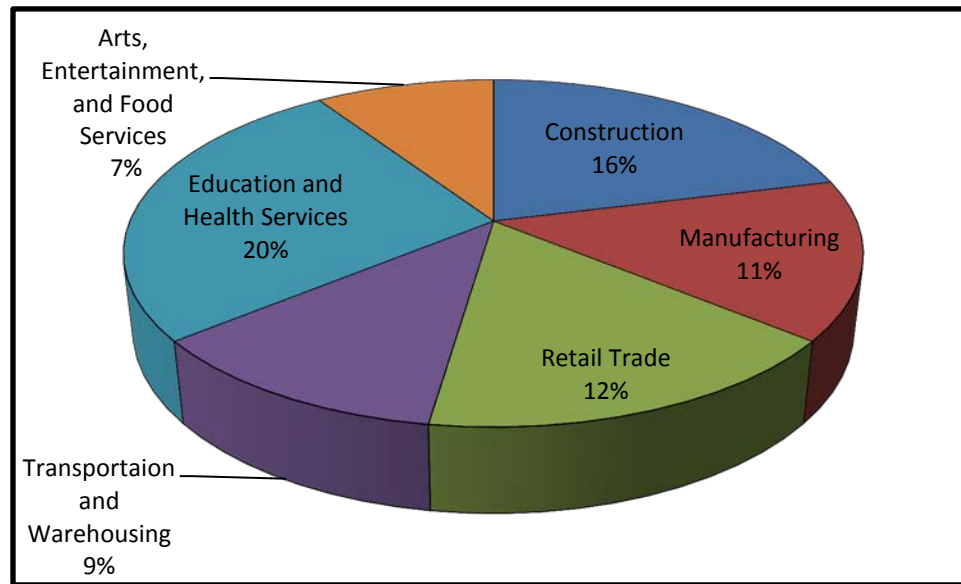


b. Economic Profile

Business by Sector

There are six different business sectors in Biggsville that account for 75% of employment. They employ 128 individuals out of the 171 individuals who are civilians employed 16 years and over. The Education and Health Services field employs 20% of those individuals. The largest employer is the nearby West Central School District # 235, which employs around 90 people. The remaining sectors of business employment are found outside the community. Construction makes up 16% of the employment in the Village of Biggsville. This is followed by Retail Trade, Manufacturing, Transportation and Warehousing, and Arts and Entertainment. The remaining 25% of employment is spread out through many sectors.

Figure 35 – Major Business Sectors within Biggsville as Determined by Largest Employers



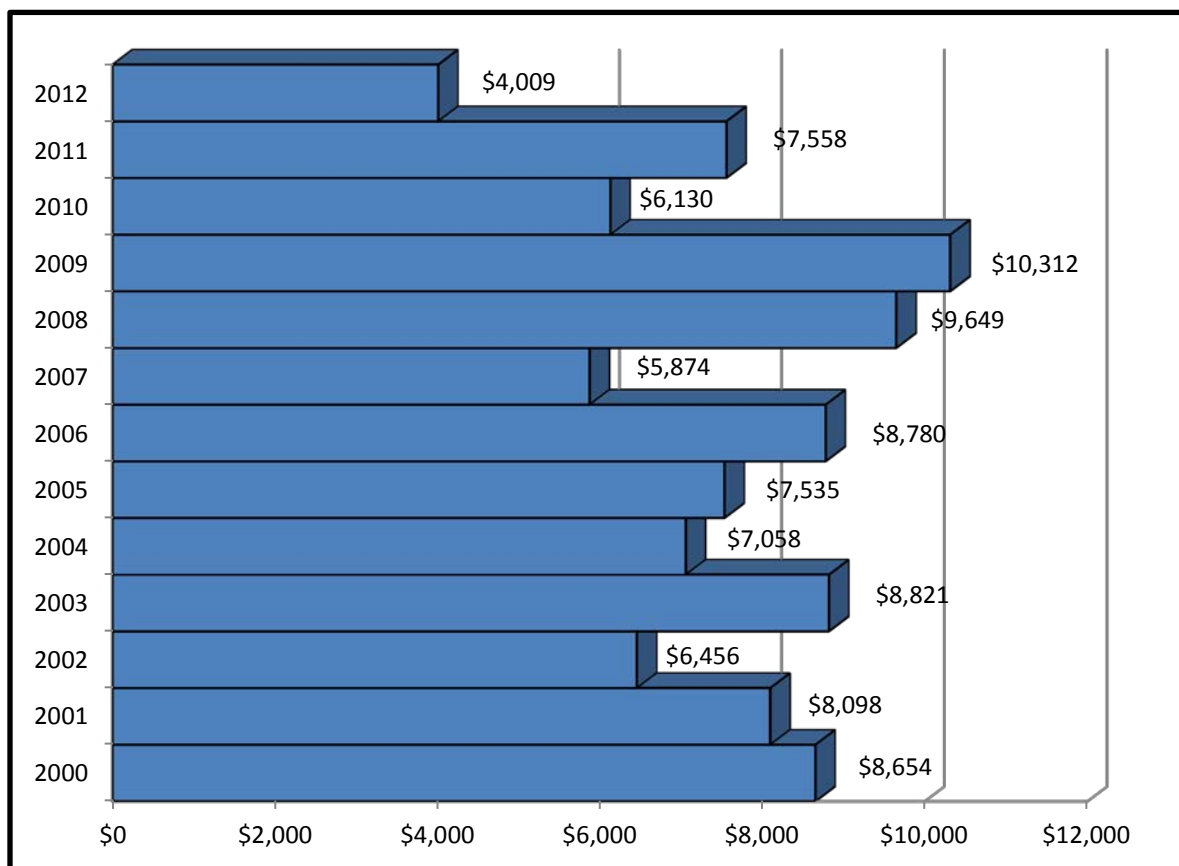
Source: American Community Survey 5 Year Estimates, US Census Department

Sales Tax Revenue

Sales tax revenue in the area hit a high in 2009 with \$10,312. However the Village of Biggsville has the greatest fluctuation in sales tax from year to year than the other communities in the study. At most the community sees a two year increase in sales tax before it decreases in the subsequent year. Its 12 year low came recently in 2012, with sales tax at \$4,009. This represents a 53.7% decrease in sales tax revenue from 2000 to 2012. However since there does not seem to be a reason for the large deviations in sales tax from year to year, 2013 could very well yield (at least will likely see another rise in sales tax revenue) a substantial gain in sales tax if the pattern continues to replicate itself.



Figure 36 – Sales Tax Revenue per Year Distributed to the Village of Biggsville



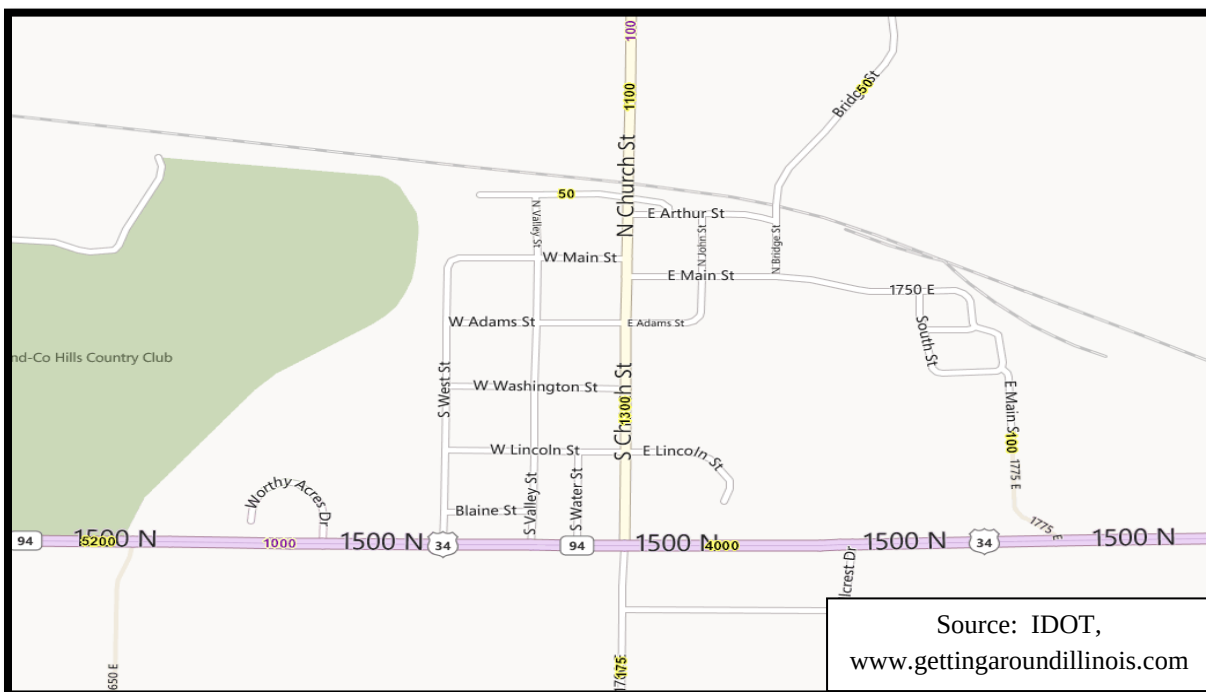
Source: Illinois Department of Revenue

Traffic Counts

The average daily traffic count for Biggsville is around 4,000 to 5,200 at the intersection of Highway 34 and North Church Street with 1,000 of those coming from semi-trucks (see Figure 35). Although busy, this puts the traffic count at the bottom of the five municipalities studied for traffic counts prior to bypass (right below Roseville with a count of 4,300 – 5,300). Biggsville, unlike the other four municipalities, has little to no business located directly on the current highway. Thus the bypass should not be viewed as a major economic deterrent since traffic plays little effect on current businesses, with the exception of the lone gas station that sits on Highway 34. This could also highlight why sales tax revenue is so sporadic on a yearly basis. The major reason for bypassing Biggsville, which will be covered to a greater extent in the coordination activities section, was lack of safety at the intersection of Highway 34 and 1500 E, which school employees and children use to get to West Central High School. This is why the 5 mile expansion received funding first, even though it is in the middle of the project, leaving around 18 miles still unfunded between both sides.



Figure 37 – Pre-bypass 2012 Traffic Counts for Biggsville

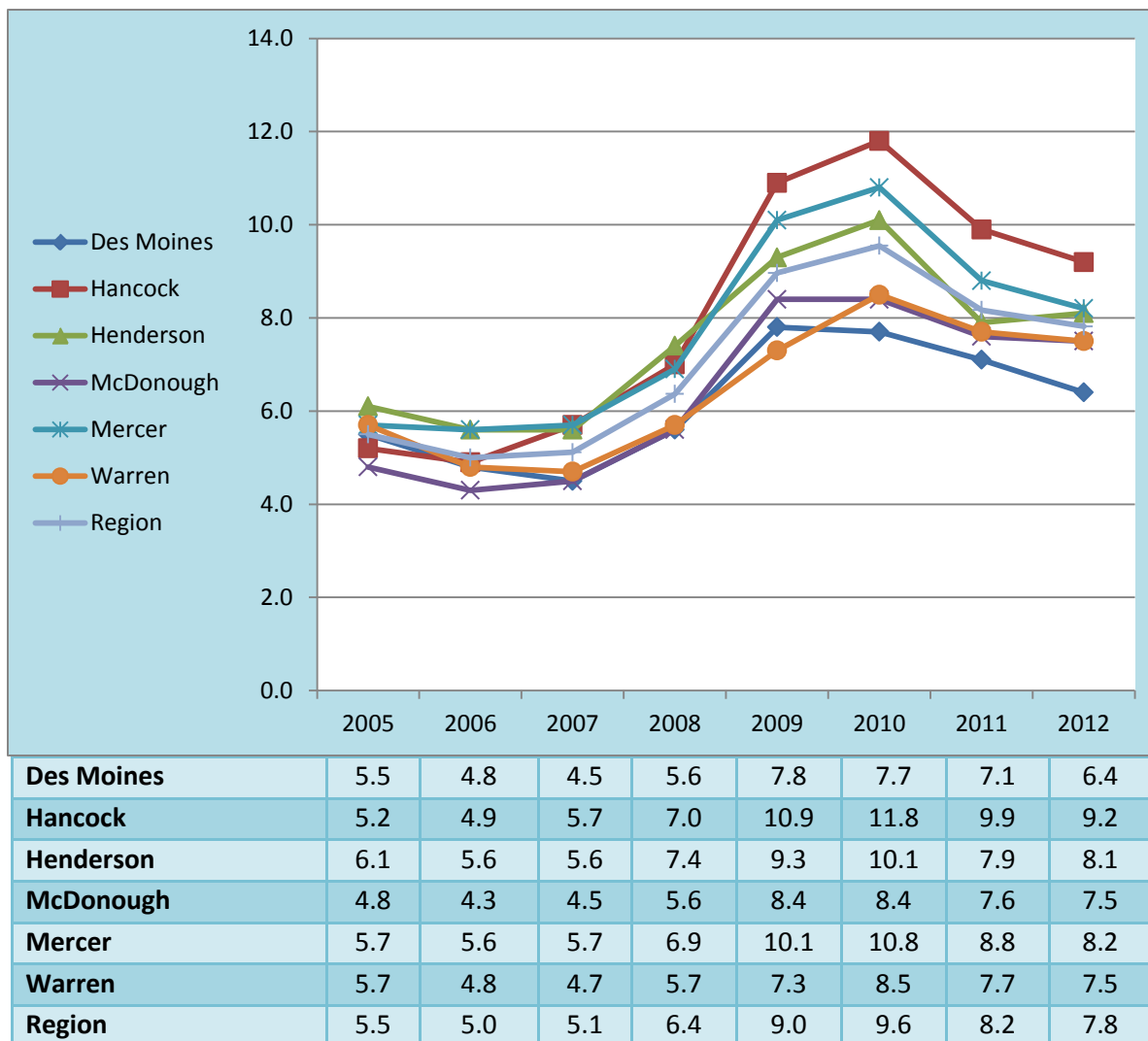


Unemployment

Henderson County currently sits in the middle of the region for unemployment. With 8.1% unemployment for 2012, it is slightly ahead of its northern neighbor Mercer County, with unemployment of 8.2%. Due to the recession that began in 2008, counties in the region have seen a large increase in unemployment, ranging from .9% increase in Des Moines County to a 4% increase in Hancock County during the period from 2005 to 2012. In the past two years, unemployment rates have begun to slowly decrease throughout the country. Henderson County has seen a 2% increase in unemployment from 2005 to 2012 with rates lower than 2010, which saw an eight year high of 10.1% unemployment. Unemployment rates from 2006 to 2010 in the county saw a 4.4% increase during those four years. Henderson County has experienced significantly better employment opportunities in the past two years than during that four year period. However, due to lower housing values than the state average, lower income per capita than the state average and a decreasing population throughout the region as well as locally, a continued decrease in unemployment in Henderson County should be viewed with skepticism. The new four lane highway currently in development could help alleviate some unemployment if developers enter the area.



Figure 38 – Eight Year Unemployment Statistics for Henderson County and Surrounding Region



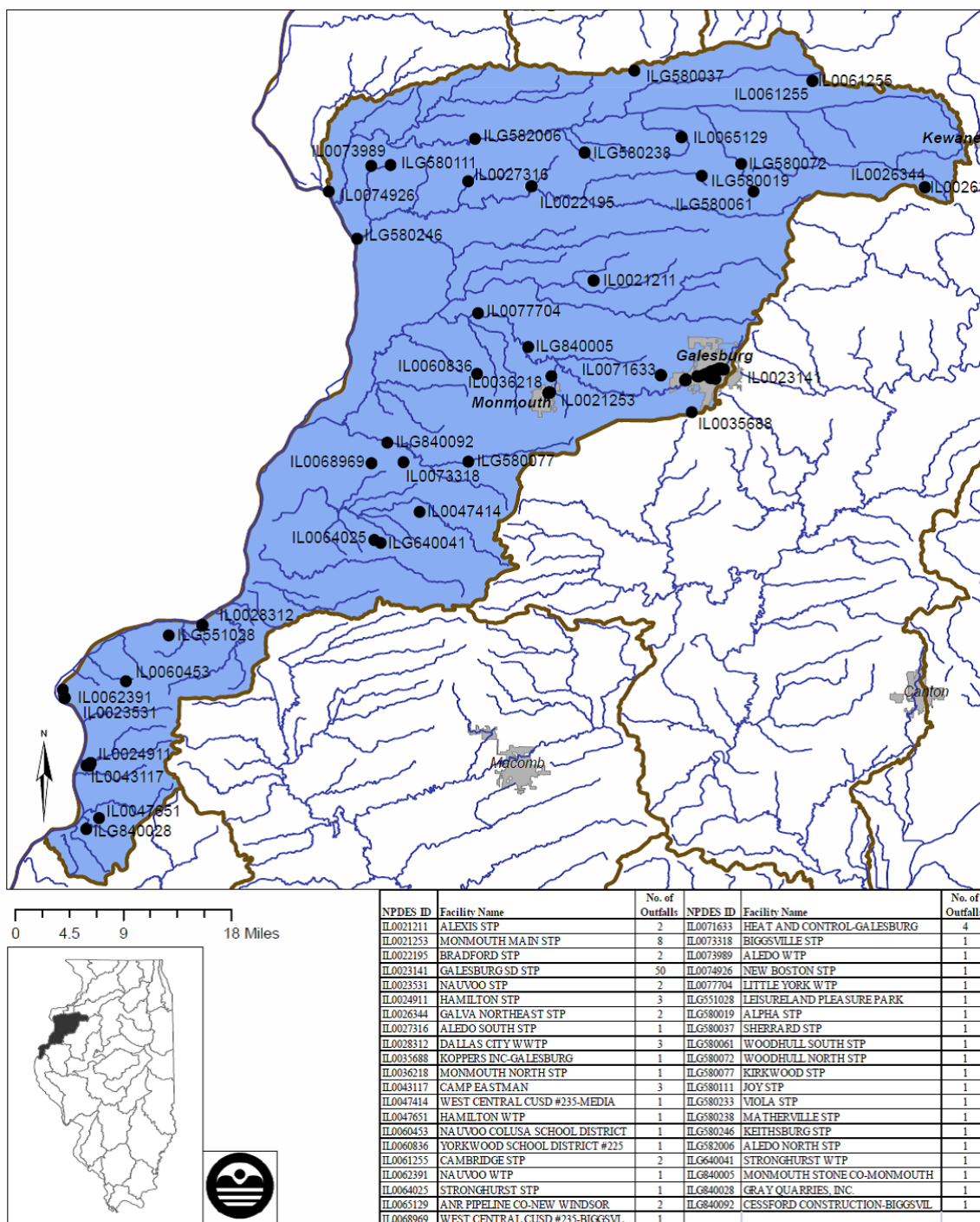
Source: Illinois Department of Employment Security and Iowa Workforce Development

c. Environmental Resources

Biggsville is in the Mississippi North Central River Watershed and South Henderson Creek runs from the western side of Biggsville, making its way around the village, until breaking east on the south east village tip. It is in this creek that the Village of Biggsville has its permit for discharge for its sewage treatment plant. South Henderson Creek begins in Knox County west of Wataga. It is a tributary of the Henderson River which is a tributary of the Mississippi River. According to the Illinois EPA, the South Henderson Creek fully supports aquatic life but all other designations have yet to be assessed as of 2012. The Henderson River also fully supports aquatic life but according to the Illinois EPA, specific assessment information for streams from 2012, it fails to meet its physical contact assessment due to fecal coliform from an unknown source. The map below shows the Mississippi North Central River Watershed with all the NPDES facilities within the watershed. Biggsville's ID is IL073318 on the South Henderson Creek.



Figure 39 – Mississippi North Central River Watershed



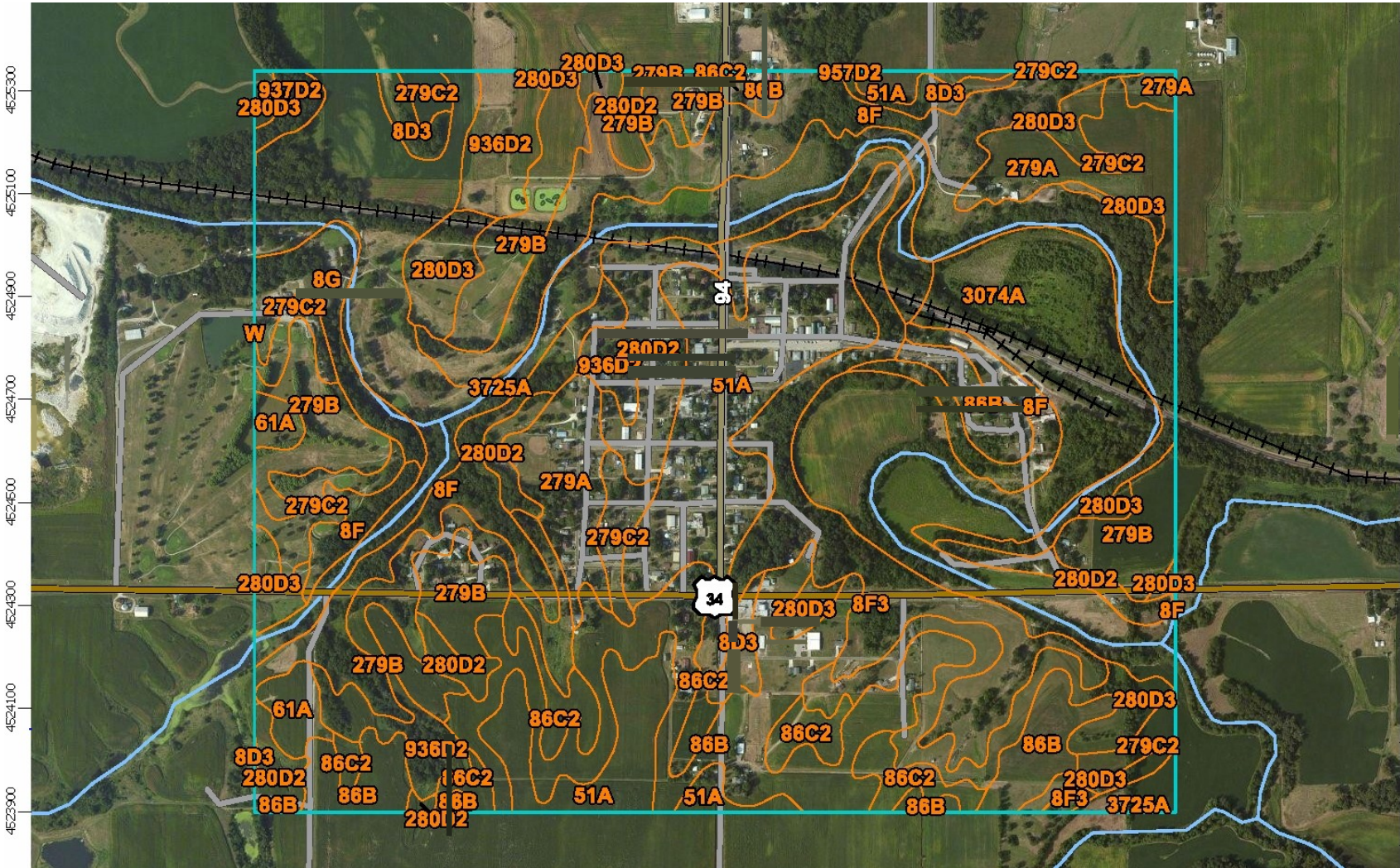
Source: Illinois Environmental Protection Agency, NPDES Facilities in Illinois, September 2009



Local wildlife in the area of Biggsville is similar to wildlife found throughout western Illinois and to not be redundant will not be covered in great length again. In terms of habitat, soybean and corn fields create ample food sources for species that thrive on these food sources. Biggsville does have a substantial amount of woodland habitat for buffer zones along the South Henderson Creek.

The soil report for the area around Biggsville is displayed on the following pages. The area of interest for Biggsville was 641.6 acres. There are seven soil types that make up 93.5% of the area of interest (AOI). Consisting of 23% of the AOI is the soil classification of Hickory with a designated use of forest or pasture land, highlighting the increased woodland habitat found around Biggsville. The USDA soil classification of Rozetta is the second most common in the area with 14.8% of the region. Its designated use is for cultivated crops but sparsely used for pastureland. Osco soil is third in the AOI with 13.8% of the acres falling under this classification. Osco is commonly used for growing corn, soybeans, small grains, and hay. The next two soil types are frequently flooded so tend to be used as pastureland or left fallow. They consist of Otter-Lawson soils making up 11% of the AOI and Radford soils consisting of 10.9% of the AOI. Muscatune is the seventh major soil type in the area and is primarily used for crop cultivation. Of the 641.6 acres in the area of interest, 29.7%, or 190.9 acres, are classified as eroded to severely eroded.

Biggsville Soil Map



Source: USDA Web Soil Survey



Soil Map Legend

Henderson County, Illinois (IL071)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
8D3	Hickory clay loam, 10 to 18 percent slopes, severely eroded	9.2	1.4%
8F	Hickory silt loam, 18 to 35 percent slopes	88.0	13.7%
8F3	Hickory clay loam, 18 to 35 percent slopes, severely eroded	40.0	6.2%
8G	Hickory silt loam, 35 to 60 percent slopes	10.9	1.7%
51A	Muscatune silt loam, 0 to 2 percent slopes	61.2	9.5%
61A	Atterberry silt loam, 0 to 2 percent slopes	6.8	1.1%
86B	Oscos silt loam, 2 to 5 percent slopes	68.5	10.7%
86C2	Oscos silt loam, 5 to 10 percent slopes, eroded	20.2	3.1%
279A	Rozetta silt loam, 0 to 2 percent slopes	28.5	4.4%
279B	Rozetta silt loam, 2 to 5 percent slopes	46.7	7.3%
279C2	Rozetta silt loam, 5 to 10 percent slopes, eroded	20.2	3.1%
280D2	Fayette silt loam, 10 to 18 percent slopes, eroded	29.0	4.5%
280D3	Fayette silty clay loam, 10 to 18 percent slopes, severely eroded	38.8	6.0%
936D2	Fayette-Hickory silt loams, 10 to 18 percent slopes, eroded	30.9	4.8%
937D2	Seaton-Hickory silt loams, 10 to 18 percent slopes, eroded	2.6	0.4%
957D2	Elco-Atlas silt loams, 10 to 18 percent slopes, eroded	0.0	0.0%
3074A	Radford silt loam, 0 to 2 percent slopes, frequently flooded	69.9	10.9%
3725A	Otter-Lawson silt loams, 0 to 2 percent slopes, frequently flooded	70.4	11.0%
W	Water	0.0	0.0%
Totals for Area of Interest		641.6	100.0%

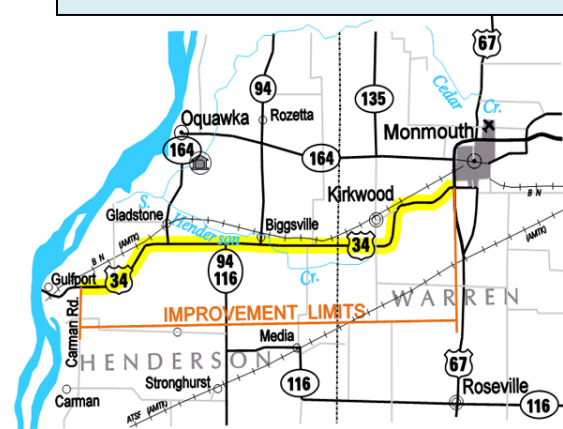
Table 12 - Soil Types Found in the Area of Interest within Surrounding Region of the Village of Biggsville



d. Former Corridor Study Synopsis and Design Considerations

The improvements to US Highway 34 are part of Illinois' plan of improving the 26.2 miles of two lane highway that runs from the Great River Bridge over the Mississippi River to US 67 just south of Monmouth. In total, the project is estimated to cost around \$361 million which includes expenditures on the Great River Bridge. This was the first step completed in 1994 for a total cost of \$57 million by widening the bridge from two to four lanes. In 1999, the stretch of US 34 from the Great River Bridge to Carman Road in Gulfport was completed for \$7.3 million dollars. With construction beginning in May 2013, the 4.7 mile stretch from TR 111 to TR 190 east of Biggsville, with total funding at \$75 million, is the next phase of the proposed plan. This leaves 19.3 miles of Highway 34 improvements currently unfunded.

Figure 40 –Proposed US 34 Improvements



Source: www.dot.il.gov/us34

Although not originally tied to the expansion of US Highway 34 in Illinois, in 2007, a group of Iowa planning organizations released the Trans-Iowa/Illinois Freight Corridor Study focusing on alleviating traffic on the interstate 74 and 80 corridors. The study concluded that a fully upgraded four lane from Galesburg, IL to Des Moines, IA “will offer a feasible freight alternative to the Interstate 74 and Interstate 80 Corridor (pg.2)”. Additionally, IDOT currently operates a website with an overview of the project at www.dot.il.gov/us34/index.html.

e. Coordination Activities

Coordination has been extensive on the Highway 34 improvements. Highway 34 became an area of focus in 1990 when Charlie McChesney started a bi-state coalition of travelers, governments, economic development groups, chambers of commerce, individuals, and businesses to form the Highway 34 Coalition. The Highway 34 Coalition was formed with the mission to advocate for the completion of four lane improvements along Highway 34 to form an expressway that would provide a safe and reliable transportation corridor connecting the region to the global economy. Throughout its 23 years of existence, the Coalition has maintained that goal, including having maintained a website at www.highway34.us and actively pushing for action.

While economic advantages have always been a part of the Highway 34 Coalition's mission, safety makes up another large part of the reasoning behind the improvements. In 2007, with the death of Melissa Salcedo-Munoz at the age of 34, the highway coalition was joined by a group of students who formed the 34 Voices group as a result of the accident and the subsequent safety concern. 34 Voices are students from the West Central High School who lobby politicians and citizens about the dangers of Highway 34. According to key speakers at the groundbreaking ceremony held on June 22nd, both groups played a large part in obtaining funding for the 4.7 miles of highway under construction. According to the Highway 34 Coalition, from 2009-2011, there were 203 crashes with 1 fatality and 104 injuries that occurred on the segment of 34 between the Mississippi River and Monmouth.



f. Public Meeting Input

The Biggsville public meeting was held on July 8, 2013 at 6:30 pm in the Community Building on E. Main Street. In total, 19 members of the community attended the meeting. The meeting consisted of a short 15 to 20 minute power point presentation on the socioeconomic statistics in Biggsville and an overview of the corridor study, a 20 minute informal focus group session, and an overall group discussion of the 34 bypass and its anticipated effects on the village. The main discussion points were as follows:

- Want to make sure they have the appropriate signage and lighting
- Fearful that these decisions have already been made for the placement of lights, signage, etc. Who to talk to—IDOT, legislators—in order to make changes and have voices/concerns heard?
- Concern for speed of persons coming off the highway and not making adjustments downward could increase accidents and safety concerns
- Biggsville needs private investment and a farmer who is willing to give up property in order to allow for business expansion possibilities around the interchange and community
- Small towns such as Biggsville don't have the dollars to do economic development and business expansion
- Attitudes could negatively impact the community; look for opportunities such as getting a private developer to build a residential community; consider Biggsville to be a possible bedroom community of Burlington.

g. Survey Results

Question	% Answering Yes/Positive/Increase	% Answering No/Negative/Decrease	% Answering No Opinion or Don't Know
How many years have you been a resident of Biggsville?	2-5 Years: 1, 10+ Years: 10, and Non-residents: 8		
Where do you work?	In Biggsville - 6, Within 2 to 10 miles - 3, Within 11-25 miles - 1, Greater than 25 miles - 4, Retired or Unemployed - 4		
Have you attended any planning meetings specifically pertaining to the US Highway 34 bypass around Biggsville?	33.33%	66.67%	0.00%
Do you support the US Highway 34 bypass for Biggsville?	73.68%	0.00%	26.32%
How do you feel the bypass will affect Biggsville?	42.11%	26.32%	31.58%
Please describe why you think the bypass will have this type of an effect on Biggsville?	• Simple. If there is no traffic in the town, it will hurt our existing businesses	• Increases safety, facilitates flow of traffic	• Can pass at 65 mph

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Question	% Answering Yes/Positive/Increase	% Answering No/Negative/Decrease	% Answering No Opinion or Don't Know
	• Growth - housing dev., restaurant business	• Negative impact on local businesses along current highway	• Opportunities for economic and community development efforts
	• It should stimulate economic activity	• Safety, opportunities for business development, business corridor development	• No one will stop in Biggsville except for specific business
	• My brother owns gas station store at JCT 34 and 94; we lose non-local traffic est. 25% loss		
Should the US Highway 34 interchange become the focal point for new development near Biggsville?	83.33%	0.00%	16.67%
Do you feel that economic development opportunities will increase in Biggsville as a result of the bypass?	50.00%	27.78%	27.78%
If yes to question 7, what type of development would you like to see occur as a result of the bypass?	• Housing, business	• Truck stop with food	• Light industrial, job creating; thereby helping to repopulate village; thereby increasing retail opportunities
	• Larger fuel station	• Services for vehicles, travelers/improve downtown	• Restaurant and bar
	• Housing	• They should have a large truck stop right off the exit	
In your opinion, should Biggsville annex land either around interchange or linearly along the highway?	57.89%	5.26%	36.84%
Do you feel the US Highway 34 improvements will make it safer for traffic traveling to and from schools and in particular, West Central High School?	84.21%	5.56%	5.56%
Do you feel the bypass will increase or decrease road safety for Biggsville?	77.78%	5.56%	16.67%

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Question	% Answering Yes/Positive/Increase	% Answering No/Negative/Decrease	% Answering No Opinion or Don't Know
In your opinion, would the community have been better served if the new highway improvements were directly through Biggsville instead of around it?	11.76%	76.47%	11.76%
Regarding future road improvement projects, do you believe IDOT should continue to build bypasses around cities and villages?	72.22%	0.00%	27.78%
In your opinion, could the process or design of the bypass be improved upon compared to what is planned for Biggsville?	11.76%	41.18%	47.06%
If answered yes, please indicate what your suggestion for that improvement would have been.	Enterprise zones should have been key to planning (at local level) future.	No comment	
What do you feel the effect on the agricultural industry in and around Biggsville will be after the bypass is constructed?	35.29%	17.65%	47.06%
Do you feel the bypass will result in the loss of wildlife or green space in and around Biggsville?	23.53%	58.82%	17.65%
Do you feel the bypass will increase trash and pollution in the area?	11.11%	83.33%	5.56%
Do you feel it is important to complete the four lanes between Monmouth and Carman Road?	88.89%	0.00%	11.11%
Do you own or operate a business in Biggsville?	27.78%	72.22%	
What type of business do you own/operate?	2- Retail	1-Gas	1-Tourism
How long have you owned/operated this business in Biggsville?	Less than one year: 1, 2-5 years: 2, 6 - 10 years: 1 11+ years: 1		
How do you feel the bypass will impact your business?	0.00%	60.00%	40.00%
Is your business doing anything specific to prepare for the bypass? If so, what?	Looking at moving and getting signage on current road	Checking on a signature location on bypass and cost for moving	
How do you feel the bypass will impact businesses in Biggsville?	22.22%	33.33%	44.44%

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Question	% Answering Yes/Positive/Increase	% Answering No/Negative/Decrease	% Answering No Opinion or Don't Know
What improvements, if any, do you feel are needed to enhance the business environment after the bypass is constructed?	• Signage on 34, aesthetically pleasing entrance to the community	• Signage and lighting provisions to help steer people to us	• Signage
	• New restaurant	• A plan with community input	• Make the land on each side of the road a part of Biggsville
	• Enterprise zones, housing development and appropriate village annexations		

Most respondents supported the bypass of Biggsville, with 74% answering yes and 72% believing IDOT should continue to bypass communities in the future. On the issue of safety, most surveyed felt the bypass would make the road safer; with 84% answering safety would improve to the question on how they felt the highway improvements would affect traffic safety coming to and from West Central High School. Additionally, 84% felt safety would increase as result of the highway improvements for the community of Biggsville as a whole. 83% of respondents felt that the new highway should be the key for future development in the area but only 50% thought economic opportunities would increase as result of these improvements. Finally, a majority of those surveyed had negative responses to a couple questions. When asked how the agricultural industry would be affected by the bypass, 59% felt it would be negatively affected by the bypass. On the question of how will the businesses in Biggsville be impacted by the bypass, 44% had no response, 33% felt negatively, and 22% felt it would have a positive impact on current businesses.

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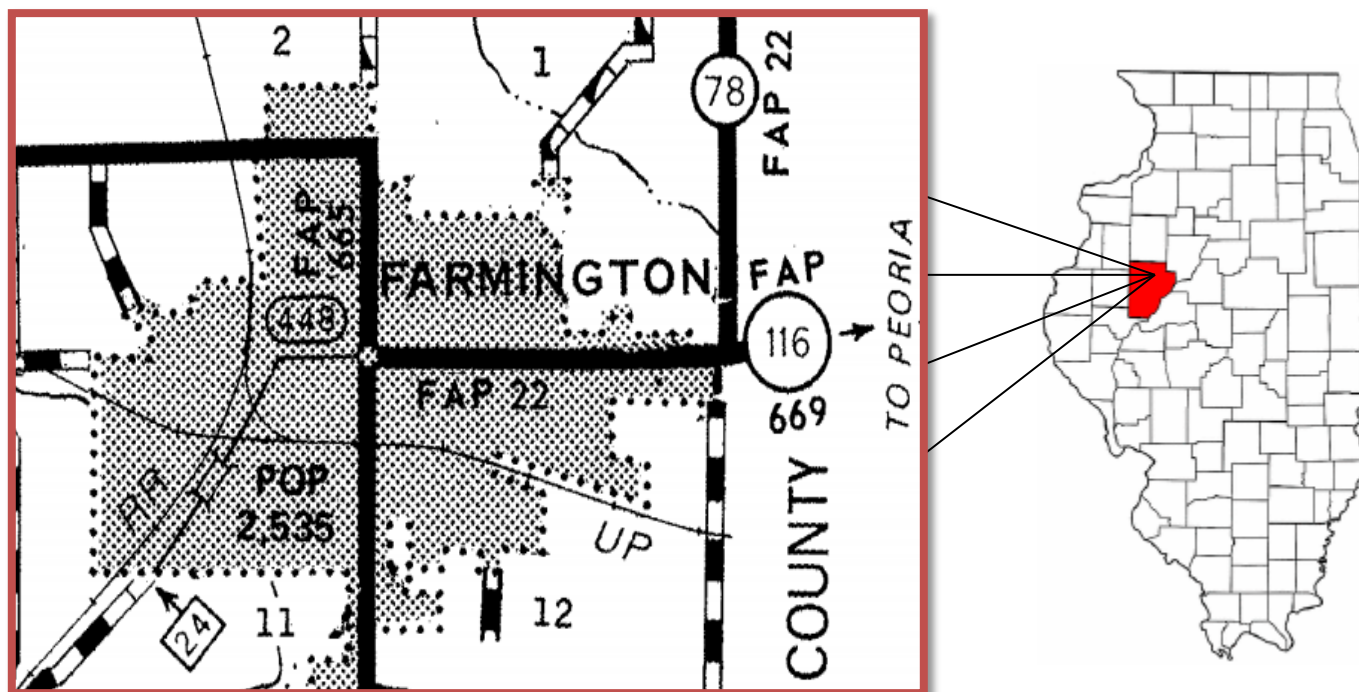
Biggsville Elected Officials Survey

Title	Elected Official #1	Elected Official #2	Elected Official #3
What was your initial impression of the bypass proposal?	Positive	Initially negative	Good safety measure
What has been your level of involvement in the bypass planning process?	Very little	None	No
What are the main goals you wish to be accomplished in the construction of the bypass?	Improve traffic flow around Biggsville	Safer travel	Get a 24 hour truck stop with a restaurant
Are you concerned with any possible negative impacts of the bypass?	No	Yes, gas station in town losing business	People will not pass through town so the only people contributing to the economy are locals
Please list any positive impacts you anticipate when the bypass project is complete and what actions are planned?	As of now, no action is being considered	None	Hopefully less accidents on the highway
In what ways do you feel Biggsville will benefit from the bypass?	Less noisy	Not for sure	Less highway danger
In what ways do you feel Biggsville will be negatively affected by the bypass?	Concern on traffic through town on Highway 94	None	Less traffic by business
Do you foresee any new businesses that will be a result of the new bypass being built?	Gas station	Possibly	I hope to see a truck stop



5.2 Farmington

Founded in 1827, the City of Farmington is located in the far northeast corner of Fulton County. The city is situated north of Canton and Lewistown, to the east of Galesburg and Macomb and 22 miles west of Peoria. The public school system, Farmington Central Community Unit School District #265 which includes Farmington Central High School, sits on the southeast edge of the city.



This area was first inhabited by Indians of the Potawatomi tribe. Today, Farmington still has many homes remaining that were safe houses before and during the Civil War era. In the early 1900s, Farmington was settled by many Italian immigrants.

The main roadway currently serving Farmington is Illinois Route 116 which connects the city with Roseville and U.S. 67, a four-lane to the west and Peoria to the east. Illinois Route 116 is used daily by many residents to travel to the east and west to their places of employment as well as a connector route for trucks to move from U.S. 67 to Interstate 74 and the Peoria region. Farmington is also served by State Highway 78 which connects Canton to the south and Interstate 74 eight miles to the north. If IDOT's proposed 336 corridor from Macomb to Peoria is constructed, the town would be bypassed to the south by the new four-lane expressway.

a. Demographic Profile

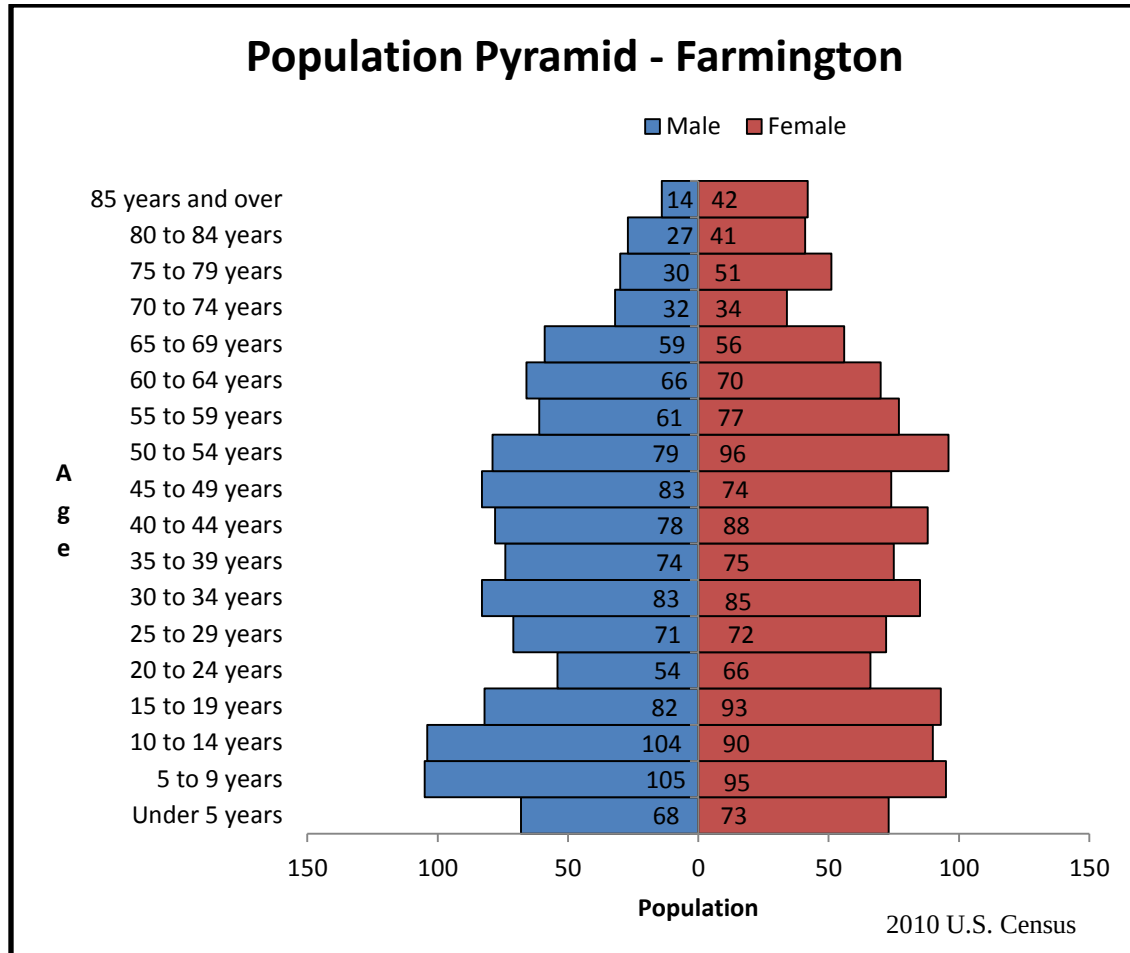
Population

According to the 2010 Census Farmington has a population of 2,448. Current populations by sex are a makeup of 52.2% female and 47.8% male. Figure 37 shows the population breakdown by age and sex among Farmington residents with the largest group of the population being in the 5 to 14 age



category. Compared with other communities in the region, Farmington seems to have younger populations far exceeding the higher age groups.

Figure 41 – Breakdown of the Population of Farmington, IL by Sex and Age Group



Since 1980 population counts in Farmington have seen an overall decline which has been the trend for all the communities in this study and the overall rural region. Farmington did see a 2.6% population increase from 1990 to 2000, however dropped 6.3% in 2010. Farmington saw its biggest population decline from 1980 to 1990 when it lost 583 persons. According to future population trends, Farmington is projected to continue decreasing slightly in population.

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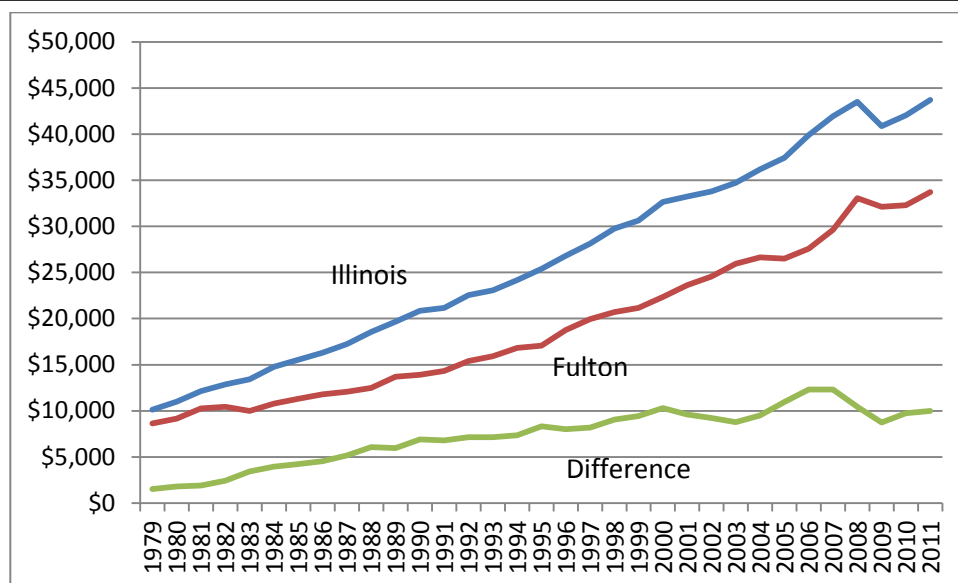
Demographic Trend	Region	Fulton	Farmington	
1980-2023				
	1980	525,105	43,687	3,118
	1990	478,184	38,080	2,535
	2000	480,878	38,250	2,601
	2010	486,415	37,069	2,448
	2013	487,176	37,143	2,471
	2018	490,009	36,521	2,390
	2023	492,172	36,219	2,360

Table 13 – Population in the Region, Fulton County, and Farmington from 1980 to 2010. 2013-2023 are projections based on data from previous US Census years. *Source: US Census 1980, 1990, 2000, and 2010. Region includes Fulton, Knox, McDonough, Mason, Peoria, Tazewell, and Warren counties.*

Income and Poverty

Fulton County for the year 2011 had a per capita income of \$33,723, ranking 70th of the 102 counties in the state. Since 1979, income levels for both Fulton County and the State of Illinois have continued to rise. Figure 38 shows this comparison and while for many years the state average was rising at a faster rate than the county, in recent years the trend reversed allowing Fulton County to close some of the gap. However, the county per capita income still falls short of the state average by nearly \$10,000. Income for the City of Farmington seems to be slightly better than the county overall with the current median household income in Farmington at \$35,893 and the median family income at \$49,167; however, this still falls 25% below the state median of \$69,658.

Figure 42 – Per Capita Personal Income for Fulton County and the State of Illinois 1979 - 2011



Source: Bureau of Economic Analysis



The table below depicts Farmington poverty levels compared to the State and U.S. averages. According to 2010 estimates, 9.8% of families in Farmington are currently below the poverty level. This shows that families in Farmington below the poverty line have more than doubled since 2000 when it was at 4.2%. Overall, 7% of Farmington's entire population is below the poverty line.

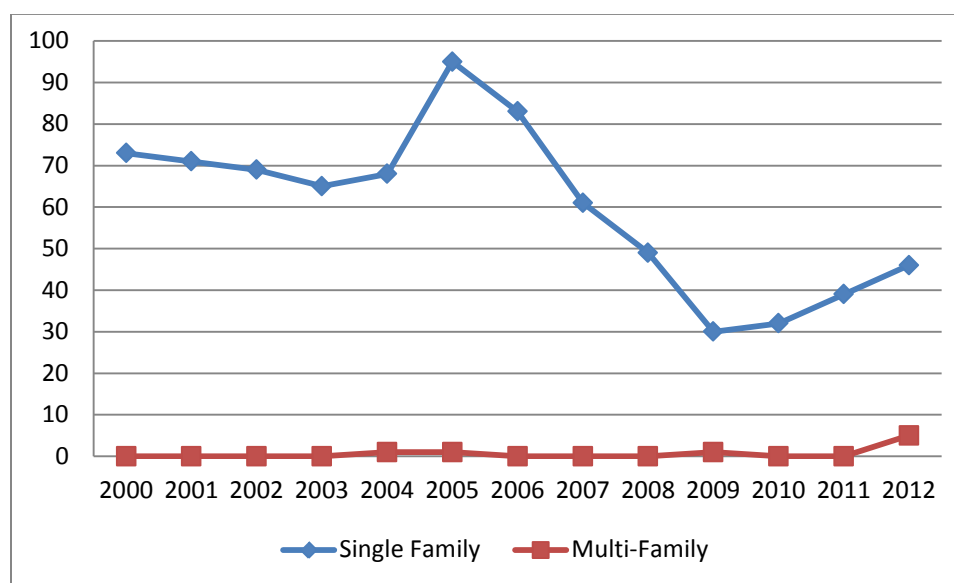
Year	% of Families below Poverty Level (Farmington)	% of Families below Poverty Level (Illinois State)	% of Families below Poverty Level (U.S. Average)
1980	N/A	8.40%	11.50%
1990	N/A	9.00%	12.00%
2000	4.2%	7.80%	9.60%
2010	9.8%	13.1%*	14.3%*

Table 14 – Poverty Levels of Farmington, Illinois State Average, and the National Average for 1980 thru 2010. *American Community Survey 5 year estimates

Housing

According to the 2010 Census the number of occupied housing units in Farmington was 994 out of a total of 1,098 total available units. Since 2000, Fulton County has issued 781 single family building permits. According to Figure 39 the amount issued fell from its highest amount of 95 in 2005 to the lowest in 2009 of 30. The trend in the past four years is on a path of slow continued rise. The average household size was 2.46 and average family size consisted of 3.05 persons. The median home value in Farmington according to the latest 5 year estimates is \$97,800 and the median rent is \$515 a month.

Figure 43 – Residential Building Permits Issued in Fulton County from 2000-2012



Source: US Census Bureau, Building Permits Issued

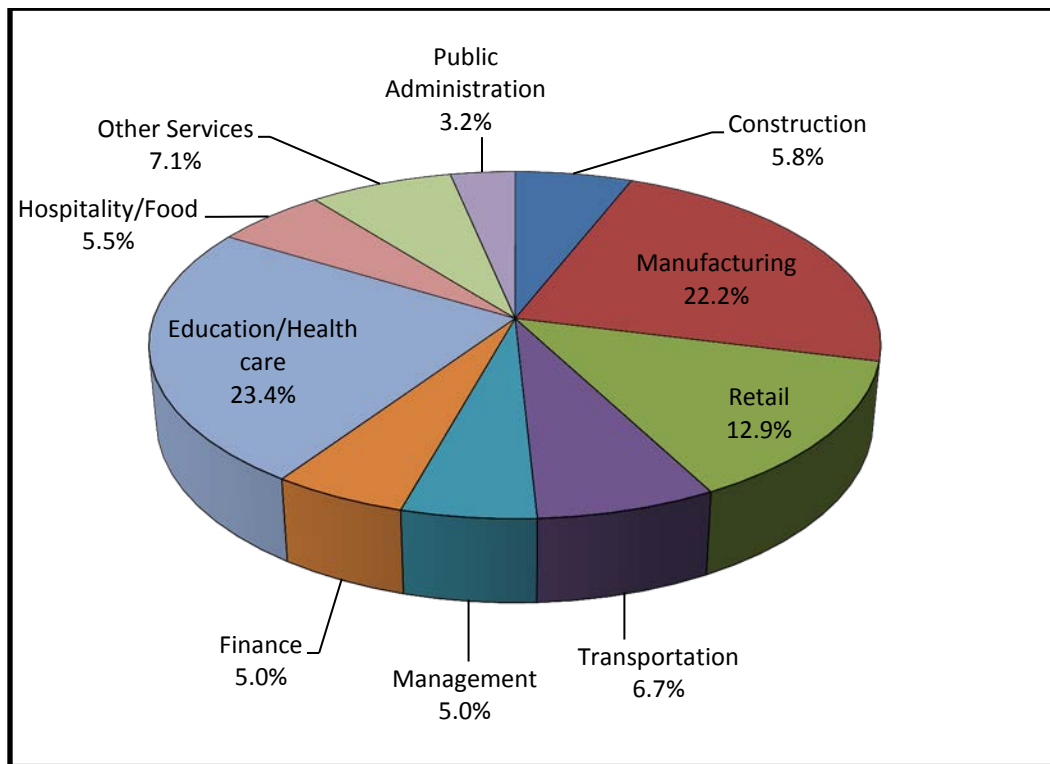


b. Economic Profile

Business by Sector

Farmington is the second largest city in the corridor study. Many consider Farmington a bedroom community to the greater Peoria area due to the fact that most of its residents travel to work in Peoria because of the greater availability of jobs. The major employers in Farmington in order from largest to smallest number of employees include The Farmington Central Community Unit School District #265 (190), County Market grocery store (90) and the Farmington Country Manor nursing home (85). Farmington has also been the home to a local food manufacturer since 1976, Kitchen Cooked Chips, employing 45 persons.

Figure 44 – Major Business Sectors within Farmington as Determined by Largest Employers



Source: American Community Survey Five Year Estimates, U.S. Census

The pie chart above in Figure 40 shows the composition of the business sectors in Farmington where Education and Manufacturing make up the majority of employment in the community. Farmington also has three banks, a trucking transfer company and a local printing company which distributes the weekly Farmington Shopper. There are also several local restaurants, cafes and bars as well as two national chain food retailers. Farmington has a few service/gas stations within the city limits.

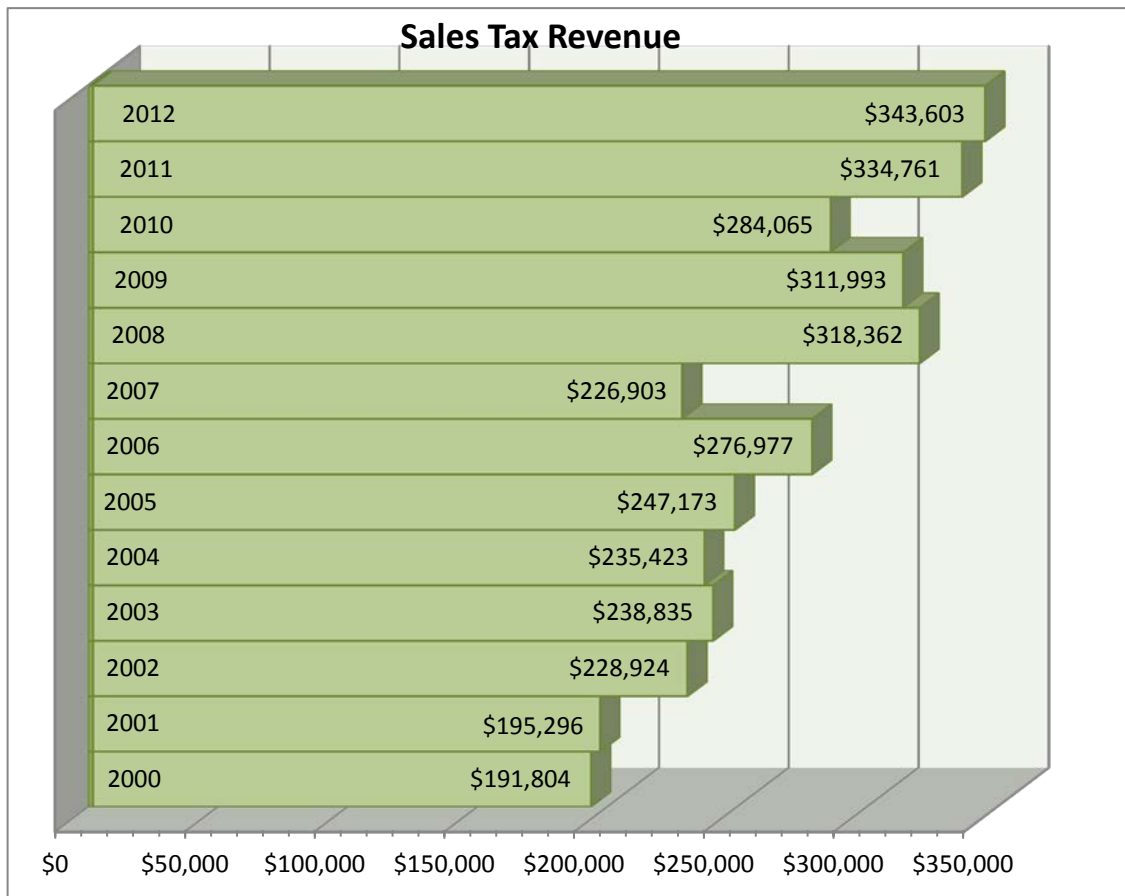
Farmington also has two airports within close proximity. The Canton Ingersoll Airport located 10 miles away offers on demand private charter and the Greater Peoria Regional Airport, 20 miles away, provides daily scheduled commercial flights.



Sales Tax

Since the year 2000, the City of Farmington has seen a gradual increase in sales tax revenue every year with the exception of three years where it dipped below the previous year. Overall the city has increased its sales tax revenue by 79% from 2000 to 2012, with the highest coming in 2012 with \$343,603 received. One factor that has yet to be determined in this study is the effect a bypass has on a community in relation to the sales tax income generated. Many factors can also sway these figures, such as a moderate downturn in the economy over the last few years, as well as businesses shutting down due to the economy and other unknown reasons.

Figure 45 – Sales Tax Revenue per Year Distributed to the City of Farmington



Source: Illinois Department of Revenue

Traffic Counts

The average daily traffic count for Farmington shows that Illinois Route 116 is one of the heaviest traveled roads in the study area with an average of 9,700 vehicles a day through the center of Farmington and 10,000 vehicles per day average near Peoria as shown in Figure 42. Part of this heavy traffic is due to the fact that according to the 2011 American Community Survey 5 Year Estimates, 60.7% of employed persons in Fulton County travel outside the county to work, particularly to the greater Peoria area. This number has continued to grow as seen by the 2000 Census which showed only 42% of the

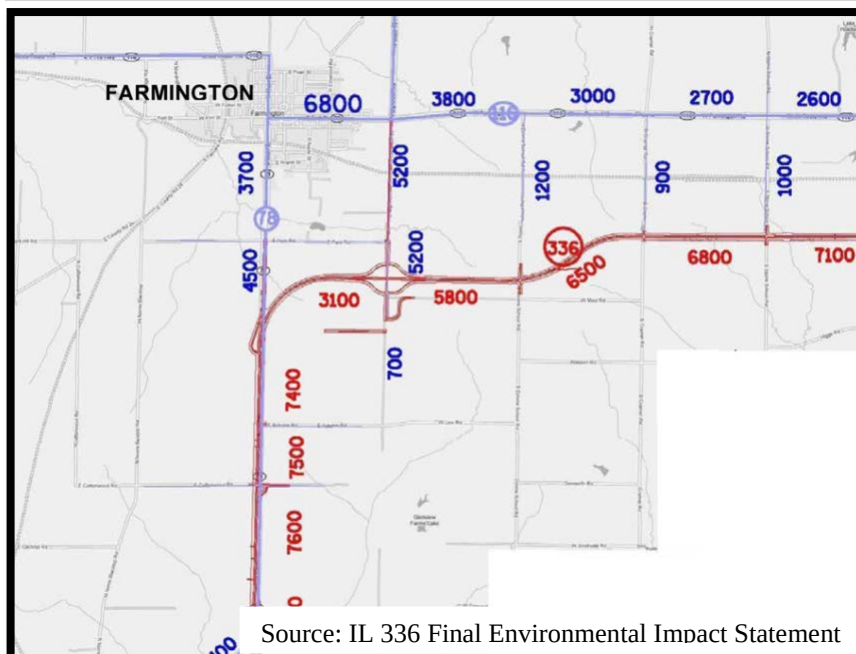


employed persons in Fulton County traveling outside the county for work. This is much higher than the state rate of around 22% of persons commuting outside of their county of residence for employment. Another reason Illinois Route 116 is a heavily traveled route is that many trucks use this corridor to transfer from U.S. 67 to Interstate 74 and the greater Peoria area. On average, Illinois Route 116 has 575 trucks a day through town.

Figure 46 – Current Farmington Annual Average Traffic Count (2013)



Figure 47 – Predicted Average Daily Traffic for 2035 with 336 Bypass



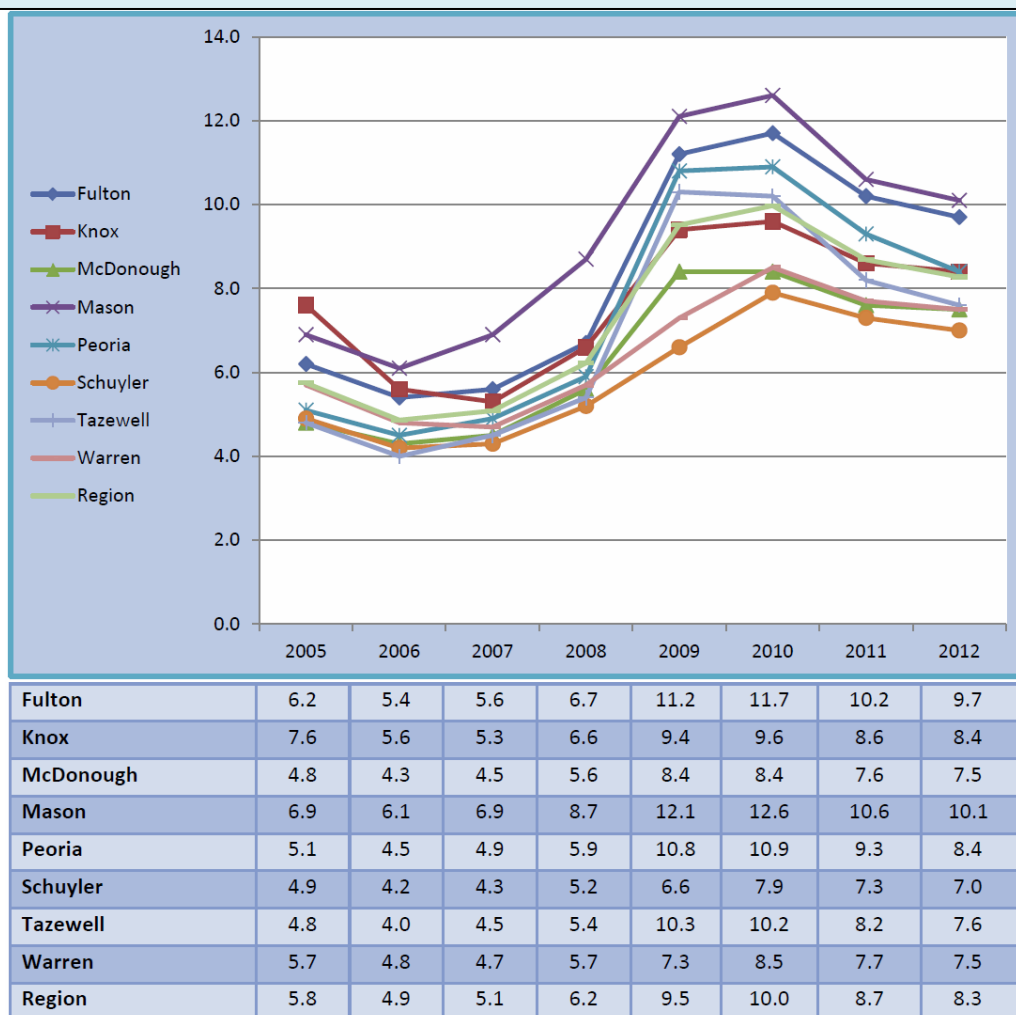


If the 336 corridor is completed and a bypass is put south of Farmington, IDOT has predicted that the traffic counts around the city in 2035 will resemble what is shown in Figure 43. In addition to increasing mobility and possible economic growth, the proposed 336 improvements could also increase the range of possible employment opportunities for Farmington residents allowing them quicker and more efficient routes to new job markets.

Unemployment

While Fulton County's unemployment rates have seen steep declines over the last 20 years, the main factor has been the decline of the labor force. In 1983, the International Harvester Plant in Canton closed and 2,000 manufacturing jobs were lost. This loss was followed by a loss of mining jobs and between 1980 and 2002, manufacturing employment in the county dropped 76%. Also during that same time period in Fulton County, 94% of the people who had worked in the mining industry lost their jobs. Currently the unemployment rate of Farmington is estimated at 10.1% according to 2011 5 Year Estimates, which is slightly higher than the state estimated unemployment rate of 9.3%.

Figure 48 – Eight Year Unemployment Statistics for Fulton County and Surrounding Region

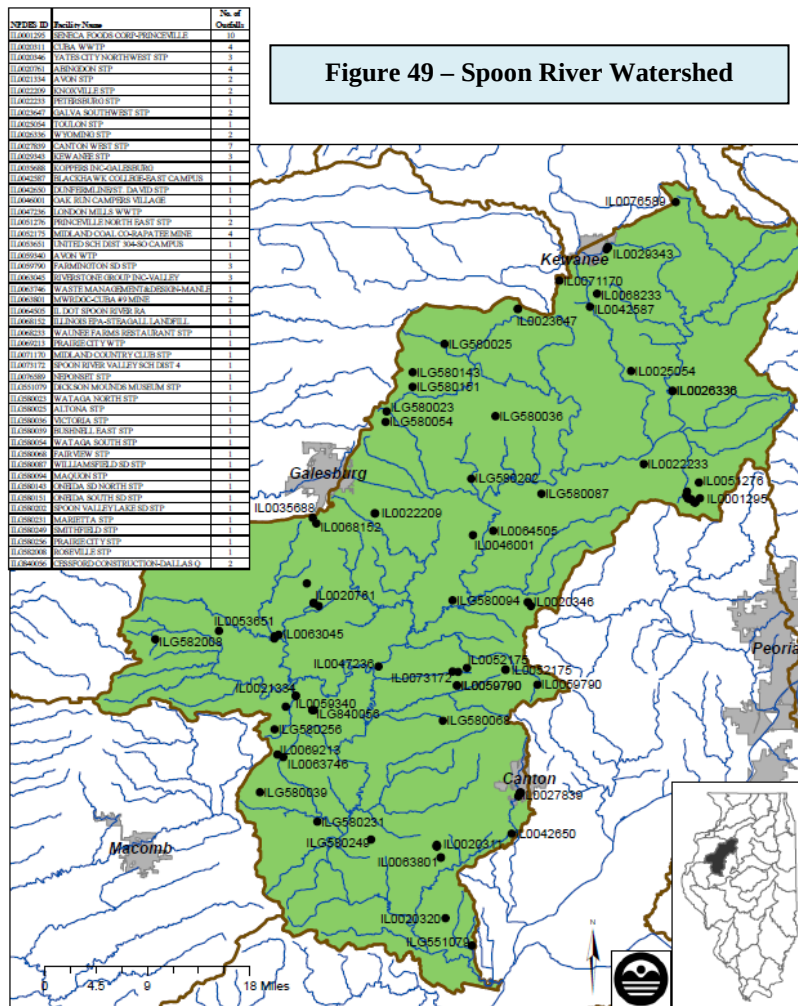


Source: Illinois Department of Employment Security



c. Environmental Resources

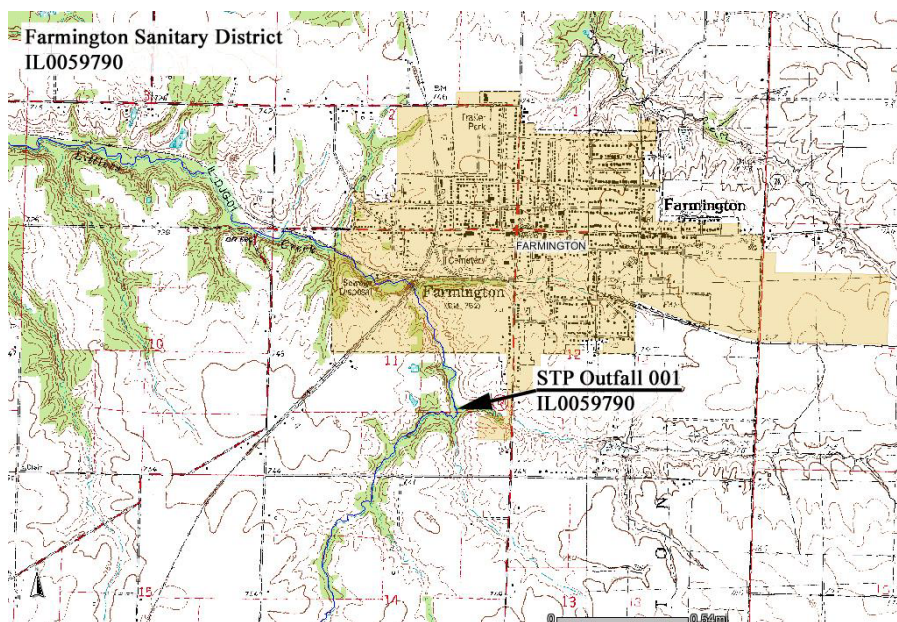
Farmington lies within the Spoon River watershed shown in Figure 45. The main stream carrying water away from the city is Littlers Creek along with several unnamed tributaries. The surrounding areas of Farmington are scattered with old strip mines that now serve as lakes filled with an abundance of bluegill, crappie, catfish and bass and offer recreation activities to people in the county. The wildlife is very similar to all the other counties in the study with deer, turkey and coyotes being the most prevalent. In between the strip mines are rolling hills and valleys with small amounts of hardwood timber covering the edges. Since its mining days, Farmington and surrounding areas have adapted the ground to be primarily used as agricultural cropland and pastures for grazing livestock.





point 100 yards downstream of the discharge has been determined to be unsuited to support primary contact activities (swimming) due to the physical, hydrologic or geographic configuration.

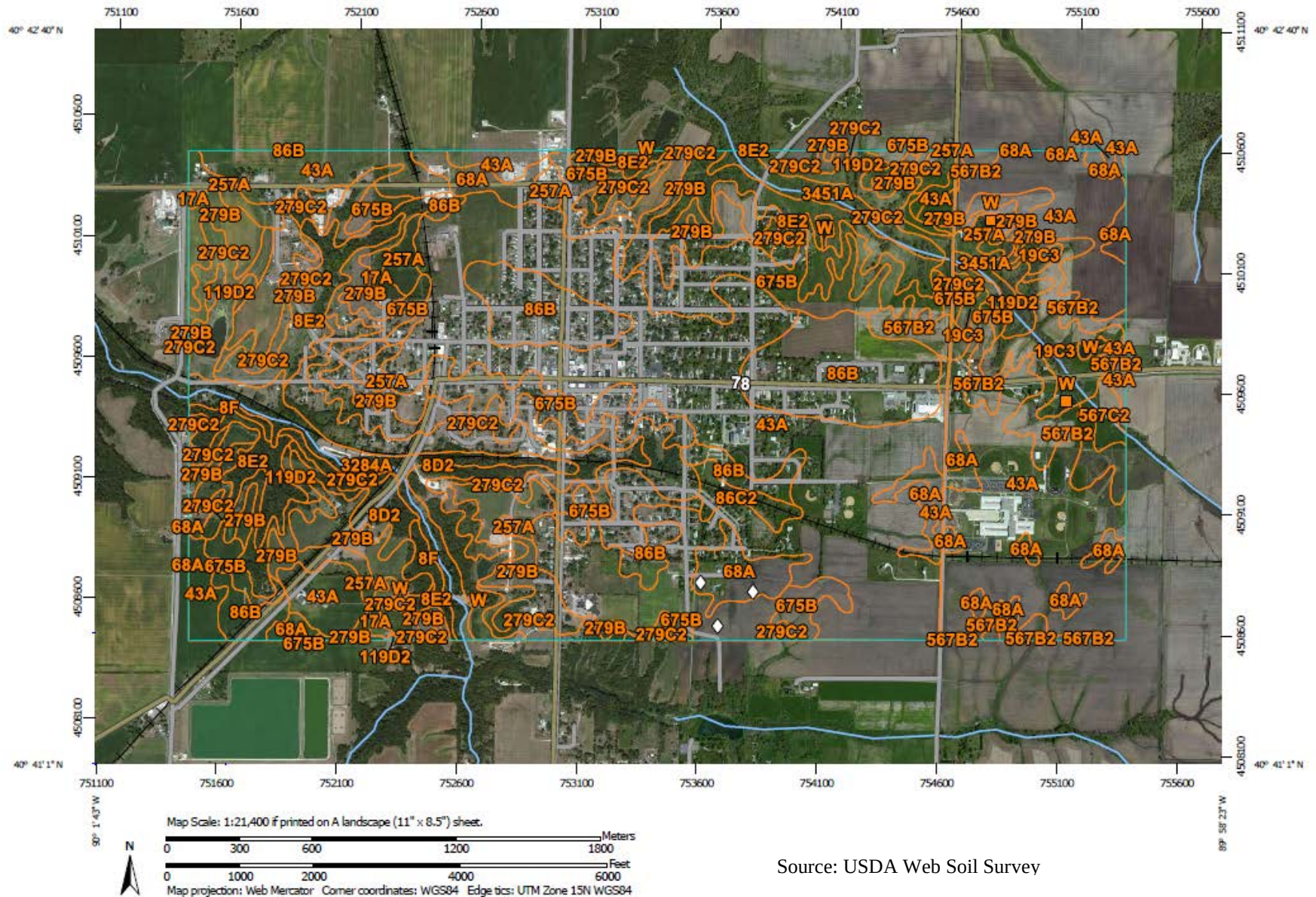
Figure 50 – Farmington Sewer Treatment



Source: Illinois Environmental Protection Agency, NPDES Facilities

The soil map of the Farmington area shows the locations of all the different soils that make up the area of interest around Farmington. According to Table 15, the most prevalent types of soil in the area of interest are Ipava silt loam (43A) which makes up 24.7% of the AOI and Rozetta silt loam (279B) making up 11.4%. The area of interest has less than 0.1% of water covering its surface, but just outside of the area in all directions, there is an abundance of strip mine lakes, many reaching significant depths.

Farmington Soil Map



Source: USDA Web Soil Survey



Soil Map Legend

Fulton County, Illinois (IL057)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
8D2	Hickory silt loam, 10 to 18 percent slopes, eroded	93.3	4.8%
8E2	Hickory loam, 18 to 25 percent slopes, eroded	89.0	4.5%
8F	Hickory silt loam, 25 to 35 percent slopes	16.3	0.8%
17A	Keomah silt loam, 0 to 2 percent slopes	8.8	0.4%
43A	Ipava silt loam, 0 to 2 percent slopes	484.4	24.7%
68A	Sable silty clay loam, 0 to 2 percent slopes	49.6	2.5%
86B	Osco silt loam, 2 to 5 percent slopes	145.0	7.4%
86C2	Osco silt loam, 5 to 10 percent slopes, eroded	11.4	0.6%
119D2	Elco silt loam, 10 to 18 percent slopes, eroded	33.0	1.7%
257A	Clarksdale silt loam, 0 to 2 percent slopes	41.8	2.1%
279B	Rozetta silt loam, 2 to 5 percent slopes	153.6	7.8%
279C2	Rozetta silt loam, 5 to 10 percent slopes, eroded	223.6	11.4%
567B2	Elkhart silty clay loam, 2 to 5 percent slopes, eroded	13.7	0.7%
630C3	Navlys silty clay loam, 5 to 10 percent slopes, severely eroded	4.4	0.2%
675B	Greenbush silt loam, 2 to 5 percent slopes	153.4	7.8%
3284A	Tice silty clay loam, 0 to 2 percent slopes, frequently flooded	46.6	2.4%
3451A	Lawson silt loam, 0 to 2 percent slopes, frequently flooded	19.4	1.0%
W	Water	2.6	0.1%
Subtotals for Soil Survey Area		1,589.8	81.0%
Totals for Area of Interest		1,963.3	100.0%

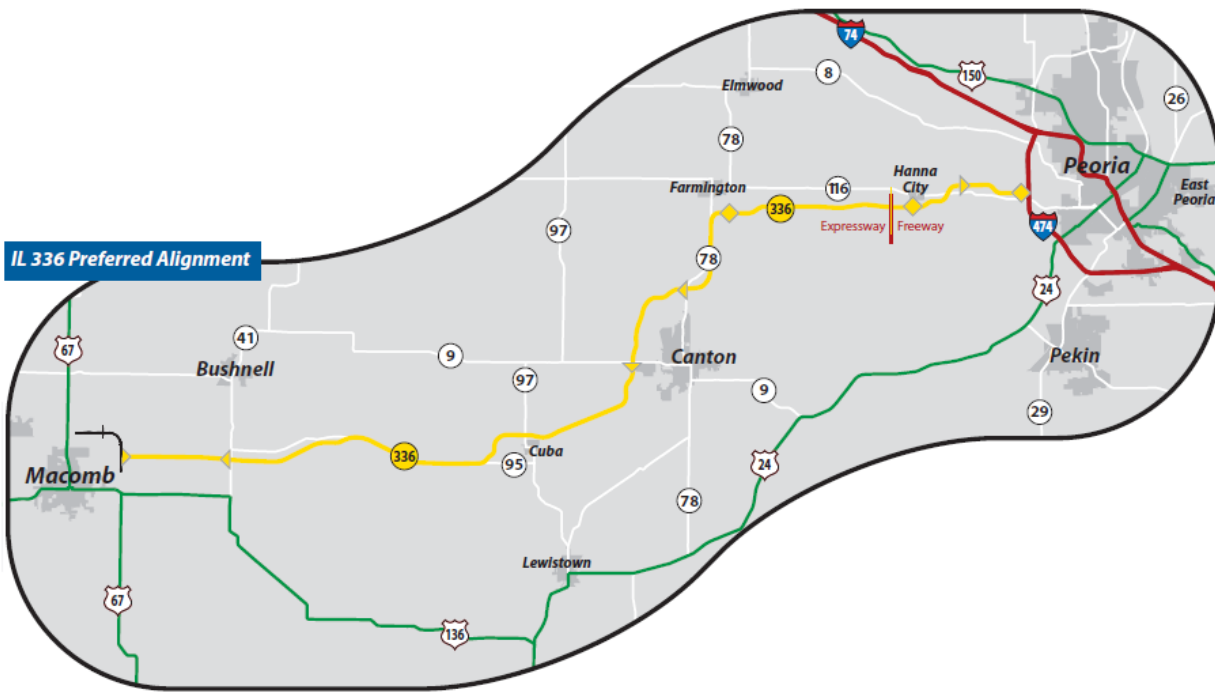
Table 15 - Soil Types Found within the Area of Interest within Surrounding Region of the City of Farmington



d. Former Corridor Study Synopsis and Design Considerations

In 1969, the State of Illinois passed legislation for major highway improvements statewide, which included a supplemental freeway, FA 407, from Peoria to Quincy. The next year, a corridor study was completed which included the area from Peoria to IL 61 near Tennessee in McDonough County. This study evaluated 3 possible corridors, in which the preferred one was selected. In the mid-1970s, a draft Environmental Impact Statement for the portion of the corridor from Peoria to Canton was started but was suspended in 1979. The FA 407 corridor was deemed a feasible route between Chicago and Kansas City by 3 studies done in 1968, 1974, and 1990.

Figure 51 – Proposed 336 Alignment of Macomb to Peoria



Source: www.peoriatomacomb.com

In 1998, the 336 corridor was brought to the forefront again when a group of concerned citizens, business people, and local government representatives formed the 336 Coalition to promote and study the construction of a four-lane highway from Peoria to Macomb. In 2003, IDOT began holding public hearings to re-evaluate the three corridors from the 1970s, with a new terminus at Macomb.

Since 2003, IDOT has held several public hearings in numerous communities including Peoria, Canton and Macomb to allow public input on alignment, environmental and corridor protection. The study phase was completed and the final Environmental Impact Statement (EIS) was signed by the Federal Highway Administration on June 6, 2011. The final EIS is available for viewing at www.dot.state.il.us/desenv/il336feis/il336feis.html. All right of ways have been identified by IDOT along the corridor from Macomb to Peoria and the department has initiated the corridor protection process along the right of way from Peoria to the west side of Canton.

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	<i>A - GREEN</i>	<i>B - BLUE</i>	<i>C - RED</i>
CORRIDOR LENGTH	57 MILES	56 MILES	61 MILES
CONSTRUCTION COST (IN MILLION DOLLARS)	\$410M TO \$770M	\$530M TO \$760M	\$800M TO \$1,000M+
PERCENT OF CORRIDOR AGRICULTURAL	87%	67%	62%
PERCENT OF CORRIDOR TIMBERED	8%	23%	20%
PERCENT OF CORRIDOR WETLANDS	2%	5%	8%
STREAM/RIVER CROSSINGS	26	23	34
RAILROAD CROSSINGS	3	4	4
POTENTIAL ENDANGERED SPECIES HABITATS IN CORRIDOR	6	7	9
PARKS IN CORRIDOR	3	3	4
RATING ON HOW WELL THE CORRIDOR SERVES COMMUNITIES AND TRAFFIC PATTERNS (1-10, 10 BEST)	8	6	4
POTENTIAL RESIDENTIAL/ BUSINESS RELOCATIONS	80 +/-	90 +/-	120 +/-

Source: www.peoriatomacomb.com

Table 16 – 2003 Corridor Alternatives Comparison

Under Illinois Highway Code 605 ILCS 5/4-510, corridor protection is a legal process designed to establish approximate locations and widths of the right of ways for future additions to the State highway system. This protection was established to inform the public and prevent costly and conflicting development of the land involved. Any protection areas identified are recorded and filed in the county offices in which the corridor lays and all owners of record within the right of way are notified. The current Corridor Protection Map for the 336 alignment is available on the IDOT website. Any property owners in the protection areas are not to begin improvements or developments without giving IDOT a 60-day notice. After IDOT receives notice, the Department has 45 days to decide whether or not to buy the right of way and an additional 120 days to complete a purchase or start condemnation. If a property owner makes improvements without notice, IDOT will not pay for the improvement when the right of way is acquired.

e. Coordination Activities

According to the IDOT website, “the anticipated beginning of the actual construction phase of IL 336 cannot be determined at this time because no funding is available for land acquisition or construction in the Department’s multi-year highway program. Additional funding for a portion of the design phase is available in the multi-year highway program which will be used for soil investigation studies and design plan preparation.” Currently the early stages of phase 2 are beginning and engineers are creating a design plan that specifies the amount of material needed and a detailed project budget. Design plans should be



completed in early 2014 however; there is no money or financing in place for land acquisition or materials.

Figure 52– Planned Bypass Around Farmington



Source: www.peoriatomacomb.com

f. Alternatives/Plan Outcome

As mentioned earlier, the 336 corridor study phase has been completed by IDOT. The Department considered a Build Alternative, a No-Build and many different corridor options were presented at public hearings over several years and the preferred alignment has been chosen. According to IDOT's Environmental Impact Statement (EIS), "the purpose of the Build Alternative for the 336 expansion is to provide a safe and efficient transportation facility from the eastern side of Macomb, Illinois to I-474 west of Peoria, Illinois. The proposed action will help provide western Illinois and the communities of Jacksonville, Quincy, Monmouth, Macomb, Canton, and Peoria greater access to each other and to various east/west and north/south interstate and expressway systems." Highway 336 from Peoria to Macomb will be classified as a freeway from Peoria to just west of Hanna City. From that point on, it will be classified as an expressway.

g. Public Meeting Input

A public meeting was held at the Farmington Municipal building on July 23, 2013 at 6:30 p.m. Around 30 community members, business owners and local elected officials were in attendance. The meeting consisted of a brief overview of what the corridor study was about, a power point presentation on the socioeconomic stats and data gathered on Farmington. Next members were broken into small groups for an activity to list out strengths and weakness of Farmington prior to the bypass and the opportunities and threats the city could face after the bypass. Finally, the night concluded with a lengthy and large group discussion on the overall impact and opportunities that the 336 bypass could have on the City of Farmington.



The following lists were generated from the meeting:

Top Three Strengths of Farmington Prior to Bypass Construction

- High volume of traffic/traffic count through town and business district
- School off main route
- Safe town to live in
- Small community charm and its potential w/ 116 and its main road crossing into town
- Traffic can see businesses in the downtown district
- Small town
- Smaller vehicles stop at restaurants and bars

Top Three Weaknesses of Farmington Prior to Bypass Construction

- High volume of semis traffic
- Lack of viable retail
- Ease of access to Peoria
- Corner at Main and Fort truck traffic
- 116 needs repair; too busy
- Lack of on-street parking; impact on tourism events such as Spoon River Drive
- 336 needed for workforce coming from Canton
- Traffic congestion to Peoria
- Not any industry nor many industrial jobs
- Commercial vehicles going through town

Top Three Opportunities/Benefits after Bypass Construction

- Increase expansion along 116
- Ease and safety access to Peoria
- Possible industry develop along route
- Residential growth
- Opportunity for a hotel possibly
- Safety of diversion of traffic
- Faster/safer commute
- People possibly moving to Farmington
- Will help commodities move through town
- Possible business expansion

Top Three Threats/Problems after Bypass Construction

- Business would be ignored
- Make community a ghost town; no business traffic
- No commercial benefit for community
- 2.5 miles south of the community creates a large gap to fill to create commercial opportunity
- Potential for losing businesses in the downtown
- Traffic in front of the school
- Community could get too big
- Loss of good farmland
- Strong possibility that it could make Farmington a bedroom community without a real foundation of people who work here



h. Survey Results

Question	% Answering Yes/Positive/Increase/More	% Answering No/Negative/Decrease/Fewer	% Answering No Opinion or Don't Know
•How many years have you been a resident of Farmington?	2-5 Years: 2, 6-10 Years: 1, 10+ Years: 17, and Non-residents: 4		
•Where do you work?	In Farmington: 7, Within 2 to 10 miles: 3, Within 11-25 miles: 0, Greater than 25 miles: 7, Retired or Unemployed: 7		
•Have you attended any planning meetings specifically pertaining to the Illinois Route 336 bypass around Farmington?	54.17%	45.83%	0.00%
•Do you support the Illinois Route 336 bypass for Farmington?	83.33%	8.33%	8.33%
•How do you feel the bypass will affect Farmington?	78.26%	8.70%	13.04%
•Please describe why you think the bypass will have this type of an effect on Farmington?	Bring more residents to the area = more businesses; easier to get to Peoria	Improved route to Peoria will spur growth here (Route 116 is dangerous)	Any transportation hubs will benefit
	Take traffic off 116	Access to commerce	Need highway connection to get to Peoria other than 116
	Loss of business	More traffic to the area	Faster access to better jobs and more four-lane highways
	We are too close to Peoria	Any potential traffic to any municipality can only help	Bring people from Peoria out here like Dunlap
	I believe that 336 will have a positive impact on Farmington economically and with respect to the overall quality of life. It will appeal to all kinds of businesses to have four-lane accesses to both Peoria and Macomb. It will also be positive for individuals and families to have easier and more convenient access to Peoria and Macomb		
•Should the proposed Illinois Route 336 interchange become the focal point for new development near Farmington?	60.87%	8.70%	30.43%

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Question	% Answering Yes/Positive/Increase/More	% Answering No/Negative/Decrease/Fewer	% Answering No Opinion or Don't Know
•Do you feel that economic development opportunities will increase in Farmington as a result of the bypass?	81.82%	4.55%	13.64%
•If yes to question 7, what type of development would you like to see occur as a result of the bypass?	More housing developments	Housing, light industrial, and retail	Industry and manufacturing
	Light industrial and houses	Retail sales/increased population	Businesses will locate near bypass entry
	Industry and shopping	Housing and commercial	
	More jobs that support development i.e. entrepreneurial business - I answered yes to 7 but the reality is that the business environment in IL is so horrible even a four-lane highway won't attract business - The major concern is a safer passage to work for the bedroom communities of Farmington, Trivoli, Hanna City, and Canton		
•In your opinion, should Farmington annex land either around interchange or linearly along the highway?	36.36%	18.18%	45.45%
•Do you feel the proposed IL Route 336 improvements will make it safer for traffic traveling to and from schools and in particular, Farmington High School?	72.73%	22.73%	4.55%
•Do you feel the bypass will increase or decrease road safety for Farmington?	77.27%	4.55%	18.18%
•In your opinion, would the community have been better served if the new highway improvements were to go directly through Farmington instead of around it?	27.27%	54.55%	18.18%
•Regarding future road improvement projects, do you believe IDOT should continue to build bypasses around cities and villages?	76.19%	9.52%	14.29%

Western Illinois Corridor Impact Study

Carthage • Colchester • Roseville • Biggsville • **Farmington**



Question	% Answering Yes/Positive/Increase/More	% Answering No/Negative/Decrease/Fewer	% Answering No Opinion or Don't Know
•In your opinion, could the process or design of the bypass be improved upon compared to what is planned for Farmington?	28.57%	23.81%	47.62%
•If answered yes, please indicate what your suggestion for that improvement would have been.	Closer proximity to town	I think we need more informational meetings	Local input
	Little closer to township road, put the access there	We must find ways to go through existing roads instead of going through virgin farm land	
•What do you feel the effect on the agricultural industry in and around Farmington if the bypass is constructed?	40.00%	30.00%	30.00%
•Do you feel the bypass will result in the loss of wildlife or green space in and around Farmington?	26.09%	56.52%	17.39%
•Do you feel the bypass will increase trash and pollution in the area?	21.74%	73.91%	4.35%
•Do you feel it is important to complete the four lane between Macomb and Peoria?	91.30%	4.35%	4.35%
•Do you own or operate a business in Farmington?	33.33%	58.33%	8.33%
•What type of business do you own/operate?	Restaurant/food: 1, Retail: 1, Service: 2, Tourism: 1, Agricultural: 3, and Other: 2		
•How long have you owned/operated this business in Farmington?	Less than 1 year: 1, 2-5 Years: 2, and 11+ Years: 7		
•How do you feel the bypass will impact your business?	70.00%	20.00%	10.00%
•Is your business doing anything specific to prepare for the bypass? If so, what?	Trying to convince people in IDOT that we need to be better stewards of our land and use existing corridors		
	The library's new building (groundbreaking September 2013) will be on the spur from Farmington (116/78) to 336. We worked with IDOT to ensure that our site plan has the proper setbacks that will be needed when 336 is built		
•How do you feel the bypass will impact businesses in Farmington?	72.73%	18.18%	9.09%

Western Illinois Corridor Impact Study

Carthage • Colchester • Roseville • Biggsville • **Farmington**



Question	% Answering Yes/Positive/Increase/More	% Answering No/Negative/Decrease/Fewer	% Answering No Opinion or Don't Know
•What improvements, if any, do you feel are needed to enhance the business environment after the bypass is constructed?	I hope that city and county officials do their best to foster a positive business climate that would attract new business. I hope they deliberately avoid putting unnecessary rules and regulations in place that would discourage new businesses. Our area and Farmington in particular will benefit from new businesses that the completion of 336 will bring		
	Signage and multiple exits	Hotels, are close to Peoria for March Madness	Innovative "bypass" into Farmington
	Parking, solicit retail sales, and promote safe community	Parking additions, safety, and aesthetic improvements	Work with local business owners that will have great ideas mostly funding to keep up with the school
•Are you an elected public official or hold a position that represents the City of Farmington?	30.43%	69.57%	0.00%

The majority of respondents to the Farmington survey were residents of the city for ten or more years. The survey found that 83.33% of respondents in the community were in support of the proposed Illinois Route 336 bypass, with 78% believing the bypass would have a positive effect on Farmington. When asked if economic development opportunities would increase in Farmington as a result of the bypass, 82% of respondents answered yes. 77% of respondents felt the bypass would increase road safety for Farmington and, in particular, 73% felt it would make travel safer to and from Farmington High School. When respondents who owned a business were asked how they felt the bypass would impact their business, 70% answered positive. 91% of all respondents felt it was important to complete the four-lane between Macomb and Peoria.

Farmington Elected Officials Survey

Question	Elected Official #1	Elected Official #2	Elected Official #3	Elected Official #4	Elected Official #5	Elected Official #6
What was your initial impression of the bypass proposal?	For it	Positive but skeptical; I first heard similar 40 years ago		Will not see it in my life time	Good/positive	Bad, no sense of direction
What has been your level of involvement in the bypass planning process?	Minimal	Minimal	Been to all meetings- member of 336 Coalition	Observation only	Attended every meeting available	None, unfortunately
What are the main goals you wish to be accomplished if the construction of the bypass proceeds?	Increase population, retain residents	Increased business development in our community		Residential development		Grow Farmington and Hanna City
Are you concerned with any possible negative impacts of the bypass?	nope			We need to see a final plan	Negative impact on downtown businesses	More stress to the city
Please list any positive impacts you anticipate when the bypass project is complete and what actions are planned?	Interstate access and opening up manufacturing possibilities	Bring opportunity for economic development		Don't see a positive	Increase population/ housing etc.	More residents/homes, hotels, gas station
In what ways do you feel Farmington will benefit from the bypass?	Increase population, more opportunity for businesses to thrive and new ones to relocate	above	Increased population	None	Above	Taxes and population
In what ways do you feel Farmington will be negatively affected by the bypass?	none			Make us a ghost town	Above	Strain on public works
Do you foresee any new businesses that will be a result of the new bypass being built?	Factory, trucking, etc.	Yes		None	Non-locally owned: gas stations, restaurants	Hotels, gas station for semis, good stop for people on a trip



6.0 CONCLUSIONS/RECOMMENDATIONS

6.1 Comparative Analysis

While this document covered a lot of statistics and information about the five communities in this study, the main objectives were to gauge the economic, environmental, and quality of life in these communities. In this regard the survey that was used to get feedback from the participants was created in a way to keep questions the same across all communities whether it was previously bypassed, a bypass was currently under construction, or if potentially would be bypassed in the future. The survey was also created using the three objectives of the study as the basis for its questions, those being:

1. Support and improve the economic vitality of the area;
2. Protect and enhance the environment; and
3. Improve the quality of life in the rural region.

In that regard, using the surveys as the first assessment of the bypasses impacts on the communities, the relevant question was how does the public perceive these bypasses and ultimately the effect on the economic vitality? Table 17 compiles some of the key questions in each objective that were asked in the survey. Overall, individuals supported the bypass of their community, with the exception of Colchester who had no opinion on the matter. Respondents also felt strongly that bypasses should be the key focus of development for their communities. This offers some credence to the idea that highway development can be viewed as an economic development stimulus and potentially leads to economic growth due to the road bringing about increased land value for areas surrounding the bypass. However, most surveyed felt that the bypass had, or will have, a negative effect on the downtown/main street area, with the majority of people who felt the bypass would have a positive effect on their downtown residing in the City of Farmington; a community that is still many years away from bypass realization. It should also be noted the communities of Carthage and Colchester respondents felt the strongest that their downtowns had been negatively affected by the bypasses. Thus from an economic perspective, bypasses produce a mixed bag. While creating areas for potential economic development or growth, they also reduce that same potential in key areas already developed in a municipality.

Environmentally the public's perception on the bypass effects was also considered. Overwhelmingly, those surveyed thought bypasses did not increase pollution in their communities nor would in the future. Although not present in Table 17, those surveyed also did not feel green space or wildlife were reduced as a result of the bypass. Additionally, 57% of respondents felt that road safety had increased as a product of the bypass improving not only environmental conditions, but also the quality of life due to the increased sense of security while driving on those roads.

The final objective dealt with increasing quality of life and is the hardest to ascertain concrete data. It dealt more with people's overall perception of their surroundings and environment. In that regard, 53% of respondents in the communities felt that bypasses have had a positive effect on their community. Of the 28% who felt the bypass had a negative effect on their community, the majority are residents of Colchester. However when asked if IDOT should continue to create bypasses around communities such as theirs, all communities answered in the affirmative majority, highlighting again the interesting dynamic four-lane road expansion has on communities. While they may feel the downtowns have been negatively affected by bypasses or even negatively affected their community as a whole, the increased access to other communities and better quality of roads overall seems to take precedence.

Western Illinois Corridor Impact Study

Carthage • Colchester • Roseville • Biggsville • Farmington



Economic Questions	Yes/Positively/ Increased	No/Negatively/ Decreased	No Opinion/ Don't Know
• Did you support the bypass of your community?	71.43%	7.69%	20.88%
• The community should aggressively try to develop new business at the bypass?	70.79%	8.99%	20.22%
• Since completion, how do you feel the bypass has impacted the main street/downtown area?	26.97%	55.05%	17.98%
Environmental Questions			
• Has the bypass increased pollution in the area?	7.78%	83.33%	8.89%
• Has traffic as a result of the bypass increased or decreased road safety in the community?	57.30%	15.73%	26.97%
Quality of Life Questions			
• The bypass has had a positive effect on the community?	53.33%	27.78%	18.89%
• Regarding future road improvement projects, do you believe IDOT should continue to build bypasses around cities and villages?	70.11%	9.20%	20.69%
Table 17 – Analysis of Common Questions Relative to Three Main Study Objectives.			

While survey responses gave us an indication of how the public feels about the bypass projects, the statistical analysis that was done gives us a better idea with firm data where the communities are headed. It should be noted again that all the communities in this study have been decreasing in population since the 1980s, a reason given by IDOT for focusing on western Illinois and the development of major highway expansions. On average, these five communities have seen a decrease of 19.6% in population. The three communities already bypassed have seen an average decrease of 17% while the two communities yet to be bypassed have seen an average decrease of 23.5% in that same time period.

Taking sales tax numbers as a product of local business conducted in each community, overall the five communities averaged a 6.2% increase in sales tax revenue from 2000 to 2012. The three communities who have already been bypassed averaged a 1.9% increase in sales tax revenue, while the two communities yet to be bypassed have seen a 12.5% increase in sales tax, with the community of Biggsville experiencing a 54% decrease in sales tax revenue and Farmington experiencing a 79% increase in revenue. This highlights some of the issues in using statistics in determining economic development effects on communities. As statistician Nate Silver puts it, how do you determine the signal from the noise or, in other words, how do we determine what is a product of natural economic decline or increase in an area, as compared to the projects dedicated to increase economic opportunities in an area; this while at the same time trying to separate it from the largest economic decline that has occurred in the country since the great depression? Many of the statistics offered emphasize this point.



Housing markets in all five counties in the study have seen single family home permits decrease between 2007-2008. Income levels around 2008 began to increase as compared to the state average, highlighting the effects the economic recession had on major urban areas relative to the insulated rural areas of the five counties in western Illinois. Thus these statistics can only give us an overall picture of each community and while road development is economic development, it does not necessarily lead to economic growth. While in the future economic growth could occur in these five communities, exemplified by the limited growth which has already occurred in Carthage with the new hospital overall, the path a community takes is more represented by its location, leadership, and economic conditions of the country as a whole.

Environmentally all the resources used for analysis of the communities indicated human interactions deteriorated the land. This however was not a product of road development but rather increased pressures that are placed on resources as there is continued development of more and more land for multiple purposes, highway development included. However, does road development enhance the environment? Depending on how you choose to define environment. If environment is the objects interacted with on a daily basis, living or non-living, then yes, many papers have shown that four lane highways increase safety for travelers. They reduce dangers from oncoming traffic by placing a median in the middle and take away the interaction of vehicles passing into oncoming traffic that occurs in two lane highways. On the other hand, if the definition of environment is all living things or green/agricultural space, it is hard to argue these highways enhance the environment. The USDA soil reports show that a significant amount of land is eroded in all the communities studied, which is not only a product of road development but also the agriculture industry. Additionally the majority of land used to develop these highways was taken from either farmland or natural habitat and not existing roadways. Removing these land uses lowers overall vegetative cover and creates fragmentation of habitat for wildlife. This is a limited problem as the majority of wildlife that needed large areas to exist/succeed disappeared long ago. However, it creates more interactions between current wildlife and humans while at the same time, lowering continuous habitat.

Statistically the final objective is the hardest to obtain any real data and yet it is probably the most important in the public's opinion of an agency or organization. As the survey showed and the majority of the meetings concluded, these bypasses are approved by the public. These are shown by the increase traffic counts that were demonstrated throughout the study. More people utilize these new roads than the old because they make it easier and more efficient to get from one location to the next. Perhaps that is all that really matters for a public agency like IDOT since tax payer's money fund its projects and those very tax payers enjoy the benefits associated with highway expansion.

6.2 Lessons Learned

This section of the study was dedicated to exploring lessons learned from the communities of Carthage, Colchester and Roseville relating to the bypasses in use while offering any concerns and recommendations that exist for the community of Biggsville, which is in the process of constructing a bypass, and Farmington being on the path of a proposed bypass. The intent was to look at the future concerns brought to attention and apply what was learned from the previous communities. The following information was gathered and inventoried from the group activities and open discussions conducted at the public meetings.

In reviewing highlights from the Carthage meeting, which saw its bypass open in 2008, it was found the most immediate and important concern for the community as a whole was the lack of signage present to represent business and community offerings. As a result of the meeting, Carthage community



members pointed towards Mendon, the next town south down the four-lane, which sported blue signage at its interchange with 336. These blue signs read, “Food, Gas, and Lodging”, which were not present at the Carthage intersection at 336. Community members and business owners encouraged the idea that something this simple would help attract travelers to stop and buy gas or food in their city. Furthermore, they would like to have the opportunity for even more detailed business representation in the form of signage along 336, even if that space came with a price tag.

The next meeting took place in the City of Colchester who had seen the most recent highway improvements take place within the past few years. One of the major concerns facing Colchester was the redirecting of traffic had caused additional infrastructure needs, especially now that heavy trucks are more apt to use the south intersection by Dollar General to access town and the manufacturing district, causing damage to many city roads. Community members felt this was due to poor signage and lack of improvements to infrastructure connecting the city to the four-lane. Additionally, this community had similar concerns about signage as Carthage, not having a proper place next to the four-lane to display signs promoting the community, such as its Governor’s Hometown Award and Veterans Memorial signs. The placement of the Argyle Lake State Park sign was also a concern and residents wondered why it was placed near the Tennessee exit and not at the most direct route on the south side of Colchester. Community members were also interested in the availability of other signs promoting to motorists other historic properties, such as the Brickyard.

The Village of Roseville was the first community in the study to see the impacts of a bypass, occurring in 2002, where instead of traffic directed through the center of its business district, traffic was rerouted around its village limits. By having over ten years to evaluate the bypass and the effects on its community, Roseville had some specific concerns that other communities in this study had yet to experience. The most important concern this community had was the safety around its intersections with the bypass. With school buses and farm machinery frequently crossing four-lanes of fast moving traffic on the curve, this has become a big safety issue for the village and many residents. The village is interested in IDOT looking into updated safety features such as flashing signals and better lighting around all three intersections to improve safety for its children and residents. Roseville seemed to be split between community members who wished it had done things differently by developing the new roadway through the center of town versus around its edge. Moving forward, the village urges that communities facing future improvements start planning long before the bypass construction takes place. They felt it should be very important to get as much public opinion as possible so that the best overall decision is made for the community.

At the time the meeting in Biggsville was held, ground had already been broken on the bypass to the south of this village’s border. The biggest promoting factor to implementing this four-lane upgrade was for safety reasons around the school and village. This community overall had tremendous support for the bypass construction to begin, but this did not go without some concerns. While Biggsville was very excited to get this project started, residents are skeptical if the construction of six miles of the section without completing the entire project could possibly create an even more dangerous situation for motorists in the future. Traffic will be forced at both ends of the new roadway to transition from four lanes to two lanes, creating a pop bottle effect with potential for accidents. In moving forward, community members of Biggsville suggested forming a planning group or joining the economic development team to look at placement of intersections, signage and lighting so the village could have more input with IDOT on the most suitable locations and options available. Overall, Biggsville seemed optimistic about the potential for growth near the intersection but was concerned about the lack of funds that it and other small communities possess to provide the infrastructure for expansion and development along the new highway.



Farmington is the only community left in the study that has not seen a bypass and many believe that they will not see the 336 improvements be made any time in the near future. However, looking into the future, Farmington plans to be proactive toward the preparation of highway improvements to the best of its ability. Farmington has many of the same safety issue concerns as other communities, especially since the proposed roadway will be in close proximity to its school and children. Community members also feel they could have much better communication with IDOT, to stay informed on where the process is at and what, if any, new developments take place. Farmington wishes to have the appropriate signage and lighting at the most desirable location for the community. Farmington raised concern about what the access routes to 336 would look like and also concern for Route 78 access. Farmington would like to know where they can get a bypass route sign to put on display for the community to see.

6.3 Recommendations to IDOT

As a result of this study, the following recommendations to IDOT were developed. Based on an overwhelming consensus by the majority of the communities, the first recommendation would be to look at policies that are governing signage and see if changes could be made to allow advertising along its roadsides similar to the signs on interstate highways so that travelers passing by know what each community has to offer. Although it is hard to say if this is hindering the success of business districts and communities' downtowns, it couldn't hurt to see if signage would help. In turn, this could provide an additional revenue source for IDOT if it decides to allow space for rent to place signage.

The second recommendation comes from concerns the Village of Roseville had pertaining to safety and lighting at the intersections of the bypass. Residents were concerned at the difficulty school buses and farm machinery had in crossing all four lanes of traffic on the curve at the intersection of State Highway 116 and U.S. Route 67. Community members felt that lighting improvements and updated safety signals could help improve the safety at its intersections. IDOT should look at continually improving and designing intersections with the most up to date safety features as well as determining the best placement for intersections with safety in mind. This recommendation would benefit the communities of Biggsville and Farmington as both will see similar situations with intersections and school buildings within close proximity to roadway improvements.

This study found that communities had concerns, and some of these concerns might be alleviated if there was a proper channel to relay information to IDOT. A suggestion to IDOT would be to conduct a post bypass meeting within the year following bypass construction of a community in order to closer examine any impacts or concerns that have resulted due to road improvements. Some of these concerns might be remedied in a timely manner; take the City of Carthage for example without "blue signage" since the bypass opened in 2007. City officials and community members have been struggling for the last five years to get signage with no results. With the communication channel that a public meeting following highway improvements would provide, communities could better relay concerns and issues to IDOT so that they could be reasonable and timely manner.

In conclusion, IDOT should take these recommended steps in moving forward and as it continues to work proactively with communities of all sizes to ensure that future highway expansion follows the most desirable route and the negative effects on economic vitality, the environment, and the quality of life in the region are kept at a minimum. It may be suggested that local residents, business owners, government, and all levels of planning agencies be included in this process to ensure general consensus is met.



7.0 Miscellaneous Photos/Publicity

a. Carthage





b. Colchester



Western Illinois Regional Council

Providing Community Development for Over 35 Years

City of Colchester Public Input Meeting

Monday, May 13th

6:30 pm in the Community Room at
City Hall

The City of Colchester along with the Western Illinois Regional Council is conducting a public input meeting on Monday, May 13th, 2013 at 6:30 p.m. in the Community Room at City Hall, 500 E. Roberts St. Colchester, IL. The purpose of this meeting is to gather public opinions on the impacts the 336 bypass has had on the City of Colchester, specifically in respect to local economics, the environment and the overall quality of life. The 336 highway improvements around Colchester were completed in spring 2009. All Colchester residents, business owners, and interested parties are encouraged to attend and assist in providing input for this study, which is being funded by the Illinois Department of Transportation (IDOT). Information gathered from this process will be reviewed and analyzed to offer recommendations to other communities facing highway improvements and bypass construction. Community surveys are needed and can be filled out at:

<http://survey.constantcontact.com/survey/a07e7ev64q6hg3zvcqm/a00yhg9fz5me/questions>



TownMapsUSA.com

Western Illinois
Regional Council
223 S. Randolph
Macomb, IL 61455

For questions or inquiries contact:
Nathan Cobb
Phone: 309-837-3941
Fax: 309-836-3640
Email: nathan@wirpc.org



c. Roseville





d. Biggsville





e. Farmington



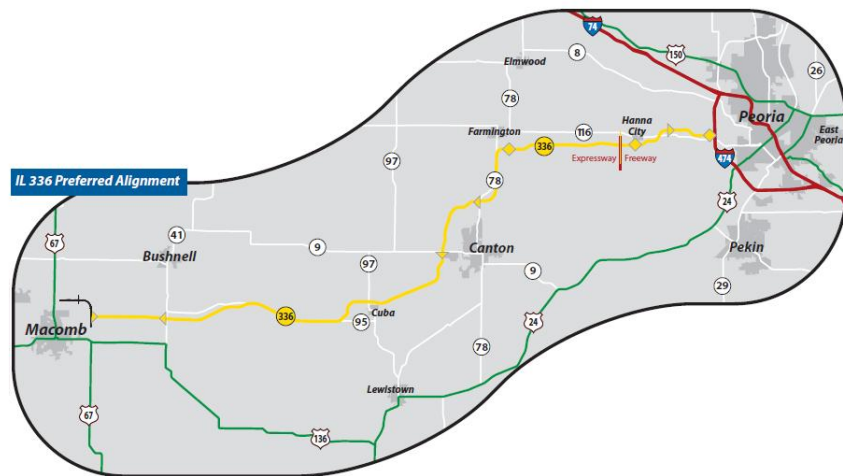
Western Illinois Regional Council

Providing Community Development for Over 35 Years

City of Farmington Highway 336 Public Input Meeting

Tuesday, July 23rd
6:30 pm at the Municipal Building

The City of Farmington along with the Western Illinois Regional Council is conducting a public input meeting on Tuesday, July 23 at 6:30 p.m. in the Municipal Building at 322 E. Fort St., Farmington. The purpose of this meeting is to gather public opinions on possible impacts the proposed 336 bypass will have on the City of Farmington, specifically with respect to local economics, the environment and the overall quality of life. The 336 highway improvements from Macomb to Peoria is currently in the planning process. All Farmington residents, business owners, and interested parties are encouraged to attend and assist in providing input for this study, which is being funded by the Illinois Department of Transportation (IDOT). Input gathered from the community will review present conditions while offering possible options to the community with its future highway improvements and bypass construction. A final report will be prepared and delivered to IDOT detailing the process, goals and vision for addressing the topics listed above. Any person requiring assistance in attending the meeting or persons with special needs or interested parties wanting more information should contact Nathan Cobb at 309-837-3941.



Western Illinois
Regional Council
223 S. Randolph
Macomb, IL 61455

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