

## Richmond Bypass TAG Meeting Minutes

<b>Date:</b>	<b>Time:</b>
Wednesday, September 28, 2011	3:00 pm – 5:00 pm
<b>Location:</b>	<b>Moderator:</b>
Village of Richmond – Village Hall	Dave Johanson, HR Green, Inc.

<b>Participants:</b>			
Bruce Hunter	Resident	Cindy Skrukud	IL Chapter Sierra Club
Charlie Eldredge	MCEDC	Val Siler	MCCD
Mark Peterson	IDOT	John Baccek	IDOT
Ernest Varga	MCDOT	Ed Coggin	HR Green, Inc./VOR
Dave Bockelmann	Richmond Township	Tim Hartnett	HR Green, Inc.
Edward Collins	MCCD	Akram Chaudhry	HR Green, Inc.
John Kremer	MCCD		
Rick Gallas	RFD		
Charlotte Hollenbach	Richmond Trustee		

Mr. Johanson welcomed the participants to the meeting and introduced Village Engineer Ed Coggin. He provided a welcome from the Village. All participants were asked to introduce themselves and whom they represented.

Mr. Johanson gave a brief overview of the project to date:

- Feasibility Study approved late 2007.
- EA initiated late 2008.
- Purpose and Need concurrence received September 2010 from the NEPA/404 Merger Committee.
- The EPA suggested at the September 2010 meeting that more alternatives east of town should be developed and studied.
- The Environmental Study Area expanded east in November 2010.
- Results for the survey have been delayed due to access issues for Tamarack Farm and the Hunt Club. Environmental data is anticipated in March 2012.

Mr. Johanson described the group activity. The participants broke into four groups. Mr. Johanson described each alternative and each group discussed the pros and cons of each alternative.

<b>FAP 420 Corridor</b>	
<i>Description:</i> The "FAP 420 Corridor" is one of the original feasibility study corridors. The route connects to US 12 at the intersection of US Route 12 and Tryon Grove Road and continues west down existing Tryon Grove Road and then connects to the ROW purchased in the 50's and 60's for the FAP 420. It continues along the FAP 420 right of way and connects to US Route 12 County Highway H interchange.	
<b>PROS</b>	<b>CONS</b>
Most land acquisition is done	Impacts to MCCD site
Tie in on north and south is good	Impacts to State Line Marsh=bisects it
Cost less to build because shorter	Impacts Oaks Woodlands
Few impacts to residents	Potential economic impacts on down town
R/O owned	Conservation district at north end
Tamarack-by agreement would participate	2 chunks of trees
Studied to death comes out on top by Community	Possibility that Wisconsin may not extend road
Avoids impacts to homes	Rail Road Bridge over pass is needed
New commercial site for Richmond	Wetlands in corridor
No homes impacts	Bisects MCCD site
Most of land already purchased	High school access w/increased traffic
Meets up with 12 in Wisconsin	Interchange w/Rte. 173 may be difficult
	Poor soils
	Prairie trail impacts
<b>Railroad Corridor</b>	
<i>Description:</i> The "Railroad Corridor" is one of the original feasibility study corridors. The route connects to US 12 east of the intersection US Route 12 and Tryon Grove Road it runs parallel to the existing railroad tracks north west until it connect to the FAP 420 Right of way. It continues along the FAP 420 right of way and connects to US Route 12 / County Highway H interchange.	
<b>PROS</b>	<b>CONS</b>
Direct route (short length)	North resources impacts same as FAP 420 alternative
Follows existing transportation corridor thereby reducing environmental impacts	New North Branch Bridge
Could upgrade railroad at same time	Additional ROW acquisition
Connects with Route 12 on the north end	Oak impacts
Most of Right of Way has been purchased	Some impacts on residents near US Route 12
Misses some oaks	Angled intersection could lead to potential safety issues
Tryon/31/12 Intersection minimal impact	Purchase of Railroad Right of Way might be necessary.
	Excessive poor soil
	Land s/b restored to wetland
	Hard to create gateway entrance to village
	MCCD site impacts
	Wetlands Impacts
	Homes Impacts
	Crossing Bus 12 would be challenging
	Railroad crossing might be challenging
	Approximately ½ route needs land acquisition
	2 Nippersink Creek crossings
	MCCD-Oak impact
	Prairie trail impact
	South end triangle might pose engineering challenges

<b>Keystone Corridor</b>	
<i>Description:</i> The "Keystone Corridor" is one of the original feasibility study corridors. The route connects to US 12 at the intersection of US Route 12 and Tryon Grove Road and west down existing Tryon Grove Road for approximately 1/2 mile it then it swings north along the existing Keystone Road alignment. North of Illinois Route 173 the route cuts to the east and joins the FAP 420 Right of way and connects to US Route 12 / County Highway H interchange.	
<b>PROS</b>	<b>CONS</b>
Follows existing roadways	ROW acquisition-only ~20% owned
Fewer impacts to south resources (Tamarack Farm)	Impact on residents
Avoids oaks in earlier alternatives	Safety with too many access on the road
May not have to build Rail Road bridge (Easier Rail crossing)	173 overlap-interchange
Connects to 12 in Wisconsin	May not save any time to motorists
Costs less than some of the other alternatives	Impact on residents
Miss some resources	Longer
Keystone and Tryon Grove and Rte. 173 existing routes utilized.	S curve along Tryon Grove Road negative
More west – closer for possible new rail station	Impact houses, noise, speed
North route does not impact Broadway, Oaks or Rte. 173 interchange	Nippersink crossing
	MCCD impacts
	Prairie trail impacts
	Potential Frontage roads needed w/Keystone and Tryon Grove Road
	Goes away from Richmond
	North/West option-impact on grassland bird habitat
<b>Solon Mills South Corridor</b>	
<i>Description:</i> The "Solon Mills Corridor" is one of the original feasibility study corridors. The Route connects with US Route 12 East of Solon Mills it generally follows South Solon Mills Road West crossing IL Route 31 approximately 1/2 mile south of the intersection of US Route 12 and Tryon Grove Road. It then cuts northwest and connects with the FAP 420 Right of Way just north of Tryon Grove Road. It continues along the FAP 420 right of way and connects to US Route 12 County Highway H interchange.	
<b>PROS</b>	<b>CONS</b>
Potential Far Richmond development east	Same north impacts as FAP
Could be advantage to Solon Road intersection	Longer route than others
Connects w/12 in Wisconsin	2-3 crossings at Creek
Substantial use of existing ROW	Centennial Farm impact
Misses high school traffic	Additional Wetland impacts on south
	Additional impacts to MCCD sites on south
	Grade issues
	Gateway to Richmond-there is none possible.
	Impacts MCCD (3 sites) property at both north/south ends
	Impacts Richmond Township offices
	Rte. 173 traffic not addressed
	Critical wetland impacts south of Tryon Grove
	Oaks impacts

**Couplet Corridor**

*Description:*

The "Couplet Corridor" is one of the original feasibility study corridors. The Route connects to US Route 12 north of the Railroad Bridge south of downtown. The Route then cuts to the east with northbound lanes roughly paralleling the Nippersink then cutting back west just south of the IL 173 and US Route 12 intersection. The South bound lanes roughly parallel existing US Route 12 approximately ¼ mile east of US 12. The couplet reconnects with US Route 12 just south of the US Route 12 and Illinois 173 Intersection.

PROS	CONS
No impacts to MCCD	Not accomplishing the goal of a bypass
Does preserve downtown residents	2 creek crossings
Keeps downtown walk-able by reducing through traffic on existing US Route 12	173 intersection remains a problem West leg is problematic
Avoids all resource impacts on north	North interchange is a problem
Eastern leg is not too bad	Impossible
Avoids oaks	Doesn't support anything
No MCCD impact	Impacts homes creek
Crossings at golf course	12 viaduct should be widened
Short overall route	Impact on homes
Could provide gateway for Downtown Richmond	Very bad soils
Keeps traffic closer to downtown	Doesn't solve Rte. 12 traffic issue on south
	RR Crossing
	Soils poor
	173 bottleneck
	Creek crossings
	Homes and historic
	Golf course gone
	Multiple creek crossings
	Frontage road north of 173

**Near East Corridor**

*Description:*

The "Near East Corridor" is one of the of the original feasibility study corridors. The route connects with US Route 12 approximately ½ mile east of the US Route 12 and Tryon Grove Road intersection. The route continues to the north crossing then generally following the North Branch of the Nippersink Creek. The crosses IL Route 173 wraps around a newer subdivision and then proceeds west to intersect with US Route 12. It is anticipated that improvements to existing Route 12 to the interchange with County H.

PROS	CONS
Avoids downtown	Flood plain impacts
Avoids MCCD/North resources impacts	Doesn't fix the Rt. 12 north intersection
Goes through vacant land	31 traffic still goes downtown
Bypasses village	Creek crossing=bridge
Shorter than some other alternatives	Some Impact on Oaks remain
Minimize residents impact	Follows creek
Better 173 crossing	Downtown gateway impossible
Richmond still visible	No economic possibilities
Dodges most oaks but not all	Cuts off Kuhn Road
	Engineering issues P. Kuhn, Hill Road
	Bad soils
	INAI impacts on the North End
	Potentially long Bridges
	Stream impacts
	ROW Acquisition
	Impacts Hunt Club

<b>Far East Corridor</b>	
<i>Description:</i> The "Far East Corridor" is one of the original feasibility study corridors. The route connects with Route 31 south approximately of the US Route 12 and Tyron Grove Road intersection. The route continues to the north and east crossing US route 12 just west of Solon Mills. The route then turns north and crosses 173 and turns to the northwest and connects to with US Route 12. It is anticipated that improvements to existing Route 12 to the interchange with County H.	
<b>PROS</b>	<b>CONS</b>
Minimal impact on structures	Long route; will it reduce travel time and increases construction costs?
Bypasses town	Impacts MCCD on both ends
Min impact on residents	Impact on prime farmland
Misses most houses	Impact on Elizabeth Lake
Less wetlands in middle	Large impact on Oak Stand near Hunt Club
Address all 3 routes	Rte. 12/RR/Bypass intersection is a problem
Very few houses impacted	All new Right of Way
North Solon acts as a Frontage road	N. end construction
Weigh station remains intact	S. End construction
	No gateway to Richmond
	Engineering problem at County Highway P
	3 creek crossings
	Impacts Glacial Park
	Impacts INAI site
	Impacts oaks at north end
	Goes close or through Planned subdivisions
	Lots of ROW to acquire
<b>Near West Corridor</b>	
<i>Description:</i> The "Near West Corridor" is a recently developed alternative based on a route plotted by the MCCD. The route starts at the intersection of US Route 12 and continues west along the existing Tryon Grove Road. The route continues west then turns north and roughly parallels Keystone Road approximately 500' east of Keystone Road near Illinois 173 the route turns northeast and then follows 173 for approximately 100' the route then roughly follows the east side of the MCCD parcel continues north within an existing industrial park around the state line wetland and connects to Route 12 at the interchange with County H.	
<b>PROS</b>	<b>CONS</b>
Avoids Oaks	173 intersection is problematic
Reduced impact to north MCCD lands	New Right of way to buy
Accomplishes the goal of the bypass	Longer route than some
Preserves State Line marsh	Too close to Keystone
Preserves bird habitat	Slices up farms
Avoids Oaks	Impacts owners on Keystone
Possibility for Gateways	Undeveloped industrial park impacted
Misses most resources	
MCCD friendly	
Shorter route than some	
Tamarack-access west of exist FAP 420 ROW	

<b>North Solon Corridor</b>	
<i>Description:</i> The "North Solon Corridor" is a recently developed alternative based on input from the Village. The intent of this alternative is to pull the through traffic off of US Route 12 in Solon Mills and upgrade existing North Solon Mills Road, IL 173 and US Route 12 (From the 173 to the Interchange with H) as the primary bypass route. The other component of this corridor would be some safety and capacity improvements on existing Route 12 from Tryon Grove Road to IL 173 to accommodate the increased traffic generated by Illinois 31 that would not be bypassed in this alternative.	
<b>PROS</b>	<b>CONS</b>
Minimal environmental impacts	ROW acquisition (widening).
Uses existing roadways	Impact and businesses
Preserves some traffic for downtown for economics	Residential impacts
Bypasses approximately 2/3 of traffic	Potential safety concerns at US 12/IL 173
Could make existing Route 12 "Business Route 12" through town	Potentially severe impact to historic district
Richmond becomes a choice for a destination	Traffic problem downtown may persist
Could be phased into smaller projects	Railroad overpass may need to be redone
No new MCCD impacts	Possible Bottleneck at US 12/IL 173
No new creek crossings	Possible bottleneck at North Solon Road/IL 173
Maybe loss of junkyard	2 173 intersections would need significant upgrade
	Frontage roads may be required along the route
	Maybe loss of junkyard
<b>Hunt Club Corridor</b>	
<i>Description:</i> The "Hunt Club Corridor" is a recently developed alternative based on input from MCCD. The route connects with US Route 12 in Solon Mills the Route runs north roughly parallel to Solon Mills Road. The route then heads northwest and crosses Illinois 173 at the existing Nippersink crossing. It continues northwest and connects to US Route 12 north of IL 173. It is anticipated that improvements to existing Route 12 to the interchange with County H.	
<b>PROS</b>	<b>CONS</b>
Minimal environmental impact	Does not take 31 traffic only addresses 2/3 of traffic
Direct route	All new Right of Way Acquisition
Some traffic still downtown	North residential impacts
Uses existing creek crossing	173 crossing is on creek=problem
Addresses Rte. 12 issues	Impacts County Highway P
Avoids frontage roads	Residential impacts
True bypass	Gateway challenges in capturing Route 12 Drivers
	Doesn't provide 31 bypass
	Creates a "Genoa City"

<b>Solon Mills East Corridor</b>	
<i>Description:</i> The "Solon Mills East Corridor" is a recently developed alternative based on input from the Village. The Route splits off of existing route 12 south of solon Mills and crosses the Nippersink approximately ¼ mile west of the existing route 12 bridge. The route wraps to the north and continues north parallel to the existing North Solon Road until Route 173. The route follows existing Route 173 and US Route 12 to the interchange with County H.	
<b>PROS</b>	<b>CONS</b>
Wet land impacts on south	Longer route than some
Avoids MCCD lands	Impacts on a Centennial Farm
Goes around most environmental issues	Heavy turning movements at 173/12 on north remain.
Less house impacts	Residential impacts at 12/173 north
Provides good Geometrics at the intersections	More wetland impact SE
Some phasing possible	Doesn't address Route 31 traffic
Use some 12 and 173 exist ROW	Right of Way to be purchased
	Impacts residents on Route 173
	Crosses Kuhn & Hill
	Not a true bypass
	Some frontage roads needed
	Rte. 173/12 impact
	New creek crossing