

**State of Illinois**  
Rod R. Blagojevich, Governor

**Illinois Department of Transportation**  
Milton R. Sees, Secretary



# Eastern Bypass Study

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## Kickoff Meeting

July 29, 2008

3:00 PM to 7:00 PM

Countryside Banquet Facility

Washington, Illinois

### At today's meeting, we encourage you to:

- Read this handout brochure.
- View the maps and graphics. There are multiple sets on display.
- Speak with our Study Team members about the study.
- Listen to one of the two study presentations (4:00 PM or 6:00 PM).
- Share your comments with us, either verbally or in writing.



Illinois Department of Transportation

# The Eastern Bypass Study

The Eastern Bypass would be a new, four-lane highway, connecting Interstate 74 with Illinois Route 6, east and north of Peoria (see the map on page 3). Access to the bypass would be either fully controlled, like an interstate highway, or partially controlled, as with expressways such as the Washington Bypass.

The main objectives of the Eastern Bypass Study are to:

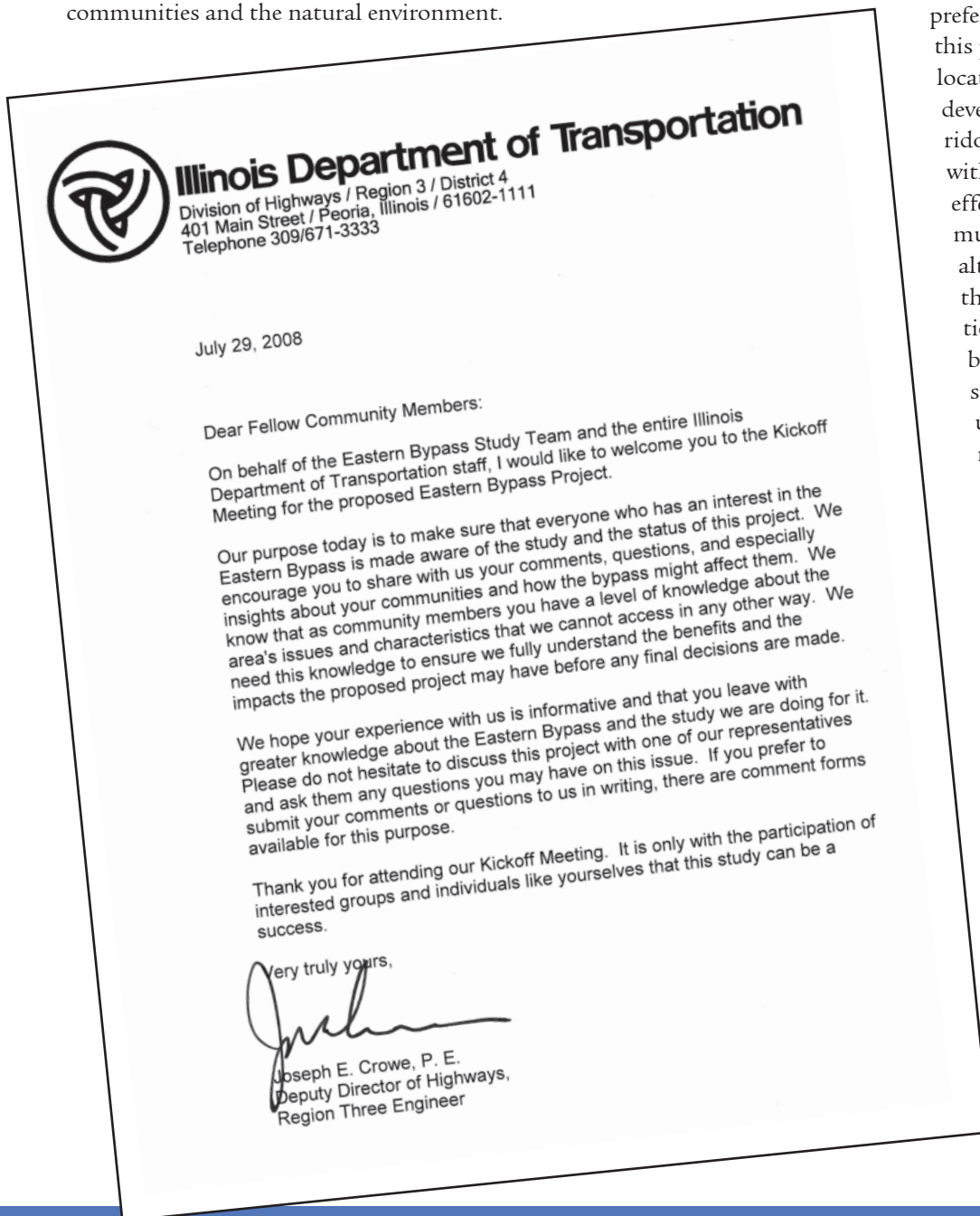
- Determine the best possible route location for the proposed highway.
- Determine the best design concept for the highway.
- Identify the effects the highway would have on area's communities and the natural environment.

The study has been divided into two phases: a Corridor Phase and an Alignment Phase.

The purpose of the Corridor Phase is to determine the best general path for the proposed project out of several possible alternatives. These general paths are called "corridors," which are defined as areas broad enough to contain several actual highway locations. The best or "preferred" corridor will be selected by comparing the advantages and disadvantages of each, based on a wide range of engineering, environmental, and social measures.

The Alignment Phase will begin once a preferred corridor is selected. During this phase, several alternative route locations and design concepts will be developed within the preferred corridor. These alternatives are drawn with enough detail to measure the effects each would have on communities and the environment. The alternatives will be compared so that the best possible route location can be selected. The effects, both positive and negative, of the selected alternative will then be used to make a comparison with not building the project. If the "Build" alternative is selected, and if funding is available, the project would move on to the "Design" Phase, during which the actual construction plans would be prepared.

The Corridor Phase is just getting underway now and is expected to take about 24 months to complete. Once completed, the Alignment Phase will begin, provided adequate funding is available at that time. Currently, there is no funding for the Alignment Phase, the Design Phase, or for the construction of the Bypass.



## Context Sensitive Solutions

IDOT's mission has always been to provide safe and effective transportation facilities for the people of Illinois. Today, that mission also includes a greater emphasis on preserving or enhancing what are known as "quality of life" elements. As a result, an approach called "Context Sensitive Solutions" (CSS) is being used to address quality of life issues on certain projects.

Specifically, CSS is an approach in which IDOT works closely with a project's stakeholders. Our goal is to create cost effective transportation projects that not only address safety and mobility but which seek to preserve or enhance the scenic,

economic, historic, and natural qualities of the area. It is only by working closely with area residents that we can fully understand the unique and valued aspects of the project area's environment and communities. Once we have this knowledge, we can develop creative and flexible designs that are sensitive to those valued qualities.

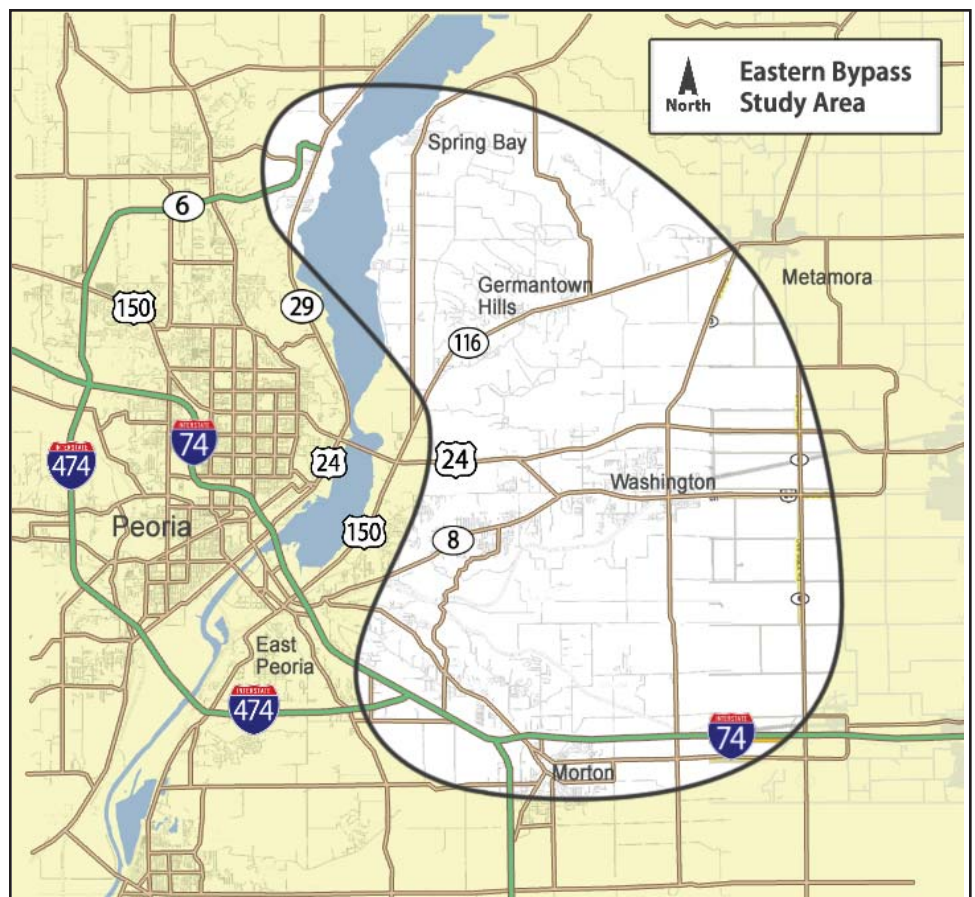
The Eastern Bypass Study is being conducted as a CSS project. In addition to extensive public involvement, special attention will be given to: 1) identifying which environmental and social elements in the study area are highly valued, 2) looking at various modes of transportation, and 3) locating and designing a facility to harmonize with those elements.

## Public Involvement Opportunities

To ensure that all who have a stake in the project can participate in the corridor study, we have drafted a Stakeholder Involvement Plan that includes a wide variety of public involvement opportunities. This document will be updated as needed over the course of the study; currently, it includes:

1. Public Information Meetings. Two other public information meetings will be held to present the status of the study and to receive comments and suggestions. In addition, a formal public hearing will be held near the end of the corridor study to receive and officially document public statements about the preferred corridor.

2. The creation of a Community Advisory Group (CAG). The main purpose of the CAG will be to function as a liaison or intermediary between IDOT and the broader community. This helps ensure that our Study Team understands the viewpoints of the general public. It also helps ensure that the general public has access to the information developed as part of the study. In addition, the CAG will function as a sounding board for proposed design concepts, making sure that the full range of viewpoints is considered before any final decisions are made about them.



**Note:** These study area limits are preliminary. They will be adjusted as necessary over the course of the study, based on public and agency input.

The CAG will consist of volunteers who represent a wide variety of community interests, such as homeowners' associations, local chambers of commerce, agricultural interests, environmental groups, and others with a stake in the outcome of the study. The CAG will meet approximately seven times over the

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course of the two-year corridor study. We are currently accepting applications for membership on the CAG. You can learn more about the CAG by speaking to our Study Team members here today.

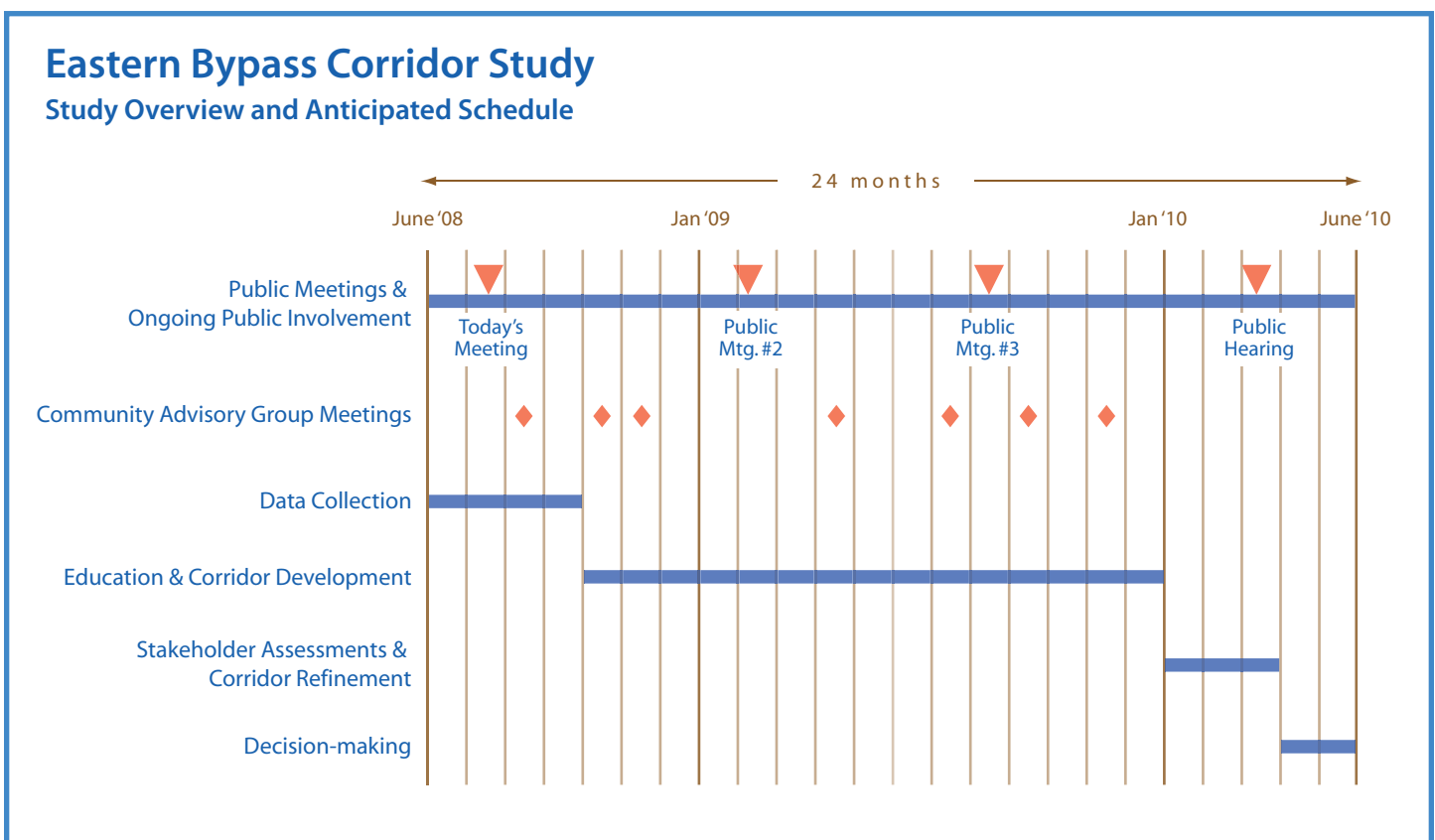
3. Individual and Small Group Meetings. If requested, we will gladly meet with individuals or small groups to discuss local issues or other specific concerns or suggestions about the study.

4. Study Website. A special website is being prepared for the study. ([www.easternbypass.com](http://www.easternbypass.com)). The site will contain information about all aspects of the study and will include

announcements of upcoming study events, as well as newsletters and other study documents.

5. Study Newsletter. We will also be publishing several editions of the "Eastern Bypass Study Newsletter," which is intended to help keep the public up-to-date about the progress of the study.

We encourage all who are interested or otherwise have a stake in the Eastern Bypass study to take advantage of these public involvement opportunities. It is only by working together as a community that the best possible study outcome can be achieved.



**For more information, please send your request to:**

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[www.easternbypass.com](http://www.easternbypass.com)