



Richland Co. Community Advisory Group (mini-CAG)

TO: US 50 Expressway Project Team

MEETING DATE: October 24, 2012

MEETING TIME: 5 P.M. – 7 P.M.

LOCATION: Olney Public Library, 400 W. Main Street, Olney, Illinois

PROJECT TEAM ATTENDEES: Sherry Phillips, Matthew Hirtzel, Gene Beccue, Greg Jamerson, Gary Welton, Rob Macklin – Illinois Department of Transportation
Anthony Miller, Rodger Smith – Hutchison Engineering, Inc.

CAG ATTENDEES: Bart Zuber – Community
Jennifer Cumming- Zuber – Community
Stan Crites – Richland County Farm Bureau
Mike Doll – Home Owner
John Spitz – Land Owner
Chuck Hartke - US 50 Coalition Consultant
Cliff and Nancy Diemel – Home Owners
Trevor Bissey – President of US 50 Coalition
Brandi Stennett- Richland County Development Corporation, Executive Director
Mark Lambird – Mayor of Olney
Larry Bussard – East Richland Community Unit School District #1, Superintendent
Tom C. Zuber – Land Owner
Karen Zuber – Land Owner

PREPARED BY: HEI

Meeting Agenda

- Welcome and Introductory Comments
- Presentation of priorities established by project team
- Presentation of new layout
- Discussion of the new layout

Meeting Handouts

No meeting handouts were distributed.

Meeting Convened

Sherry Phillips (IDOT) called the meeting to order, welcomed the CAG participants, thanked them for their continued participation, and made introductory comments about the US 50 project. This evenings meeting is to go over the comments we received at the last CAG and Public Meeting on the IL 250/St. Marie Road intersection and the three options we had provided.

Sherry discussed the 3 priorities we developed in order to come up with a design to safely handle the traffic at US 50 and IL 250/St. Marie Road. They are:

1. Traffic movements to/from US 50 and IL 250

Olney to Lawrenceville

Lawrenceville to Olney

2. Traffic movements at the US 50/ St. Marie Road intersection

St. Marie to Lawrenceville

Lawrenceville to St. Marie

3. Traffic movements at the US 50/St. Marie Road intersection

St. Marie to Olney

Olney to St, Marie

A CAG member questioned why the St. Marie to/from Lawrenceville movement would be a higher priority than the St. Marie to/from Olney priority. He felt the traffic volumes were higher going to Olney. Sherry and Matt explained there were other factors than volumes used in determining the priorities such as safety and left hand turning movements.

Anthony then presented the proposed layout for the IL 250/St. Marie Road intersections with US 50. First, “Jug Handles” are provided at IL 250 and US 50 such that the major traffic volumes only used right turns to gain access to and from US 50 and IL 250. Minor traffic movements (southbound to westbound and eastbound to northbound traffic movements are also accommodated. Second, “Jug Handles” are provided at St. Marie Road such that right turns are provided for traffic to and from Lawrenceville on and off of US 50. And third, the traffic movements to and from Olney to St. Marie road are provided. The north and south frontage roads are closed at the east ends respectively. A CAG member who lives on the north frontage road verified how he would get to the St. Marie Road.

Matt explained it is possible to open either of the frontage roads to St. Marie Road. However, opening the north frontage road would require several changes to the “Jug Handles” at the IL 250/US 50 intersection. And potentially cause additional impacts. The frontage road would need to be widened to handle the traffic which also causes more impacts.

Sherry mentioned we were going to look at providing a crossover at Holly road. This would help access south of US 50 and provide a turn-a-round if someone missed their turn.

A CAG member thought the proposal was good and minimized the impact to farm land. The couple that lived on the north frontage road liked the road closed at the east end. Traffic would be less in front of their home.

A CAG member at the end of the meeting asked if underpasses could be provided because of aesthetic reasons. The area is rural and 2 structures sticking up in the air would be obtrusive. Sherry explained the underpasses would not be an effective design but the City could try to secure special funds to help pay for aesthetic features to the bridges. There were a few questions verifying the traffic flow of the design that were answered.

The committee concluded the proposed design addressed most of everyone’s concerns and reduced impacts to farm land.

Sherry concluded the meeting by explaining the next steps. Since the CAG was in agreement of the new proposal, the property owners on the south side (the Shearers) will be contacted regarding the changes. The project will continue and this design will be carried forward in the study.

Meeting Adjourned

With no further questions or comments from the CAG, the meeting was adjourned at approximately 5:40 PM.

Appendices

Appendix A -1 Scanned Sign-in Sheet

