

Appendix A: Stakeholders Meeting Minutes

Since 1973

Meeting Notes

O'Fallon, IL Northeast Transportation Plan
O'Fallon Township Coordination Meeting

Location – City of O'Fallon, IL
November 17, 2008; 11:00 AM-12:30 PM

Attendees:

Bill Peach	O'Fallon Township	Jennifer Howland	City of O'Fallon
Ted Shekell	City of O'Fallon	Lee Cannon	CBB
Dennis Sullivan	City of O'Fallon	Srinivas Yanamanamanda	CBB

The following summary notes express our understanding of the items discussed during the meeting. Please respond in writing or email to Lee Cannon, LCannon@CBBTraffic.com within five days of receipt if any changes are required.

1. Lee Cannon provided an overview of the project.
2. Ted Shekell addressed the relevance of the project with respect to future land development policies of the City.
3. General Comments
 - O'Fallon Township maintains 37 miles of roadway.
 - Mr. Peach illustrated the general Township boundary on the map provided in the meeting. Jarvis Township abuts to the north, and Lebanon Township abuts to the east.
 - The City and Township currently have several inter-governmental agreements for snow removal, oil and chip, etc.
 - Mr. Peach will provide the City with his Motor Fuel Tax List of Roads Maintained. *Dennis Sullivan subsequently provided a copy of the list to CBB.*
 - The Township has no plans for any new roads.
 - In Illinois, if a City annexes property that abuts any roadway, the City must take over ownership and maintenance of the entire roadway within the annexed frontage.
 - With respect to development on Township roadways, the Township Zoning Board makes recommendations to the County Boards. The County has the final approval.
 - The Township does not issue any permits. In the event that a driveway connection is needed on a Township road, the Township installs the culvert, but the owner pays for the materials.
 - Mr. Peach is aware of 240 acres of land for sale east of Silver Creek that may be developed in the near future (near the intersection of Richwood School at Dressel).
 - One new subdivision on 5-10 acres is planned north of an existing subdivision on Old Lebanon Troy Road near Blackjack.

- Flooding is an issue for the Mill Creek and Silver Creek crossings in the northeast quadrant of the study area. A higher bridge is needed on Old Lebanon Troy Road over Silver Creek. Route 50 and Lebanon Road are the only other routes besides I-64 that cross Silver Creek in the study area. Lebanon Road also crosses Mill Creek.
- The new garage for O'Fallon Township is at Old Lebanon Troy Road.
- The City of O'Fallon has requested that the Rieder Road railroad overpass be improved using federal funds.
- The following roadway improvements were recently completed:
 - Weil Road east of Scott Troy Road
 - Bernhart – widened bridge and added curb and gutter
 - Oak Hill School Road east of Scott Troy – straightened alignment
 - County Line Road – straightened alignment near Goss Road
- The following roadways are not blacktop, they remain old and chip:
 - Lemon Settlement
 - Hubert Lane
 - North Rieder Road
 - Shiloh Valley Line
 - Albers
 - East Weil at Old Lebanon Troy Road
 - Richmond School Road
 - Dressel Road
- The culvert on Albers Road is in need of repair, but a local property owner claims that it is private and belongs to him.

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Meeting Notes

O'Fallon, IL Northeast Transportation Plan
IDOT Coordination Meeting

Location – IDOT
November 18, 2008; 2:00-3:30 PM

Attendees:

Candace Sauermann	IDOT – Engineering Studies Manager	Ted Shekell	City of O'Fallon
Cindy Stafford	IDOT – Location Studies Engineer	Dennis Sullivan	City of O'Fallon
Jon Schaller	IDOT – Local Roads	Jennifer Howland	City of O'Fallon
Tiffany Brase	IDOT – Programming	Shawn Leight	CBB
Frank Opfer	IDOT – Studies and Plans	Lee Cannon	CBB

The following summary notes express our understanding of the items discussed during the meeting. Please respond in writing or email to Lee Cannon, LCannon@CBBTraffic.com within five days of receipt if any changes are required.

1. Lee Cannon provided an overview of the project
2. General Comments
 - The Gateway Connector project has not progressed past the corridor preservation studies previously completed by MACTEC. There is no funding for the Phase I studies (preliminary engineering).
 - IDOT would be very interested to hear the City's desires for the Gateway Connector project, specifically related to access needs (location and configuration). The recommendations from the City's comprehensive plan will be considered during the Phase I studies.
 - Currently there are improvements programmed for the widening of US50 to a 3-lane cross section between IL158 and Rieder Road. There are no plans to widen/upgrade the US50 Bridge, which floods during heavy rain events, due to environmental constraints. Joe Monroe may be able to provide some information as to how often this bridge floods.
 - The City's riparian areas have been mapped. The City does not allow development within 150 feet of a riparian area and has a policy to prohibit development from the 100 year flood-plain.
 - There was an EIS completed to construct a new US50 alignment around Lebanon. The construction of this bypass is not funded. The EIS and plans will probably need to be revisited before any improvements move forward.
 - St. Clair County is developing an Access Justification Report (AJR) for a proposed I-64 interchange at Rieder Road. This AJR is currently under review by IDOT. NEPA work is NOT being completed as a part of these studies.

- The Rieder Road railroad underpass is a significant roadway bottleneck. The City of O'Fallon would like to see this crossing upgraded.
 - Fairview Heights is working toward a new interchange at or near Ruby Lane. FHWA did not approve their previous AJR for a proposed interchange further west. A new plan/AJR has not been submitted at this point.
 - St Chair County would like to see a traffic signal at the intersections of US50 with Main Street and Troy O'Fallon Road with North Lincoln.
3. Additional Data Collection
- Candace Sauermann will provide the study team with contact information for any data that the team needs from IDOT.
 - All available traffic count data should be available on IDOT's website.
 - IDNR could be a key resource to help understand environmental constraints.

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Meeting Notes

O'Fallon, IL Northeast Transportation Plan
St. Clair County Highways Coordination Meeting

Location – City of O'Fallon, IL
November 12, 2008; 2:30-4:30 PM

Attendees:

Darrell Cates	St. Clair County	Shawn Leight	CBB
Ted Shekell	City of O'Fallon	Lee Cannon	CBB
Dennis Sullivan	City of O'Fallon	Srinivas Yanamanamanda	CBB
Jennifer Howland	City of O'Fallon		

The following summary notes express our understanding of the items discussed during the meeting. Please respond in writing or email to Lee Cannon, LCannon@CBBTraffic.com within five days of receipt if any changes are required.

1. Lee Cannon provided an overview of the project.
2. Ted Shekell addressed the relevance of the project with respect to future land development policies of the City.
3. General Comments
 - St. Clair County intends to extend Frank Scott Parkway eastward from its current terminus across Lebanon Road to Route 158 at Maple. Oates and Associates is completing this work for the County.
 - Two tracts near Lincoln Avenue in the Village of Shiloh owned by local hospital interests may not be developed if Frank Scott Parkway is not extended.
 - Scott Air Force Base is expanding and will spur development off-post.
 - St Clair County owns almost 10,000 acres between Scott Air Force Base and I-64. They are considering development plans for this area. These plans would need to be sensitive to the needs of the Air Force Base and Mid America Airport.
 - St. Clair County is developing an Access Justification Report (AJR) for a proposed I-64 interchange at Rieder Road. This AJR is currently under review by IDOT and FHWA. The development of this interchange would be a catalyst for the development of the County's land between Scott Air Force Base and I-64. Kaskaskia Engineering is completing this work for the County.
 - The Frank Scott Parkway corridor could be extended along Wherry Road from IL158 to near Rieder Road and south of I-64 to Mid America Airport in conjunction with the new interchange.
 - The Rieder Road railroad underpass is a significant roadway bottleneck.

- IDOT has considered a realignment of US50 around Lebanon in the past; however, a new alignment is not being considered between Lebanon and O'Fallon due to environmental constraints.
 - St. Clair County is working on a project to improve Belleville Road from US50 to Perryman Road near Lebanon using in-house resources.
 - St. Clair County is working on a project to improve O'Fallon Troy Road from Lincoln Avenue to Route 158.
 - St. Clair County is planning improvements at the intersections of Frank Scott Parkway with Old Collinsville Road, Hartman Lane and Green Mount Road. Horner & Shifrin is completing this work for the County.
 - St. Clair County is planning improvements to Main Street from US50 to Maple.
 - There are discussions of making Green Mount Road five lanes at the I-64 interchange. CBB has presented a proposal to a group of stakeholders for completing a study of the needs.
4. Other Studies that CBB should obtain
- Joint Land Use Study
 - Mid America Airport Plan
 - Scott AFB Plan
 - St. Clair County Plan
5. Data that St. Clair County has that CBB can request
- Rieder Road AJR – Kaskaskia Engineering
 - Frank Scott Parkway improvement plans – Oates and Associates
 - St. Clair County crash database
 - St. Clair County signal locations list – approximately 25 signals. Most of the County's signals are interconnected with IDOT's signals. IDOT maintains the system timing plans.

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Meeting Notes

O'Fallon, IL Northeast Transportation Plan
Madison County Highways Coordination Meeting

Location – City of O'Fallon, IL
November 17, 2008; 1:30-3:00 PM

Attendees:

Gary Stahlhut	Madison County	Jennifer Howland	City of O'Fallon
Ted Shekell	City of O'Fallon	Lee Cannon	CBB
Dennis Sullivan	City of O'Fallon	Srinivas Yanamanamanda	CBB

The following summary notes express our understanding of the items discussed during the meeting. Please respond in writing or email to Lee Cannon, LCannon@CBBTraffic.com within five days of receipt if any changes are required.

1. Lee Cannon provided an overview of the project.
2. Ted Shekell addressed the relevance of the project with respect to future land development policies of the City.
3. General Comments
 - Madison County intends to improve Lebanon Road from Scott Troy Road to Spring Road providing three lanes. Oates and Associates completed a Transportation Planning Report for the County which maps the alignment of the improved corridor. Mr. Stahlhut provided copies of the report to the City and CBB in our meeting.
 - Madison County has a CMAQ request submitted for improving Spring Valley Road near Route 40.
 - Madison County has an approved CMAQ project to improve Troy O'Fallon Road to three lanes in Troy. The letting was approximately 90 days ago, but all bids were rejected due to the high costs.
 - There are a few parcels of property changing hands that may be developed in the County proper.
 - a grain elevator site
 - a tavern at the intersection of Route 40 at Troy O'Fallon Road
 - a subdivision is proposed on County Line Road
 - Mr. Stahlhut is not aware of any high crash locations in the study area within Madison County.

Appendix B: Travel Demand Modeling Technical Information

Travel demand modeling was used in this study to develop long-range traffic projections for various roadway improvements, identify travel characteristics of motorists in the study area and to identify the impact of proposed commercial and residential growth in the study area on travel demand on the roadway network. The model was also utilized to assess the impact of a new upgraded transportation facility on other roads in the region.

East-west Gateway Council of Governments is the St. Louis region's Metropolitan Planning Organization (MPO). EWGCOG's regional travel demand model was utilized to study and evaluate current, proposed and future roadway networks in the study area. Traffic Analysis Zone (TAZ) structure for the study area was refined to better define land uses in the northeast quadrant of the City. Recommendations from the earlier northwest quadrant update and other committed roadway network improvements have been incorporated into the travel demand model.

The correlation between land use and transportation demand directly affects the regional travel demand model's traffic forecasts. Specifically, the type and intensity of land use governs the amount of trip productions and attractions within each traffic analysis zone. For example, a residential area would produce fewer trips per day than a heavy commercial area. Also, a low-density residential area with single-family homes will generate different person-trips than a high-density apartment development. The movement of these person-trips between the TAZs equates to the demand placed on the transportation system. The regional model expresses this demand as estimated daily traffic on the transportation network. Outputs from the travel demand model are utilized to analyze anticipated increases in traffic volumes on roadways within the study area and develop proposed roadway network.

EWGCOG Regional Travel Demand Model was developed using CUBE Voyager software platform. The primary inputs to the program are socioeconomic (land use) data, which consist primarily of households (stratified by income and number of residents) and employment (classified into commercial, industrial, public and extractive employment) that is aggregated into transportation analysis zones (TAZs) for modeling purposes. Existing data is derived from census information and recent household travel surveys. Projected land use data for each planning horizon is developed by EWGCOG for use in the model. For this planning study, land use plans developed by the City of O'Fallon were compared to the data developed by EWGCOG. However, it is important to recognize that, unlike the land use forecasts developed by EWGCOG, land use assumptions developed by the City of O'Fallon are not limited by regional control totals for population and employment growth.

Methodologies to be used for the application of EWGCOG model for this study have been developed in conjunction with stakeholder meetings with EWGCOG model development staff. It should be noted that the previous study (Northwest Update) utilized legacy model developed in CUBE TP+ with very minimal TAZ structure. However, since the completion of the 2004 study, the regional travel demand model has seen significant updates via conversion to Voyager platform and refinement to TAZ and Network structure. Our analysis of the model performance within the study area has indicated reasonable disaggregate representation of socio-economic data as well as roadway network (supply) data.

In order to generate traffic assignments for a given scenario, the amount of traffic produced from or attracted to each zone is calculated using trip generation factors developed through local travel surveys. Each trip is

then linked to other zones in the network based on their relative attractiveness with respect to proximity and trip type compatibility, thereby resulting in an origin-destination (O-D) matrix. The distributed trips are adjusted to reflect alternative transportation modes before being assigned to the network based on travel times and travel distance. Routes are selected based upon the shortest paths (in terms of travel time) taking into consideration the effects of congestion.

For purposes of this project, the TAZ structure in the northeast quadrant was refined to reflect more realistic land use accessibility. Overall, the TAZ structure within the City of O'Fallon was coded adequately to provide reasonable disaggregation. However, the area east of Scott-Troy Road is currently represented by only two zones because of no widespread land cover with residential or commercial land uses under existing conditions. However, as described earlier, this part of the City is anticipated to sustain significant commercial and residential developments. To accurately model this new land use, the two zones were subdivided into nine zones for our study.

The transportation network was also refined appropriately to better replicate the local road system. The traffic forecasts for the several transportation improvement projects analyzed in this project were generated for a 2030 design year. The daily traffic volumes are the primary emphasis for a planning study such as this; albeit the travel demand model is also capable of producing volumes for a.m. peak, p.m. peak and off-peak periods.

The following figures show a graphical representation of TAZ, land use growth applications from the travel demand model.

Figure A1: Travel Demand Model Run Framework

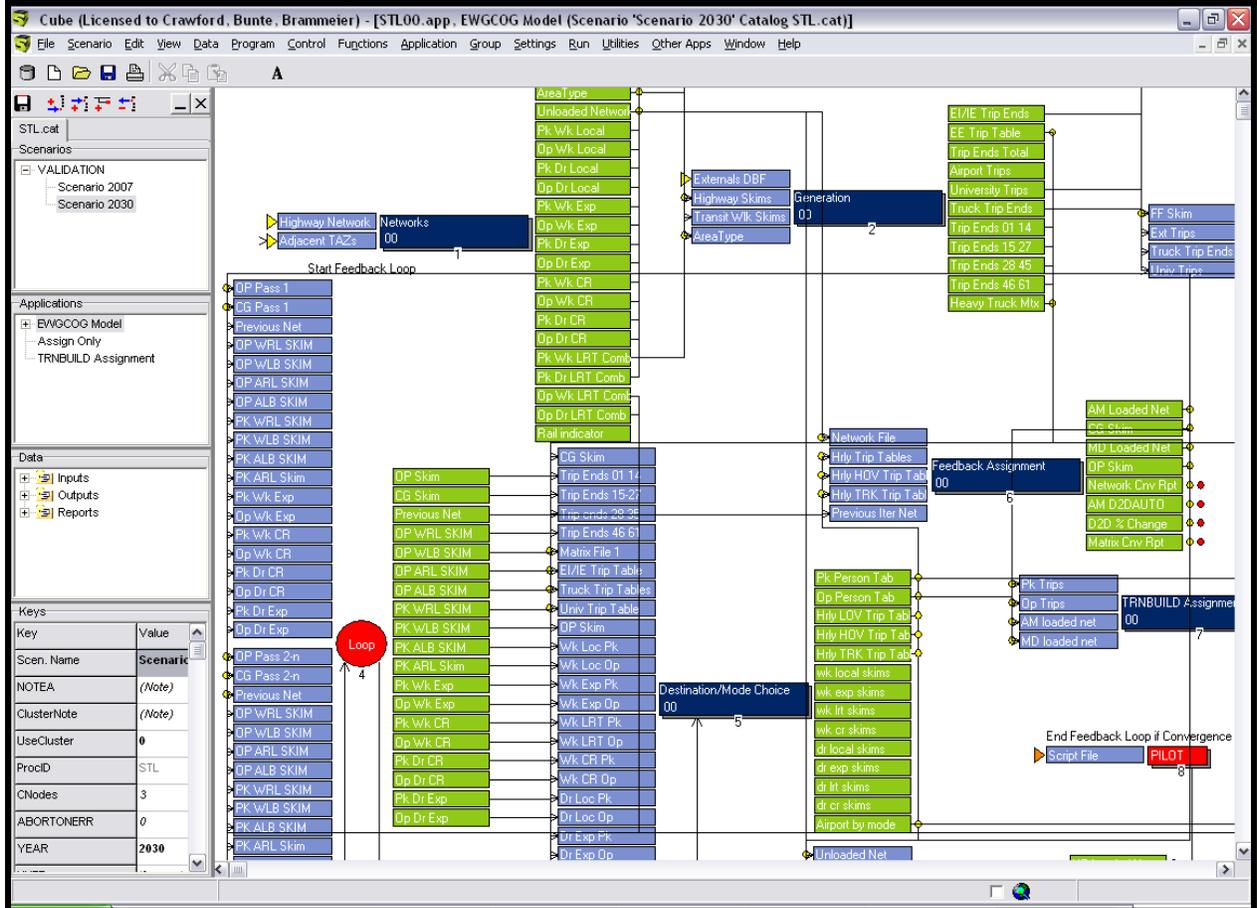


Figure A2: Depiction of Roadway Network

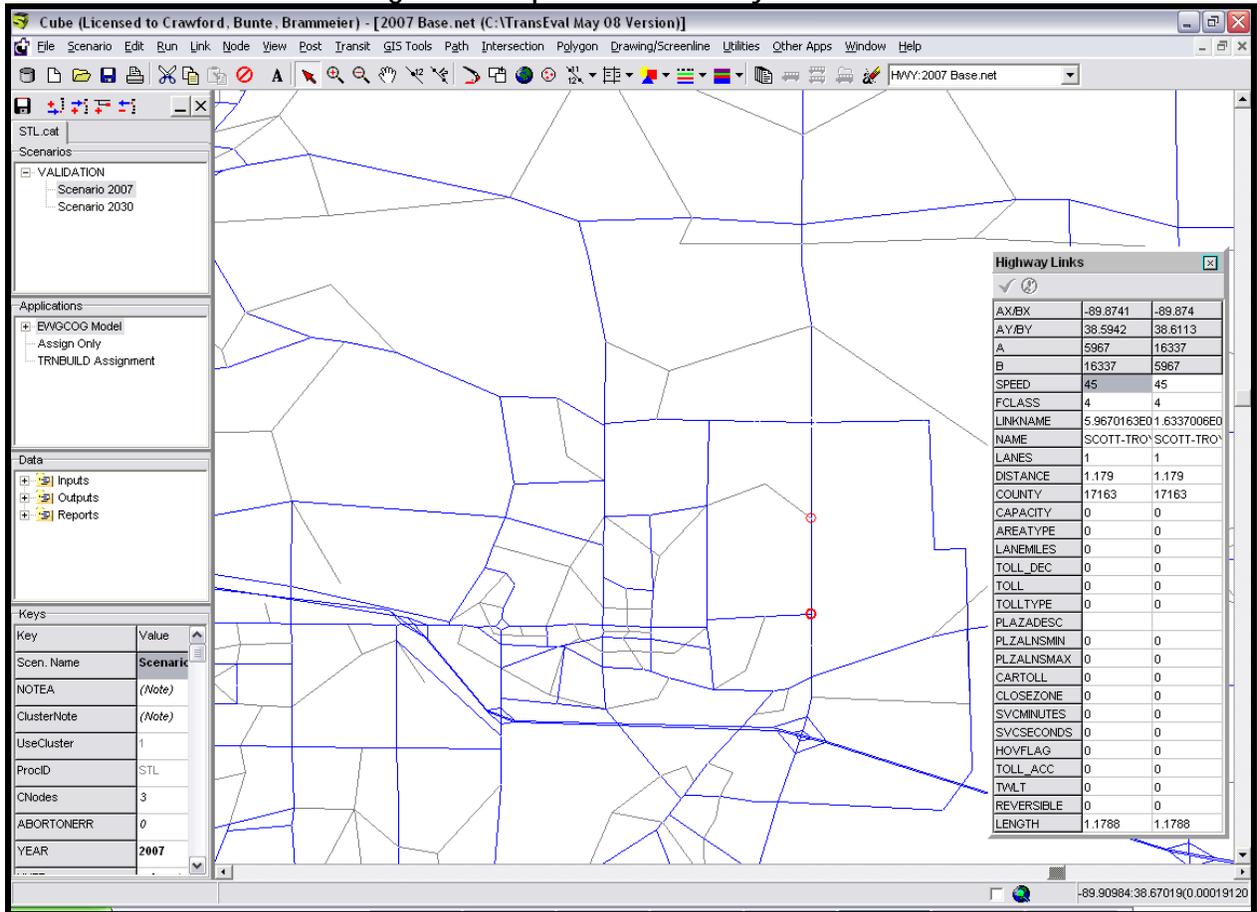


Figure A5: Commercial Land Use Growth in the Study Area

