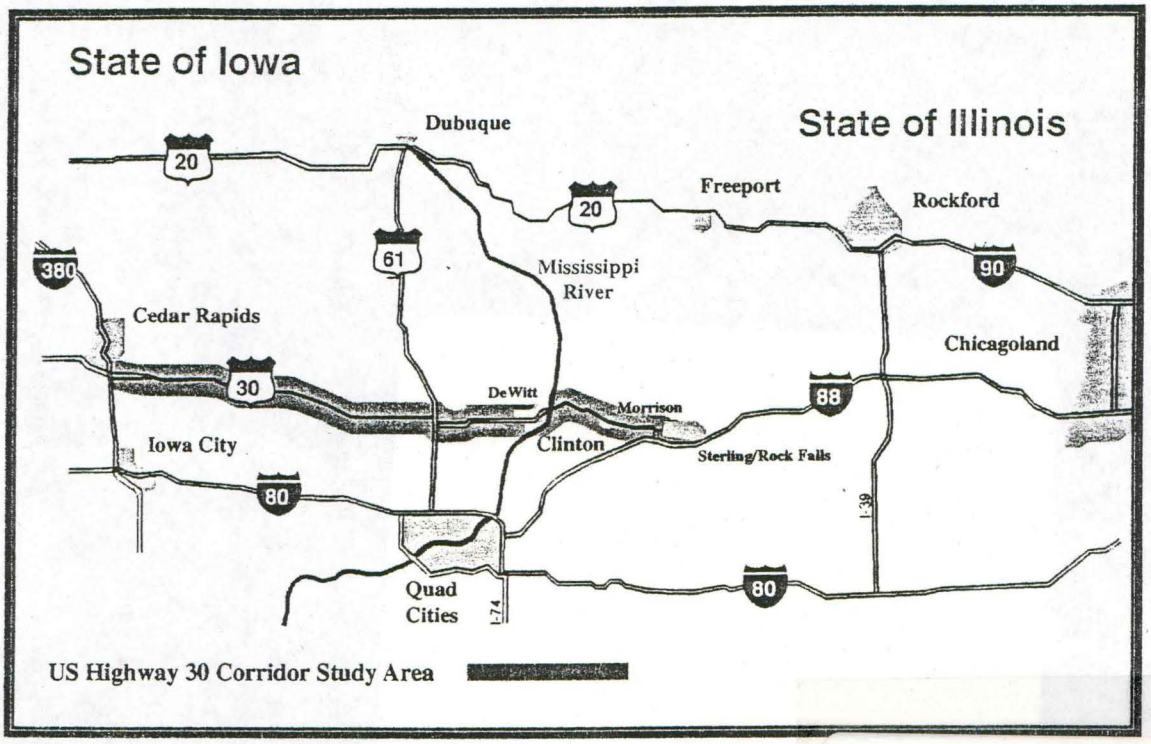
US Highway 30
Corridor Study
(Phase 1 & Phase II)



Completed for the:
CITY OF CLINTON, IOWA
WITH COOPERATION FROM
THE PROJECT RESOURCE GROUP
IOWA-ILLINOIS HIGHWAY PARTNERSHIP

October, 1999

Prepared by:
SNYDER & ASSOCIATES, INC.
501 S.W. ORALABOR ROAD
ANKENY, IOWA 50021

US Highway 30 Corridor Study (Phase I & Phase II)

Completed for the:

CITY OF CLINTON, IOWA

WITH COOPERATION FROM THE PROJECT RESOURCE GROUP

IOWA-ILLINOIS HIGHWAY PARTNERSHIP

October, 1999

Prepared by: SNYDER & ASSOCIATES, INC.
501 S.W. ORALABOR ROAD
ANKENY, IOWA 50021

TABLE OF CONTENTS

TABLE OF FIGURES

TABLE OF TABLES

PREFACE

This study was commissioned by the City of Clinton, Iowa through grants made to Clinton County, Iowa by the Clinton County Gaming Association.

This study was commissioned in order to study and analyze the need for improvements to the US Highway 30 corridor from Cedar Rapids to Interstate 88 and Chicago, as well as to analyze how Clinton's transportation system can be optimized to fit into an enhanced mobility network that would spur economic development as well as improve safety.

The study was separated into two phases. The first phase completed the research of the corridor and transportation analysis of the alternatives along with costs. The second phase was to select the preferred alternative and included meetings with adjacent communities and state/federal agencies and gain support for the US 30 project.

RESOURCE GROUP

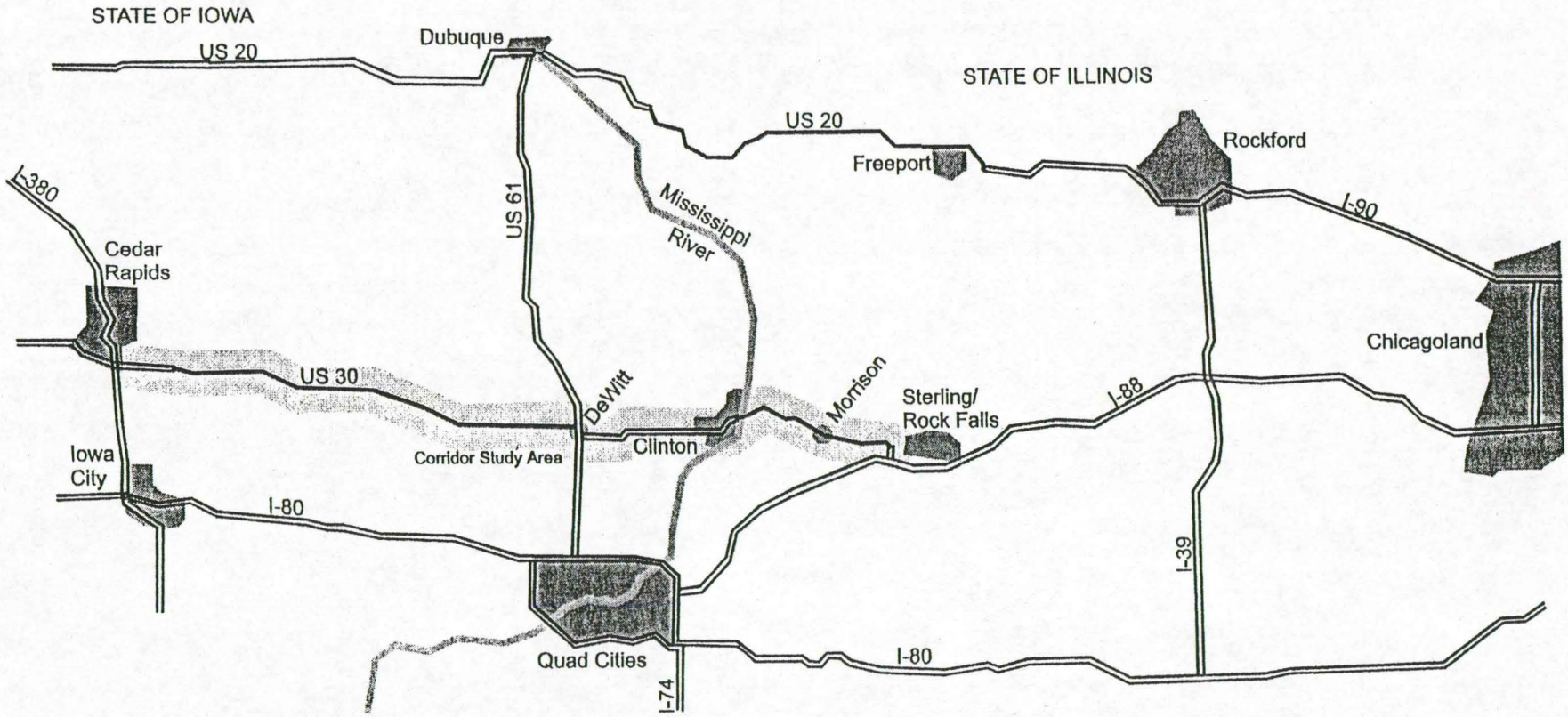
A Resource Group of local and area people was needed to provide input and direction for this study. The established Iowa-Illinois Highway Partnership (IIHP) was used to fill this need. This Partnership is made up primarily of local officials, interested citizens, and participation of state officials from both Iowa and Illinois.

ACKNOWLEDGMENTS

The following people and organization's time, input, and insight were invaluable to the development of this report. Many other people also contribute to the goal of improved transportation in the Clinton area.

LaMetta Wynn, Mayor of Clinton
George Langmack, Clinton City Manager
John Staszewski, Clinton City Planner
Jim Haag, Clinton Public Works Director
Ross Spooner, Clinton County Supervisor
Edith Pfeffer, Resource Group/IIHP
Tom Determann, Resource Group/IIHP
Barb Suehl, Resource Group/IIHP
Hugh LaMont, Resource Group/IIHP
Clyde Bradley, Resource Group/IIHP
Carolyn Tallett, Resource Group/IIHP
Tom Meyer, Resource Group/IIHP
David Burrell, Resource Group/ IIHP
Dennis Lauver, Clinton Area Chamber of Commerce
Betty Steinert, Whiteside County Economic Development
Barbara Bees, Morrison Chamber of Commerce
Robert Atherton, Mayor of Morrison
Joe Woith, Morrison City Manager
Iowa Dept. of Transportation
Illinois Dept. of Transportation

US Highway 30
Corridor Study Area



INTRODUCTION

The City of Clinton and the Clinton area community has spent considerable effort to encourage transportation improvements in and around the community in the last decade. In Clinton, these efforts have been focused on improving mobility and creating development opportunities through improvements to US Highway 30 (Lincolnway and Camanche Ave.) and also to the Mill Creek Expressway, a beltline road on the west and north side of the City.

This study was commissioned in order to study and analyze the need for improvements to the US Highway 30 corridor from Cedar Rapids to Interstate 88 and Chicago, as well as to analyze how Clinton's transportation system can be optimized to fit into an enhanced mobility network that would spur economic development as well as improve safety.

The Iowa DOT is currently planning improvements to the 2-lane sections of US Highway 30 from Omaha/Council Bluffs through Cedar Rapids to DeWitt. The City of Clinton is under construction with improvements to Lincolnway and the new Mill Creek Expressway. In addition, there are plans being developed to further improve the US Highway 30 corridor and access to both Mississippi River bridges in the City. The Illinois DOT currently has no current plans to improve US Highway 30 from the Mississippi River to Interstate 88, which would link the region to the Interstate system into Chicago. The Iowa/Illinois Partnership is actively seeking to convince Illinois DOT to program improvements to US 30.

GOALS AND OBJECTIVES

The City of Clinton and the study's Resource Group have developed broad goals for the US Highway 30 corridor. These goals represent an ongoing vision for the region.

Goals

- To improve transportation safety and capacity by 4-laning US Highway 30 in Iowa and Illinois as an east-west reliever route for Interstate 80.
- To promote economic development along the US Highway 30 corridor between Cedar Rapids, Iowa and Chicago, including industrial, commercial, and residential opportunities.

To meet these goals, short term and long term objectives have been identified. This study focuses on the current and short term highway objectives. "Short Term" is identified as projects that could be in a state's current DOT's 5-year plan. Summary information on barge and rail issues, and the river bridges is included in the study as a step toward longer term objectives, which are beyond the planning horizon of the states' current 5-year plans.

Current & Short Term Objectives

Build Support — Continue to build regional, state, and federal support for capital investment and study in the US Highway 30 corridor.

Corridor Study — Formal corridor study is recommended that can be adopted by state and federal DOTs, of the 4-lane route alternatives in this report (from Clinton to Interstate 88) and inclusion in the Iowa and Illinois DOTs five-year plans. The estimated cost is about $1 million with the majority costs being in Illinois and only about 5% in Iowa. The Iowa DOT currently has 171 miles of US 30 under study, design, or construction for 4-laning.

Utilize Bridges — Utilize the two existing Mississippi River bridges (US Highway 30 and Highway 136) as routes that provide connecting links in Iowa and Illinois.

4-Lane US 30 — Completion of a 4-lane US Highway 30 expressway through Iowa and in Illinois, connecting to Interstate 88.

Long Term Objective

Bridge Study — Study of two existing Mississippi River highway bridges (US Highway 30 and Highway 136), including an analysis of replacement costs and of approach infrastructure. The Union Pacific railroad bridge would also be examined including replacement or improvement costs, approach infrastructure, and possible combination with a highway bridge.

CORRIDOR STUDY HIGHLIGHTS

- The Cedar Rapids, Iowa to Chicago corridor is seen as an important commercial and industrial link requiring 4-lane expressway (or better) access, and as a potential reliever for Interstate 80.
- Traffic on US Highway 30 and similar 2-lane US highways is growing at about 2.5% annually.
- Traffic on 2-lane most US highways goes up and down depending on the size of adjacent population centers. (i.e. Higher around Clinton and Morrison, lower in Lowden, IA or Elizabeth, IL).
- Traffic on US Highway 30 in Whiteside County has among the highest traffic counts on downstate 2-lane highways. Others include US 20, US 34, US 67. These higher traffic counts are due somewhat to the relative lack of Interstate system in northwest and westcentral Illinois. Traffic west of Morrison is at over 10,000 vehicles per day, compared to 12,000 vehicles on Interstate 88 near Erie.
- Traffic on area Interstate highways is growing at about 4-5% annually.
- Interstate traffic is more constant through lower population rural areas, reflecting more "through trips".
- Semi-truck traffic on Interstate 80 accounts for about 25% of all traffic (including Mississippi River bridge traffic).
- Semi-truck traffic on US highways in Eastern Iowa & Western Illinois can range from 7% to 16%.
- Semi-truck traffic drops considerably (to about 4%) as it crosses the Mississippi River on US Highways 30, 20, and 34. This seems to indicate that these (currently) 2-lane highways are not (currently) big east-west commercial traffic corridors.
- The two Mississippi River bridges, US 30 Gateway Bridge and the Highway 136 bridge have effective traffic capacities of over 15,000 vehicles per day. Both of these facilities are at about 2/3 capacity.
- The Iowa and Illinois DOTs, and the federal highway administration are making large investments to maintain and preserve the Gateway Bridge, including a $7 million paint project following the current $8 million redecking project.
- The Union Pacific railroad bridge, just south of the Gateway Bridge, is under an "Order to Alter" by the US Coast Guard. There is the potential for building a combination vehicle/railroad bridge to create 4-lanes across the Mississippi in the existing US Highway 30 corridor. This would require the partnership of many different governmental agencies and private investment.

- The Iowa DOT has 171 miles of planning, environmental location studies, or construction programming on US Highway 30 segments that are currently only 2-lane.
- There is 22 miles of US Highway 30 between the Mississippi River and Interstate 88 in Illinois. If it is not improved, it will be the only 2-lane segment between Interstate 35 in western Iowa and Chicago.
- The Illinois DOT has not had significant funding for capacity improvement projects at least in the 1990s. The Iowa DOT has been working to 4-lane a number of important US Highways, including US 20, US 30, US 34, US 61, and US 151.
- Governor Ryan's "Illinois FIRST" program is planned to provide over $4.5 billion in funding for transportation projects, including capacity improvements. Downstate, a number of significant capacity improvement projects have been funded, many in west-central Illinois (i.e. US 67).
- The Illinois DOT has a list of "Economic Development Corridors." The only north-west Illinois corridor on the list is US Highway 20 from Galena to Freeport, which is currently proceeding through environmental and location studies, but which did not receive construction funding through the "Illinois FIRST" program.
- The Illinois DOT plans to spend over $52 million in Whiteside County between FY 2000 and 2004. A full 2/3 of this will be spent on major Interstate 88 reconstruction and 20% will be spent on US Highway 30 (including painting the Mississippi Gateway Bridge).
- Projects such as the Thomson penitentiary, the planned Clinton Business Park, the Morrison Industrial Park, and other projects will help to bolster the area economy and housing development, which historically has had higher than average unemployment levels and declining population. This may also help to offset recent layoffs in the area. The four largest communities in Whiteside County are along the existing US Highway 30 alignment, and these communities are the only ones to have industrial parks.
- Clinton has had great success in the 1990s in focusing attention and dollars on Eastern Iowa, including funding for a new beltway road, the Mill Creek Expressway, and funding for the engineering and design of improvements to Camanche Ave./US Highway 30.
- It is important to work together at a local level to promote capacity improvements to US Highway 30 to both the Iowa and Illinois DOTs, the State Legislatures, and the federal DOT.

RECOMMENDATIONS

Current Planning and Programmed Investment

US Highway 30 West

Current planning and environmental/location studies by the Iowa DOT on 2-lane portions of US Highway 30 between Cedar Rapids and DeWitt should continue with the desired outcome of a 4-lane divided highway that bypasses the communities along the route to maximize travel efficiency (Alternative A-1). After the planning study is completed, the Iowa DOT should be encouraged and supported to move the project to a programmed construction project in its 5-year plan.

Clinton, Iowa

In Clinton, Iowa, planning and environmental studies on Camanche Ave. (known as US Highway 30/67 Phase II) should be completed with a goal of maximizing traffic safety and traffic flow, as well as creating a more aesthetic area for future development. Continued work to ensure that federal, state, and local construction programming is maintained will be critical to improving travel through Clinton and removing a bottleneck in the Cedar Rapids to Chicago corridor.

The current construction project on Lincolnway (known as US Highway 30/67 Phase I) is critical to improving safety and traffic flow in a high accident area. The traffic improvements and added capacity from this project is critical to removing travel delays in the Cedar Rapids to Chicago corridor.

The current construction of the Mill Creek Expressway by 2001 on the west and north sides of Clinton will be a critical facility to routing select traffic around Clinton, improve intracity traffic movement and minimize local congestion, significantly open up new areas to development, and help to maximize the use of the two Mississippi River bridges.

Necessary Planning and Programming

Clinton, Iowa

The missing link in the "loop" around Clinton/Fulton is improvements to the US 67/IA 136 corridor (Main Ave. and 2nd St. North) between the terminus of the Mill Creek Expressway and the North Mississippi River Bridge. This corridor has slow traffic movement and approaches the road capacity in some areas.

It is recommended Clinton complete an "Existing plus Committed" (E+C) transportation study by updating the existing Clinton area "Travel Demand Model" with a future planning horizon of about 2020. The newly adopted Clinton Development Plan will assist in future model forecasts for the Clinton transportation study area.

The Travel Demand Model can be used to analyze network deficiencies, like the existing North 2nd St./Main Ave. corridor that connects the North Bridge to US 67 and the future Mill Creek Expressway. In addition, the Model will assist in the analysis of the impacts of different improvement alternatives. These alternatives would include the 19th Ave. North Extension and improvements to North 2nd St./Main Ave. The Model will demonstrate the traffic impact of these alternatives on other local network streets like North 3rd St.

The preferred alternative from this preliminary study is Alternative B-3 which maximizes the east-west travel capacity by utilizing both the existing US Highway 30 corridor and the Mill Creek Expressway which is currently under construction. As indicated above, additional study and investment will be necessary to complete this travel enhancing "loop" around the community.

Whiteside County, Illinois

US Highway 30 in Whiteside County has significant traffic volumes for a 2-lane highway and should be formally studied for expansion to 4-lane. In this preliminary report, two different alternatives were studied; expanding the highway along the existing corridor and a new alignment between Fulton and Erie. Although the existing corridor maintains the most system continuity and economic development opportunities, two alternative corridors should be analyzed in a formal planning and environmental/location study.

The preferred alternative from this preliminary study is to add additional capacity on the existing US Highway 30 corridor, Alternative C-1. This 19.2 mile section stretches from the junction of US Highway 30 and Highway 136 just east of Fulton to the 4-lane section west of Rock Falls near Interstate 88 exit #36.

The project should be included in the Illinois DOT's five-year plan and designated as an "Economic Development Corridor."

Mississippi River Bridges

The two existing 2-lane highway bridges (US 67/30) are relatively young and well maintained, including the current redecking of the US Highway 30 Gateway Bridge. Their use should be maximized in order to utilize all of the capacity of the four combined lanes. The US Coast Guard's "Order to Alter" for the aging Union Pacific rail bridge, located just south of the Gateway Bridge, provides new opportunities for rail, barge and highway traffic. The existing swing-span bridge is a constraint to rail, river, and highway traffic, as well as being a safety hazard.

It is recommended that local, state, private business, and federal discussions and study of how these facilities will eventually be replaced. Partnerships should be developed to help maximize capacity and traffic flow for the three important transportation modes.

Coordination of a Regional View

The Iowa DOT, the City of Clinton, and the Illinois DOT all have their own improvement programs. However, they are not all developed in coordination with each other. The Iowa DOT's plans to improve 171 miles of US Highway 30 stop at the City of Clinton. The Iowa DOT plans to bypass the communities along US Highway 30 to improve regional mobility and safety. However, the Iowa DOT is not planning these same types of improvements for Clinton.

In addition, the Illinois DOT is not planning to make any improvements to the US Highway 30 corridor between the Mississippi River and Interstate 88. Such improvements would help to maximize Iowa's highway investment system into a larger, regional transportation network.

This lack of coordination, in effect, creates a localized expressway where Clinton is at the far edge of the region rather than being in the center of a regional system. As the end point in the Iowa US Highway 30 system, Clinton also does not have the same type of mobility enhancing improvements that the other communities along the interior of the state receive, including metropolitan areas like Cedar Rapids, Ames, and Marshalltown.

In order to encourage coordination between local transportation priorities, the Iowa and Illinois DOTs, and other agencies like the US Coast Guard and the Corp of Engineers, the City of Clinton and the Clinton area community must take the lead to bring these groups together. This coordination falls to the Clinton area because it has the most to gain by the development of a coordinated regional system as well as the most to lose if the coordination does not take place.

If there is not a turnaround in the transportation system in Clinton and Whiteside County the population will continue to decrease by 3% to 4% as projected.

BACKGROUND INFORMATION

Population

The population of both Illinois and Iowa is expected to increase between the last census in 1990 and 2020. This represents a small but significant turn-around from the population loss that occurred during the farm crisis years of the early 1980s.

Generally, the population in Eastern Iowa's metropolitan and rural counties is expected to grow at the same rate as the state as a whole, about 11% growth over 30 years. **However, the only Eastern Iowa County that is expected to continue to have a decreasing population is Clinton County. Part of this ongoing decline is the lack of highway connections to the City of Clinton and the job growth that can accompany suitable connections to the Interstate transportation system. Most other Northwest Illinois counties, both urban and rural, are expected to see very small population increases. Only Bureau, Carroll, Henry, Mercer, and Whiteside Counties are expected to see notable decreases in population. Whiteside County is by far the largest of these rural counties with an estimated year 2000 population of 59,881.**

In Northwest Illinois, the situation is somewhat similar. The State of Illinois is anticipated to achieve small growth of about 16% over 30 years, with much faster growth in the Chicago metropolitan area. DeKalb County, at the fringe of the Chicago area is expected to see a one-third population increase from 1990 to 2020.

Additional highway investment in counties like Whiteside County could help to stimulate commercial activity and opportunity. It would also contribute to stabilizing the regional population.

The following table shows the historical population and the official forecasts for selected counties in Iowa and Illinois. Since most every county in Eastern Iowa except Clinton County is expected to have a population increase from 1990 to 2020, only a few selected counties along the Mississippi River are included. For comparison, most Northwest Illinois counties are included in the table which shows the dramatic difference in expected population change depending on location and available transportation systems.

COUNTY POPULATION FORECASTS, 1990 to 2020
SELECTED NORTHWESTERN ILLINOIS & EASTERN IOWA COUNTIES

State/County	1990	2000	2020	1990-2000	1990-2020
State of Illinois [1]	11,430,602	12,134,354	13,296,804	6%	16%
Bureau [1]	35,688	35,801	34,297	0%	-4%
Carroll [1]	16,805	15,965	14,983	-5%	-11%
DeKalb [1]	77,932	86,414	103,291	11%	33%
Henry [1]	51,159	49,822	43,578	-3%	-15%
Jo Daviess [1]	21,821	21,899	22,662	0%	4%
Knox [1]	56,393	56,197	54,956	0%	-3%
Lee [1]	34,392	36,043	36,110	5%	5%
McDonough [1]	35,244	35,240	37,277	0%	6%
Mercer [1]	17,290	16,934	16,066	-2%	-7%
Ogle [1]	45,957	49,534	48,537	8%	6%
Rock Island [1]	148,723	150,103	149,185	1%	0%
Stephenson [1]	48,052	49,279	50,418	3%	5%
Warren [1]	19,181	19,326	20,197	1%	5%
Whiteside [1]	**60,186**	**59,881**	**57,815**	**-1%**	**-4%**
Winnebago [1]	252,913	269,985	286,239	7%	13%
State of Iowa [2]	2,779,690	2,889,920	3,093,550	4%	11%
Clinton [2]	**51,070**	**50,250**	**49,330**	**-2%**	**-3%**
Dubuque [2]	86,420	89,410	95,560	3%	11%
Muscatine [2]	39,960	41,490	43,360	4%	9%
Scott [2]	151,330	159,850	173,530	6%	15%

1 "Population Trends in Illinois, 1990 to 2020." State of Illinois, DCCA official population forecasts.
2 Woods & Poole Economics, 1998. Official population forecasts of the State of Iowa.

Looking more closely at Whiteside County, Illinois, its larger communities are along the existing US Highway 30 corridor, including Fulton, Morrison, Sterling, and Rock Falls which together accounts for 55% of the County population. The rural, unincorporated population of Whiteside County accounts for a full 36%, while the five smallest communities account for only 9% of the population. Like many Midwestern communities, all of the nine Whiteside County communities lost population between 1980 and 1990. Since 1990, the US Census Bureau estimates that the population has remained relatively constant.

Whiteside County Community Populations

Community	1980	1990	Estimated 1996
Sterling *	16,273	15,132	14,811
Rock Falls *	10,624	9,654	9,449
Morrison *	4,605	4,474	4,374
Fulton *	3,936	3,698	3,838
Prophetstown	2,141	1,749	1,841
Erie	1,725	1,572	1,558
Albany	1,014	835	805
Tampico	966	833	801
Lyndon	777	615	616
Rural Unincorporated	23,909	21,624	22,132
Whiteside County Total	65,970	60,186	60,225

* Along existing US Highway 30 Corridor.
Source: Whiteside County Economic Development

Land Use

Land use along the US Highway 30 study corridor from Cedar Rapids to Interstate 88 is primarily agricultural. As the Highway passes through a community, there is substantially increased side friction from residential, commercial, and even industrial land uses. In the City of Clinton, the largest community along the study corridor, the City and Iowa DOT are planning to reduce side friction along the existing Highway alignment, as well as to provide outlets for new development and travel through a new-alignment expressway around the north and west side of the community.

In rural areas, there is very little commercial activity. Part of the restraint on rural access/side friction to the Highway in Iowa is that the Union Pacific Railroad closely parallels the Highway on the North. The close presence of the railroad limits development on the immediate north side of the Highway and also limits the number of intersections, due to spacing limitations for railroad crossings.

Cultural Resources

There is a moderate to high potential for cultural resources just about anywhere along the project corridor.

Of the known sites, the Albany Mounds Group (11WT1) poses the greatest challenge to the corridor selection and must not be disturbed. This burial ground is in the National Register of Historic Places and is protected by Illinois Law.

There are recorded sites that are potentially National Register eligible on both the north and south sides of Morrison. Corridor construction through the town may also be affected by architectural properties that are eligible for the National Register. At least one such building, the Odell Building, at 202 E. Lincolnway Road, is already listed in the Historic Register.

Any selected corridor involving the acquisition of previously un-surveyed right-of-way will require a Phase I archeological investigation. Any significant archeological sites that cannot be avoided by construction will require Phase II or Phase III data recovery before clearance to proceed can be obtained. If human remains were uncovered, generally the site would be avoided and protected from future impact.

For more information regarding the cultural background of the area, see the appendix.

Hazardous Waste

There are numerous sites in the study area that are regulated by the EPA for the presence of hazardous materials or environmental contamination. There are eight sites, six in Clinton and two in Rock Falls, that have been designated as Superfund sites. EPA rules and regulations will need to be followed regarding these sites. See the appendix for more information regarding Hazardous waste.

Existing Transportation Planning and Programming

In order to understand the development of regional transportation improvements, the State 5-year Plans from Iowa and Illinois were analyzed, as well as from the City of Clinton.

IOWA

The Iowa DOT has determined US Highway 30 to be a priority development corridor in its 1997 long range State Transportation Plan titled "*Iowa In Motion.*" In *Iowa In Motion*, US 30 was targeted for capacity improvements across the state, most of which were new "Super-2" designs. US Highway 30 is a part of Iowa "Commercial-Industrial Network" (CIN). Super-2 highways are two lane highways with passing lanes, improvements through our around communities, and intersection improvements.

Since the 1997 *Iowa In Motion* plan was adopted, the Iowa DOT has studied the US Highway 30 corridor for more significant 4-lane capacity improvements. In fact, by 2005, the Iowa DOT will have most of US Highway 30 upgraded to a 4-lane divided highway from the Interstate 35/Ames/Boone area to Cedar Rapids. This is a significant development that will link many expanding communities and provide an alternative commercial and commuting alternative to Interstate 80. Major location studies have begun on the 2-lane Segments of US Highway 30 west of Ames and east of Cedar Rapids. These 2-lane segments will then be upgraded to 4-lane facilities.

A summary of Iowa's current FY 1999-2003 5-year programming for US Highway 30 expansion includes the following. The list does not include preservation or rebuilding projects of existing 4-lane segments.

IOWA DOT MAJOR PROJECTS ON US HIGHWAY 30

Segment	Description	Length	Year/Status
• Harrison Co./Missouri Valley Bypass	Environmental/Location Studies	12.0	Started
• Crawford Co./Denison Bypass	Prelocation Study	5.0	Started
• Carroll Co./Carroll Bypass	Environmental/Corridor Pres.	8.8	Started
• Greene/Boone/Carroll Counties	Environmental/Location Studies	27.1	2003
• Story/Marshall Counties	Environmental/Location Studies	15.0	Started
• E of Ames to W of Cedar Rapids	Add 2 lanes	56.3	1999-2005
• Linn/Cedar/Clinton Counties	Environmental/Location Studies	45.0	Started
• City of Clinton	Environmental/Location Studies	2.5	Started
Total miles of planned/programmed improvements		171.7 miles	

Source: Iowa DOT's "1999-2003 Iowa Transportation Improvement Program"

CITY OF CLINTON

The City of Clinton has conducted a considerable amount of planning for future development and infrastructure in the 1990s. The economy of the community has begun to recover and grow from the recession of the 1980s and new investment is necessary to foster the new expansion.

The total cost of these improvements is between $50 and $60 million, not including US 30/67 Corridor - Phase III, which has no cost estimate.

Mill Creek Expressway

The City and community were successful in getting $13.7 million in state and local funding to build the 2-lane Mill Creek Expressway around the west and north sides of the community. This Expressway will allow new areas to be developed and generally allow for more orderly growth of the community and traffic. The section of the Expressway between US Highway 30 and Main Ave. (IA Hwy 136) will be complete in 2002.

The Expressway will open up additional industrial area north of US Highway 30 that is contiguous with existing industrial areas. In addition, office and business parks are planned for the areas around intersections with 13th Ave. North and Main Ave. These new development areas are anticipated to help generate over 10,600 new jobs in the area in the next two decades.

Phase II of the Mill Creek Expressway is estimated to cost $4 million and will extend the road to intersect with US Highway 67 just north of Clinton. The City is pursuing the purchase of

right-of-way for the corridor for $0.5 million and continues to work on funding for the construction costs for the road.

19th Ave. North Extension

A related project that needs consideration is a direct route from the northerly Mississippi River Bridge to the Mill Creek Expressway along an extension to 19th Ave. North. Currently, there is no direct route from the Bridge west to Main Ave./IA Hwy. 136 or the Expressway. The existing corridor is along North 2nd Street and Main Ave. The cost of this project is estimated to be about $3-4 million. Further analysis of this project is suggested using the Clinton Area travel demand model.

US Highway 30/67 Corridor

The City of Clinton has had plans to improve the lengthy "30/67 Corridor" since the early 1990s. The project has been separated into three phases.

Phase I stretches 1.3 miles from the junction of US Highway 30 & 67 east to South 14th St. The project will add a fifth traffic lane, turning lanes, as well as a separated bike trail. The estimated cost for this programmed project is $13 million.

Phase II is about 2 miles of the US Highway 30/67 corridor from South 14th St. to 8th Ave. South, locally known as Camanche Ave. The existing Camanche Ave. area has considerable side friction and is a mix of residential, commercial, and industrial uses. The City is currently studying and designing solutions that will add considerable capacity to the corridor. Liberty Ave. runs parallel to Camanche Ave. on the south, and historically was blocked by the expansive Union Pacific railcar shop. This building and operation has been closed making it possible for Liberty Ave. to become a through street. Camanche Ave. and Liberty Ave. would become one-way pairs with ample capacity and turning lanes. In addition, the block between the roads can be redeveloped into commercial and light industrial uses. The area planned for redevelopment has been coined as "Liberty Square." Study and design work on this project has been funded and construction will take place in the future. The cost estimate for this phase is between $30 and $35 million.

Phase III is North 2nd St./US Highway 67 from the 8th Ave.(Gateway Bridge) north 2.3 miles to North Main Ave. This corridor is heavily commercial and runs through the heart of the downtown. There is considerable side friction and street parking. The proposed project currently call for a fifth traffic lane through the corridor. Currently, there is no cost estimate for Phase III.

ILLINOIS

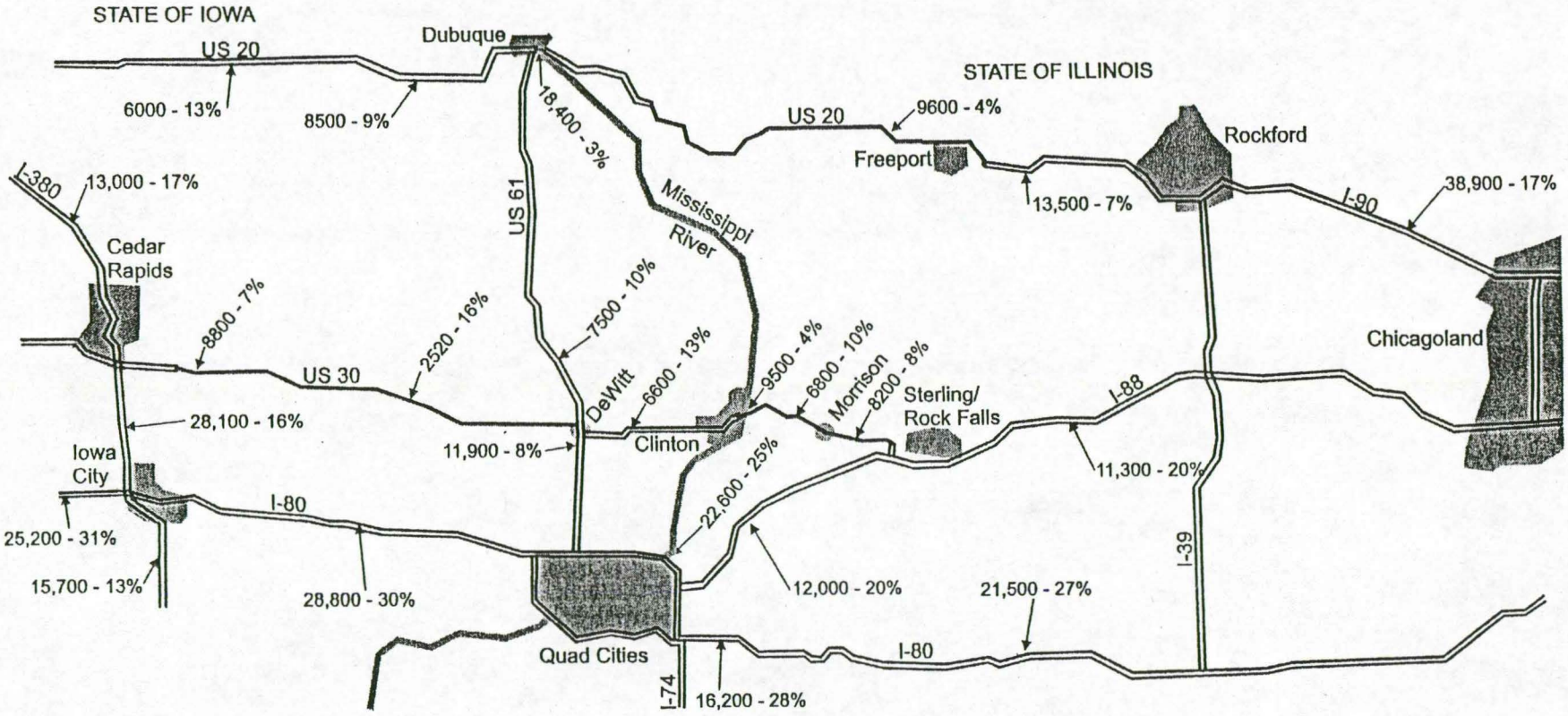
For most of the 1990s, the Illinois DOT has not had the financial resources to expand capacity of many rural highways, such as US Highway 30, as most of their highway funding went to maintain and preserve the existing highway and interstate system. The Illinois DOT's "*Lifeline*

to the Economy" from March 1997, has no scheduled capacity improvements or studies for US Highway 30. However, the recent "Illinois FIRST" capital improvement initiative in the state did yield two significant projects along the corridor. The first project is to repaint the Gateway Mississippi River Bridge for $7.2 million and the second project is to resurface and add curb and gutter to 3.1 miles of US Highway 30 through Morrison for $2.7 million.

As a part of the "*Lifelines to the Economy*" the Illinois DOT has compiled a listing of the highway needs of each road on the State Primary System and also by County. US Highway 30 is shown to run about 30 miles in Whiteside County, 6.4 of which are shown to be in need of repair. When looking at the State system in Whiteside County as a whole, a total of almost 52 miles of highway were in need of repair. Excluding metropolitan counties like Rock Island and Cook, only four other counties (Ogle, McHenry, Bureau, and Lee Counties) had more miles of backlogged highway repairs than Whiteside County. This seems to indicate a need for substantial investment in Whiteside County, especially considering the increasing growth of traffic volumes. Increasing vehicle and semi-truck traffic will create even more wear on a system in need of maintenance.

To accommodate the need to add capacity to certain segments of highway, the Illinois DOT has a number of "Economic Corridors" in its Plan that are to help stimulate the economic potential of various parts of the state. Currently, US Highway 30 is not a designated Economic Corridor. There are several similar corridors that have been placed on this list for capacity improvements including the very expensive US Highway 20 corridor from Galena to Freeport and US Highway 34 from Burlington to Monmouth.

Cedar Rapids to Chicago
Selected 1996 AADT & Percent Trucks



SOURCE: Iowa DOT, Illinois DOT.

TRANSPORTATION AND ECONOMIC ANALYSIS

Current Traffic Volumes

IOWA

Traffic volumes in the 1990s have been increasing at a substantial rate on both 2-lane highways as well as on the Interstate system. This is probably due in part to the strong economy, increased demand for commuter and pleasure travel, and the increased importance of trucking.

Traffic on US Highway 30 in the study area, east of Cedar Rapids, is generally proportionate to the surrounding population. In and around Cedar Rapids, traffic ranges from 8,200 to 17,300 AADT at the interchange with I-380. In the rural areas of Cedar County, daily traffic dips as low as 2,500 AADT. Along the 4-lane Camanche Ave. in the City of Clinton, daily traffic counts are as high as 17,800, which pushes the capacity of the road considering the current heavy amount of side commercial and residential friction.

Generally, traffic in the rural areas of US Highway 30 has been growing a the significant rate of about 2.5% annually which is the same rate of annual growth for semi-truck traffic. This is a similar rate of growth for other, similar facilities like US Highway 20 and US Highway 61.

In urban areas, like the City of Clinton, traffic growth has been slower, although the traffic counts are significantly higher than the rural area. In the 1990s, traffic on Camanche Ave. (US Highway 30) has grown by about 0.5% annually and semi-truck traffic has grown by about 1.5% annually.

The growth rate on Interstate 80 has been increasing at almost double the rate on US Highway 30. East of the I-380 interchange, Interstate 80 has seen growth of about 4% annually with about 5% annual growth in semi-truck traffic. In some segments, growth appears to be as high as 7% annually in the 1990s. Since I-80 in the primary east-west artery the traffic volumes are less variable between rural and urban areas.

ILLINOIS

Traffic in volumes in Whiteside County on US Highway 30 have also seen considerable growth during the 1990s. Based on the Illinois DOT's State Primary System count maps, it appears that US Highway 30 in Whiteside County has some of the highest non-Interstate traffic counts in the downstate area. This is primarily due to the fact that northwest Illinois is relatively underserved by the Interstate system.

Traffic on US Highway 30 has been growing at about 2.5% to 3% annually in the 1990s.

After the east-west Interstate 80 (including I-280) crosses the Mississippi River from Iowa into Illinois, traffic levels moderate since traffic can proceed north-east on I-88, east on I-80, and south-east on I-74. Traffic volumes on I-88 in Whiteside County are about 12,000 AADT, compared with about 10,000 AADT on US Highway 30 west of Morrison.

Semi-Truck Traffic

Truck volumes vary significantly along the study corridor. Truck traffic is significantly more heavy near larger communities like Cedar Rapids, Clinton, and Sterling, than in the rural area. This same pattern can be found on similar corridors that have a mix of 2-lane and 4-lane segments, such as US Highway 20 between Waterloo, IA and Freeport, IL or US Highway 34 between Ottumwa, IA and Galesburg, IL (I-74).

Generally, semi-truck traffic never dips below about 400 AADT along US Highway 30 east of Cedar Rapids. Near the Interstate system or 4-lane expressways like US Highway 61 near DeWitt, semi-truck traffic reaches as high as 1,300 AADT. On the segment through the City of Clinton, truck traffic is a little over 1,000 AADT.

One of the common characteristics of each of these east-west highway corridors is that although portions of them are 4-lane, they contain significant segments that are only 2-lane. As a result, the faster, higher capacity Interstate 80 is a more preferable route in many cases. This is born out in the significantly higher rate of increase in truck traffic on I-80, especially in Eastern Iowa between Iowa City and the Quad Cities.

Truck traffic across the Mississippi River bridges on US Highways 30, 20, and 34 drop dramatically from truck traffic on either side of the bridge, apparently indicating that these highways are not heavily used as through routes by trucks. Truck traffic makes up only about 4% of total traffic crossing the US Highway 30 Gateway Mississippi Bridge in Clinton/Fulton, which is similar to the percentage of truck crossing Mississippi River bridges in Dubuque on US Highway 20 and in Burlington on US Highway 34. This compares to about 25% truck

traffic on the I-80 Mississippi River bridge. This indicates that truck traffic uses I-80 as a through route.

The following table gives an indication of the substantial amount of truck traffic generated by the urban City of Clinton, which is in the middle of the study corridor. It was estimated in 1996 that Clinton industries and business generate 846 truck trips per day. The importance of close access to good transportation systems is essential to helping these industries grow and expand. This is also true for other communities along the US Highway 30 corridor including Morrison, DeWitt.

Clinton, Iowa 1996 Industrial Truck Traffic
(Trips Originating in or Destined for Clinton)

Company	Truck Trips Per Year
Arcadian Fertilizer, L.P.	9,480
Archer Daniels Midland Corn Processing	70,200
Bluebird Transfer	5,200
Champion International Corp.	4,004
Clausen Warehousing Company	9,400
Clinton Herald	890
Clinton Municipal Dock	1,900
Custom-Pak, Inc.	10,010
Determann Industries, Inc.	52,000
DuPont Polymer Products	10,400
Dwain Johnson Trucking	5,148
Eagle Food Centers	780
I.C.A. Products, Inc.	No data
Illinois Range Company	No data
International paper	6,996
IPSCO Tubulars, Inc.	12,000
Jewel Food Stores	5,616
Promotion Fulfillment Corp.	1,761
Quantum Chemical Company	10,000
Ralston Purina Company	17,400
Rose's Wood Products, Inc.	676
Sethness Carmel Color	4,290
Seventh Avenue	2,860
Waldorf Corporation	1,040
	=====
Annual Truck Trips	242,051
Daily Truck Trips (5.5 days/week)	846

Source: City of Clinton's R.I.S.E. Application, 1996.

Future Traffic Forecasts

By the year 2020, traffic levels on area interstate highways is anticipated to almost double. On Interstate 80, traffic volumes between Iowa City and the Quad Cities is forecasted to surpass 52,000 AADT without another 4-lane "reliever" facility like US Highway 30. Other Interstate highways that are forecasted to increase significantly include Interstate 380 between Cedar Rapids and Iowa City, the entire length of Interstate 80, and Interstate 90 from Rockford to Chicago.

An effective capacity of the 4-lane Interstate system is about 45,000 vehicles per day (and perhaps less if a 30% of all traffic is semi-trucks). Before traffic levels achieve that level of saturation, many travelers will begin to seek different routes that are perceived to be more free flowing. Due to its close proximity to Interstate 80 and 88 in Eastern Iowa and Northwest Illinois, US Highway 30 could effectively become a reliever system for the Interstates.

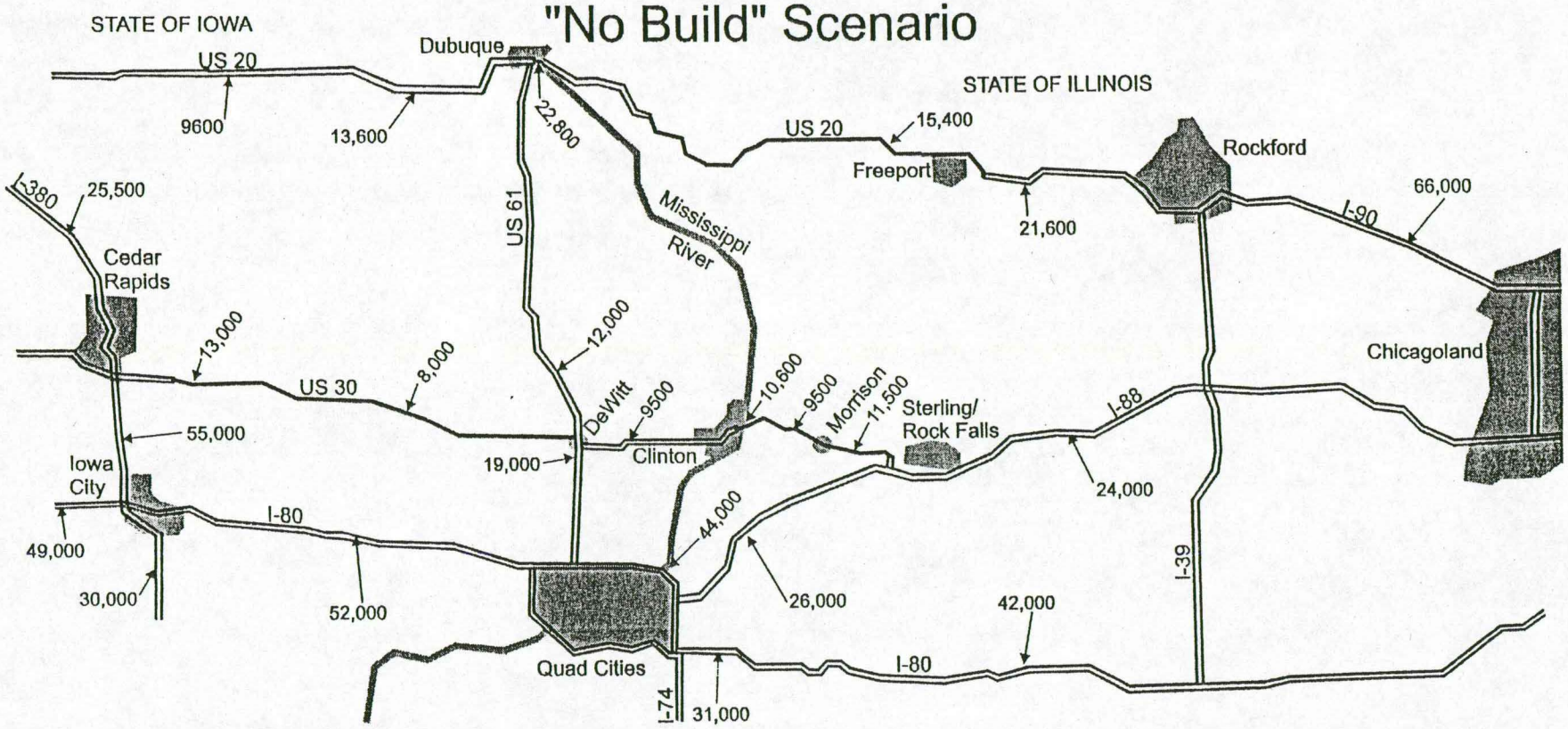
Year 2020 traffic forecasts were based on historical growth in traffic and after consulting with area Metropolitan Planning Organizations in the study area, including Cedar Rapids, Iowa City, Dubuque, the Quad Cities, and Rockford.

Without 4-laning US Highway 30, traffic on Highway 30 will increase substantially, but will still act like a 2-lane highway. The Highway will not function as a "through" route but will continue to carry increasing amount of shorter distance trips. As a result, traffic in rural areas will continue to experience substantial dips in traffic volumes.

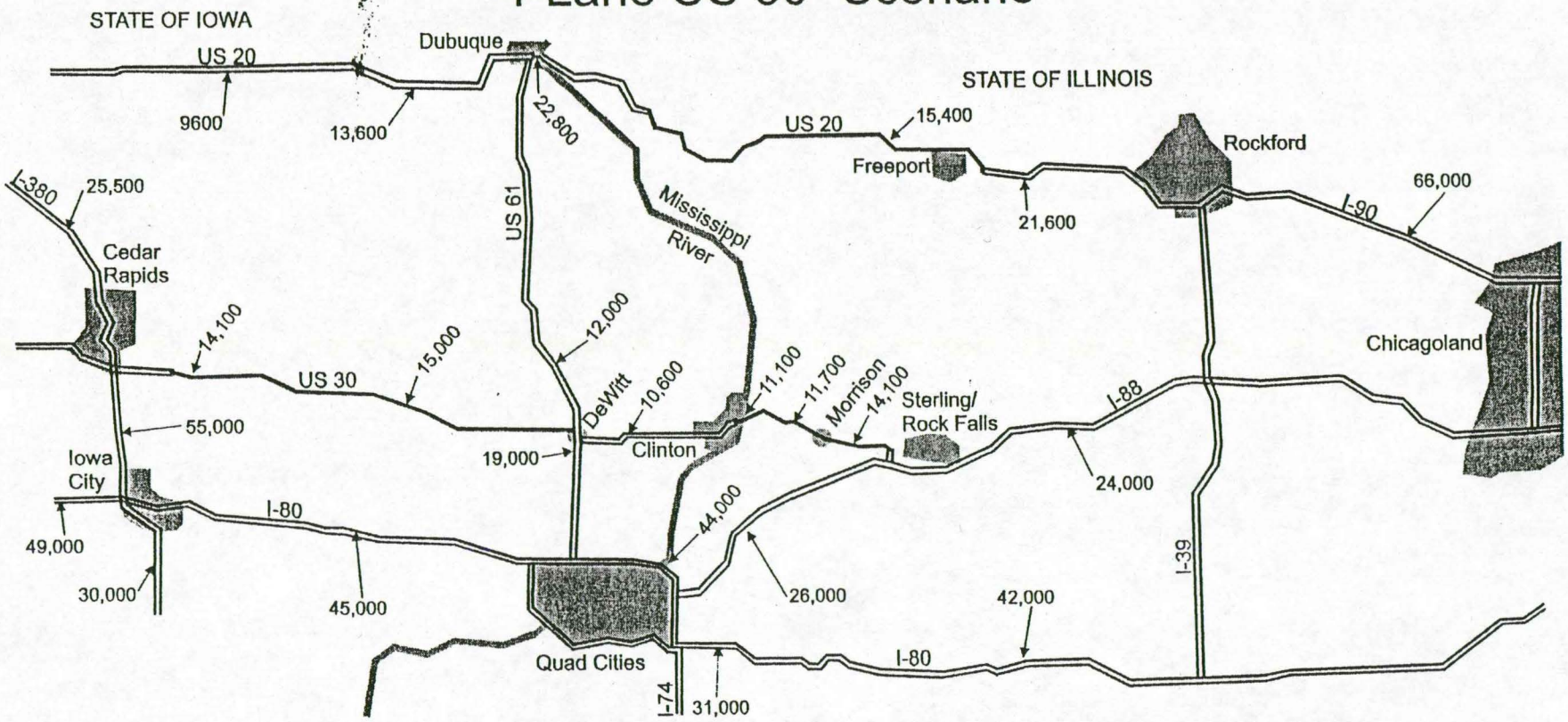
If US Highway 30 is 4-laned from Cedar Rapids all the way to I-88 in Illinois, traffic on the Highway can expect to change considerably by 2020 in both volume as well as in function. The number of vehicles on the Highway between Cedar Rapids and Clinton is expected to reach 15,000 AADT in areas. The Highway traffic in Whiteside County can be expected to increase from 11,000 to 14,000 AADT by 2020.

By 4-laning the Highway, the increase in traffic by 2020 can be accounted for by significantly more regional trips. A significant amount of traffic is expected to be diverted off of Interstate 80 onto US Highway 30 as an alternate, less congested route. This is expected to bring the amount of traffic on Interstate 80 down to about 45,000 AADT on the most congested part, from Iowa City to the Quad Cities. By becoming more of a commercial thoroughfare, the industrial and business climate is expected to be enhanced. Both the transportation of goods, workers, and customers should experience improvements.

Cedar Rapids to Chicago
Selected 2020 AADT Forecasts
"No Build" Scenario



Cedar Rapids to Chicago
Selected 2020 AADT Forecasts
"4-Lane US 30" Scenario



Travel & Capacity Constraints

Rural Areas

The study corridor from Cedar Rapids, Iowa to Interstate 88 west of Rock Falls has several capacity restraints. The primary constraint to movement is the two lane segments of US 30 west of DeWitt and east of the Mississippi River. Periodic traffic slow-downs while traveling through the numerous towns and villages along the corridor are typical. Additionally, there are few turning lanes at rural intersections which slows traffic and impedes free flow movement. It does not appear that any segment of the study corridor has non-standard or narrow pavements.

The 2-lane segment in Iowa from Mount Vernon/Lisbon (where the 4-lane highway narrows to 2-lanes) to DeWitt is currently undergoing a planning location and environmental study by the Iowa DOT. The 2-lane segment from the Mississippi River to Interstate 88 in Illinois has not had funds allocated for a formal planning location and environmental study.

Clinton City and Area

The 2-lane Gateway Mississippi Bridge is commonly viewed as a capacity restraint. However, the 40 year old bridge has an effective capacity of about 15,400 vehicles per day. Compared to recent ground counts of about 9,500 vehicles per day, this facility has considerable excess capacity.

In addition, the North Bridge, which links north Clinton and Fulton, IL on Highway 136, has a similar capacity and traffic counts as the Gateway Bridge. The North Bridge, built in 1974, has considerable excess capacity for the foreseeable future. It is important to note that the capacity of these bridge structures is not the same as for free flow, high speed rural highways or Interstate bridges. Speeds are lower on these two lane bridges.

The US Highway 30/Lincolnway and Camanche Ave. corridor in Clinton is currently being addressed through several phased improvements that programmed funding. These improvements will remove accesses, separate traffic, and improve safety.

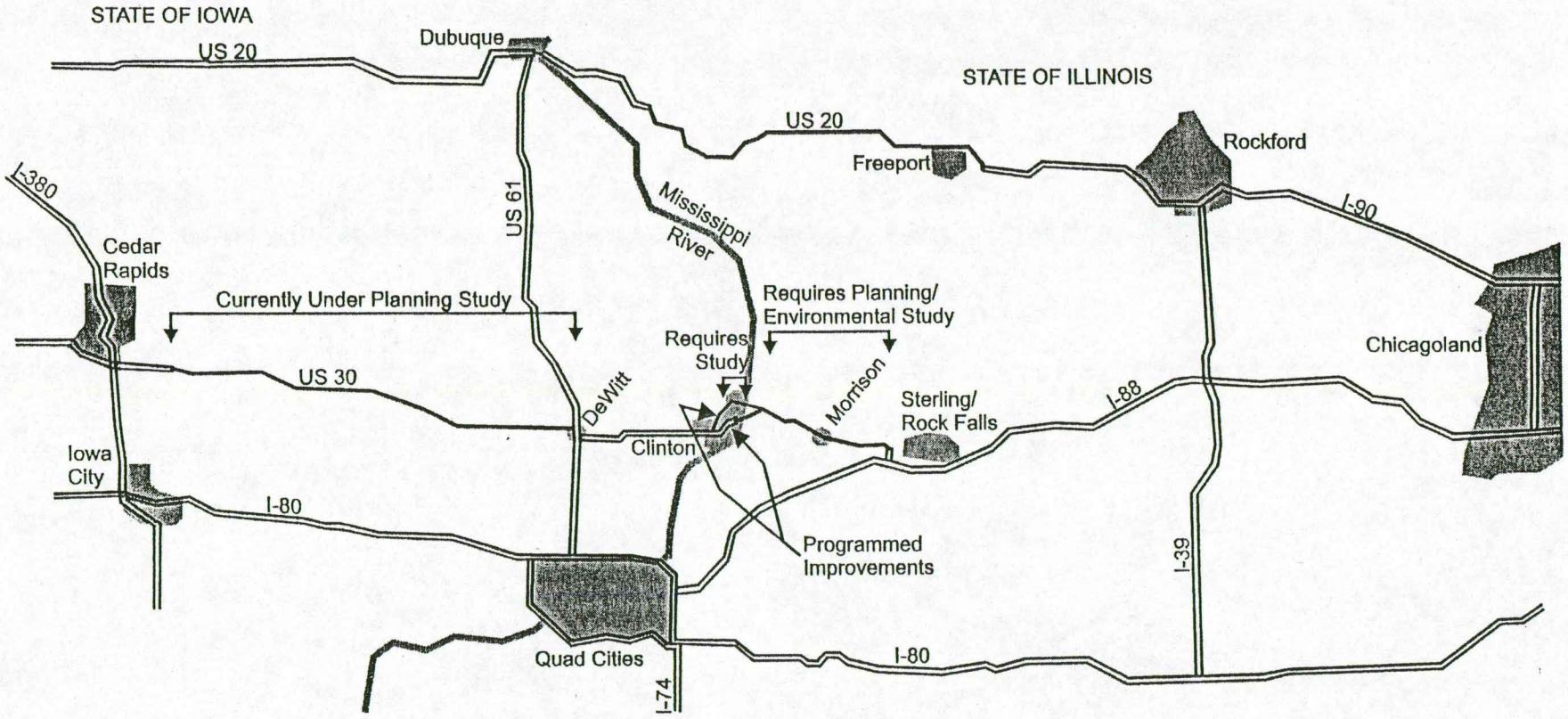
North-south traffic movement in Clinton has become congested, including along US Highway 67/North 2nd Street and Bluff Ave. The approximately 5-mile Mill Creek Expressway is programmed and under construction. The west side beltline road will significantly improve travel times around the City as well as connections to local collector streets.

On Clinton's north end, there is congestion on the IA Highway 136/US Highway 67 corridor (Main Ave. and North 2nd St.) between the North Bridge and the terminus of the Mill Creek Expressway. The congestion is caused by high traffic volumes, considerable side friction from commercial and residential traffic, and several turns through the corridor.

In order to address this congestion, several improvements have been proposed. One would keep the same alignment but remove some parking and restrict some side friction. Another proposal would be to extend and improve 19th Ave. North from the base of the North Bridge west to the Mill Creek Expressway. This proposed improvement would be for a "boulevard style" 2-lane street with limited side friction.

In order to determine the most suitable improvements for this area, different alternatives should be tested in the Clinton area "travel demand model" which will show travel time savings, traffic circulation, and traffic volumes. The Clinton area has a travel demand model that was developed by the Iowa DOT. The model would require updating to reflect changes to the street network (like the Mill Creek Expressway) and socio-economic changes.

Cedar Rapids to Chicago
Highway Studies & Improvements



Other Transportation Modes

Although vehicle and truck traffic make up the largest percentage of the transportation of goods and services along the corridor, rail and river barge are two other significant transportation modes that add diversity and opportunity to the area.

Rail

All east-west and most north-south rail traffic along the corridor travels through Clinton and across the Mississippi River rail bridge just south of the US Highway 30 Gateway Bridge. Many of these trains carry significant numbers of cars.

The Union Pacific Railroad reports that there is a daily average of 56 trains that travel east and west. There is no information about how many railcars each train hauls. The I & M Raillink reports 8 to 10 trains going north and south through Clinton each day. Each of these trains averages 75 railcars.

Rail "Swing Span" River Bridge

Recently, the Mississippi River railroad bridge between Clinton and Fulton has been found to be an unreasonable obstruction to water navigation after its last inspection by the US Coast Guard. The Coast Guard issued an "order to alter" to the bridge owner, the Union Pacific Railroad, under the Truman-Hobbs Act. The bridge is a "swing span" which must be opened and closed each time river barge traffic passes below. Increasing river barge traffic, as well as increasing train traffic, has made the bridge inadequate.

The current swing span bridge has only a 145 foot horizontal clear span for barges. The goal would be to rebuild a bridge with a clear span of about 300 foot horizontally. By building a "high bridge" with a wider horizontal clear span, it would eliminate scheduling difficulties for both railroad and barge traffic. The primary barrier to the project is that it is not cost-effective for a single participant. However, the US Coast Guard was willing to provide $25 million for the project, which would help to defray the costs.

The railroad Mississippi River Bridge between Sabula and Savanna is under a similar ruling from the US Coast Guard, who estimated its contribution to correct the bridge to be $17 million. If the activity of both bridges were combined onto the railroad bridge in Clinton, the US Coast Guard has previously expressed a willingness to combine its contribution from both bridges to help improve the Clinton bridge for a total contribution of $42 million.

The Union Pacific Railroad, who owns the railroad bridge at Clinton, estimated in 1997 that the cost of meeting the horizontal clear span requirement of 300 feet would be about $30 million or $70 million for a modified lift bridge; and $125 million to $150 million for a

fully elevated railroad bridge. These estimates have not been updated or corroborated by the Iowa DOT.

It is likely that the Union Pacific would be most interested in a modified lift bridge. The existing bridge pillions could be strengthened to allow the swing span to be removed and replaced with an "elevator" type middle section of about 300 feet. If the track approaches to the east and west are raised somewhat, then the new modified lift span could accommodate more watercraft to pass underneath without requiring the bridge to lift.

It is appears unlikely that relocating the railroad bridge will be an option. Its current location minimizes the river crossing distance and getting environmental clearance at another location will be extremely time consuming and expensive.

The close proximity of the railroad bridge to the US Highway 30 Gateway Bridge has generated some interest in rebuilding the bridge as a combination highway/railroad bridge. This would create a 4-lane highway span across the Mississippi and would help to spread cost (and probably ownership) of the new bridge.

Currently, the US Coast Guard has 15 bridges that are under an "order to alter," four of which are on the Mississippi River between Iowa and Illinois. Six of these bridges have received funding from Congress and are at least in the design phase.

Truman-Hobbs Act Bridge Projects Under "Order to Alter"

Location	Owner	Order to Alter	B/C ratio	Funding/Stage
Fort Madison (IA)	Private	1992	1.13	Design
Burlington (IA)	Private	1991	1.10	Design
Sidney Lanier (GA)	Public	1990* & 1991	3.82	Alteration
Florida Ave. (LA)	Public	1992	1.76	Design
Chelsea Creek (MA)	Public	1992	2.00	Design
Limehouse (SC)	Public	1991* & 1994	N/A	Design
Bordeaux (LA)	Public	1991* & 1998	0.09	None
EJ&E (IL)	Private	1995	1.00	None
Pekin (IL)	Private	1996†	1.16	None
Sabula (IA)	Private	1996	1.40	None
Clinton (IA)	**Private**	**1996 †**	**1.10**	**None**
Louisiana (LA)	Private	1997	1.07	None
LaCrosse (WI)	Private	1998	1.13	None
Oshkosh (WI)	Public	1996*	N/A	None
Mobile (AL)	Private	1999	4.40	None

Source: US Coast Guard.
* = Order from Congress
† = Owned by Union Pacific Railroad

Only a congressional action would be able to provide the amount of funding necessary to create a new combination railroad/highway bridge. Local encouragement by groups like the Iowa-Illinois Highway Partnership of the federal congressional delegation of the upper river region would be crucial to making this an important federal issue. Other groups interested in the transportation of commodities via barge and rail would be important allies in promoting the project as well.

River Barge

Barge traffic on the Mississippi River has not increased significantly in the last decade, partially due to navigation constraints on the River. One continuing trend is that more and more of the barge traffic is being done by larger tug boats and larger 15-barge tows. These larger tows require better navigation channels and are more hampered by river obstructions like the bridge. This is partially the cause of the US Coast Guard's "Order to Alter" the Union Pacific railroad bridge in Clinton after it was determined to be an unreasonable obstruction to water navigation. In addition, there is a very long history of collisions (watercraft contact with stationary objects) with the bridge. The US Coast Guard investigated the bridge under the Truman-Hobbs Act which also provides funds to alter bridges, when or if it is approved by the US Congress.

This bridge has a relatively short horizontal clearspan of 145 feet when 300 feet would be more conducive to existing and future river transportation. The bridge was designed and built prior to the US Corp of Engineers lock and dam system which made upriver navigation by larger watercraft possible, including larger barges and larger, more powerful tugs.

There is a significant amount of barge tonnage that is added to the river traffic in Clinton. Just north of the City of Clinton is Lock & Dam #13 and Lock and Dam #14 is downriver at Le Claire, Iowa (north of the Quad Cities). By measuring the difference in tonnage between these two locks, the amount of cargo added in the Clinton area can be determined.

About 20% of the cargo tonnage moving through Lock and Dam #14 either originates or is destined for the Clinton/Camanche/Fulton area. This ranges from about 3.7 million tons in 1993 (due to the flooding) to 5.7 million tons in 1995. Most of this tonnage, especially grain, is trucked into the Clinton from surrounding rural areas for loading onto river barges. There are two barge terminals in Clinton, one terminal in Camanche, one terminal in Fulton, and another terminal in Albany. There are no other barge terminals in Iowa or Illinois between Lock and Dam #13 and #14.

The importance of the Mississippi River to the Clinton area becomes more apparent when compared to the area to the south. The Quad Cities (Bettendorf, Davenport, Moline, and Rock Island) and Muscatine lie between Lock and Dam #14 and Lock and Dam #17, which is south of Muscatine. Only about 10% of the cargo tonnage either originates in or is destined this heavily populated area of the River. This tonnage accounts for about 56% of the tonnage added in the Clinton area or between 2.2 million tons and 3.2 million tons.

Millions of Tons of Cargo Through Lock & Dams #13, #14, #17

Year	#13 N. of Clinton	Tonnage Added in Clinton Area	#14 N. of Quad Cities	Tonnage Added in QC/Mus.	#17 S. of Muscatine
1998	21.9	5.4	27.3	2.7	30.0
1997	20.4	4.8	25.3	2.6	27.9
1996	22.4	5.5	28.0	3.0	31.0
1995	21.6	5.7	27.3	3.2	30.5
1994	17.4	4.5	22.0	2.5	24.5
1993	14.7	3.7	18.4	2.2	20.5
1992	24.7	5.3	30.0	3.3	33.3
1991	22.7	5.2	27.8	4.1	31.9
1990	25.3	6.3	31.6	5.7	37.3
1989	21.5	5.3	26.8	4.1	30.9
1988	21.0	5.7	26.7	4.7	31.4

Source: East Central Intergovernmental Association; Bi-State Regional Commission, Snyder & Associates.

Morrison Bypass Impacts

Frequently, a new highway bypass around the edge of a community is thought to have a uniformly negative impact, most specifically to the historic downtown area. There have been two impact studies of multiple communities done in the Midwest in the 1990s. One was of 21 communities in Iowa and Minnesota and the other is of 21 small towns in Kansas.

Highway investments in bypasses is found to have several benefits including reduced travel time, reduced vehicle operating costs, and safety improvements including in the central business district.

If the existing US Highway 30 corridor is selected as the preferred alternative, a beltway bypass around Morrison would be a part of the project. Based on a rough analysis using techniques from the National Cooperative Highway Research Program (NCHRP) Report #365, about 50% of traffic on US Highway 30 is "through traffic" continuing on through town.

The Economic Impact of Rural Highway Bypasses: Iowa and Minnesota Case Studies, 1996.

This study, completed by Connie Anderson and Daniel Otto of Iowa State University in 1996, focuses on changes in retail sales for bypassed communities and also on attitude surveys of local merchants. The study found that "service industries and highway oriented businesses were generally more positive than general merchandisers and reported business activities improved or was unchanged since the bypass opening. In addition to the influence of bypasses, merchants also listed regional shopping malls and general declines in rural retailing as factors affecting their level of business activity."

The study concludes that "the experiences of this sample of bypassed communities suggest that a new bypass is not a catastrophic event for the communities' retailing sector. As with most change, there are opportunities as well as threats. With an awareness of the process as well as possible impacts, communities in rural transportation corridors can work to adjust and take advantage of bypass situations."

Impacts of Highway Bypasses on Kansas Towns, 1996.

A second study was done on twenty-one small communities in Kansas by Dr. David Burress, PhD, a research economist with the Institute for Public Policy and Business Research at the University of Kansas. Unlike the Iowa study, this research focused on three different models, an origin-destination statewide traffic model used to estimate local and through traffic, a model to estimate the value of time savings for through traffic due to bypasses, and a regression analysis of the effects of bypasses on business activity in bypassed towns.

The study made the following findings which are found in the study's executive summary.

"Long-term effects on counties and towns

In the long term, bypasses in Kansas typically have not had significant negative effects on the local economy. In fact, many counties and towns have enjoyed some long-term benefits from the construction of bypasses. The major part of this benefit consisted of an encouragement of basic industries due to the improved transportation system. Growth in basic industry then had second-round effects on local retailing and services.

Short-term average effects on towns and firms

In the first two or three years during and after construction, Kansas bypasses typically have *not* had negative effects on the bypassed town as a whole. Bypasses *have* had transitory negative impacts on selected firms. The negatively-impacted firms tend to be concentrated in travel-related businesses, including restaurants, bars, motels, and service stations. However, not all travel-related firms in a bypassed town were negatively impacted in the short term.

Variation across towns and firms

There is much background variation in the experience of individual towns and individual firms. The average effects of bypasses are generally small in comparison to these background effects. However, individual towns and firms could be affected by bypasses in ways that differ considerably from the average effects. In particular, it is possible that some towns suffered permanent gains or losses due to bypasses. Also, some individual firms may have chosen to go out of business rather than adjust to changed circumstances caused by the bypass. Those firms typically were replaced by other firms.

Background effects

The size of the background variation implies that many factors other than bypasses affect the economy of small towns and of individual firms, and these various factors together are substantially more important than bypasses. In particular towns, these factors could either offset or reinforce the effects of bypasses. Two important factors touched on directly in this report are the short-term effects of recessions and the long-term health of small towns in Kansas. The 1990-91 recession had a substantially negative effect on the growth of travel-related firms in small towns, as compared to its effect in the rest of the county. The growth rates for all types of business in small towns were found to be less than the corresponding growth rates in the rest of the county, both before and after the bypass was built."

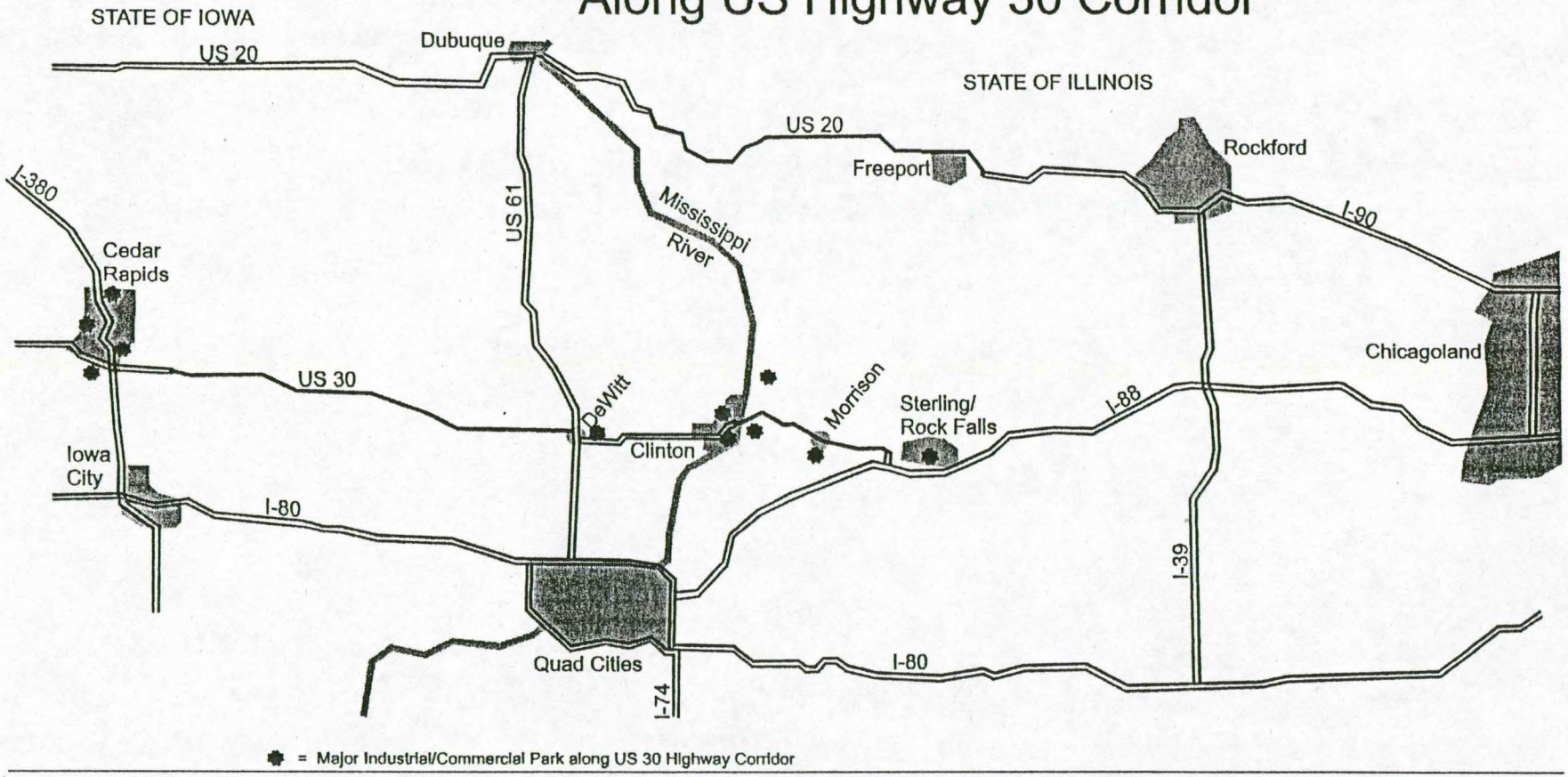
Corridor Industrial and Business Parks

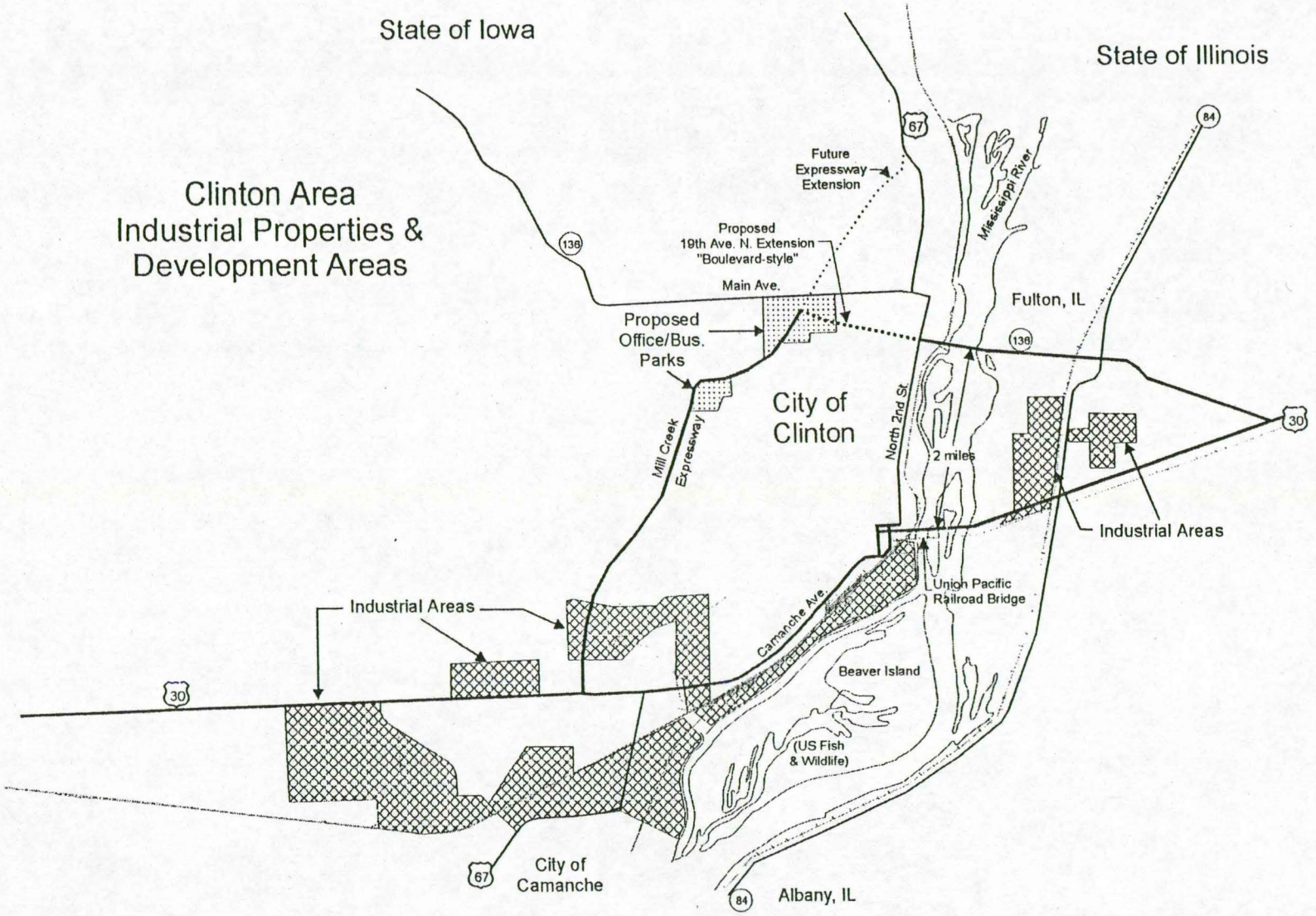
There are numerous industrial and business parks along the US Highway 30 general corridor. Some of these parks are existing, some are new, and some a planned. All of the included parks have or are committed to having utility and street infrastructure. No potential industrial sites are included that do not have or do not have plans for infrastructure. For the purposes of this report, only parks in the City of Clinton and in Whiteside County are included; there are numerous other industrial parks west of Clinton on US Highway 30 and east of Sterling/Rock Falls along Interstate 88.

There are no parks in the smaller communities of Prophetstown, Erie, Albany, Tampico, and Lyndon. In addition, these smaller communities do not have any large manufacturing companies that employ more than 10 people. The communities of Erie and Lyndon are located just south of Interstate 88.

The ability of these industrial and business parks to attract occupants is highly dependant upon efficient transportation systems.

Cedar Rapids to Chicago
Major Industrial/Commercial Parks
Along US Highway 30 Corridor




State of Iowa
State of Illinois
Clinton Area
Industrial Properties &
Development Areas
Future
Expressway
Extension
Proposed
19th Ave. N. Extension
"Boulevard-style"
Main Ave.
Proposed
Office/Bus.
Parks
Mississippi River
Fulton, IL
City of
Clinton
Mill Creek
Expressway
North 2nd St
2 miles
Industrial Areas
Union Pacific
Railroad Bridge
Industrial Areas
Camanche Ave.
Beaver Island
(US Fish
& Wildlife)
City of
Camanche
Albany, IL
67
136
84
30

Clinton & Camanche, Iowa

Manufacturing Meadow III is the only industrial park in Clinton and Camanche with significant building lots available. It has a total of 385 acres and is near the future Mill Creek Expressway. Based on trends in the community and Iowa, it is anticipated that this park will have a eventual employment of 3,850.

Along the under-construction Mill Creek Expressway, the City's Land Use Plan calls for a 30.5 acre office park near 13th Ave. North and a 175 acre Business Park around the intersection of Main Ave. and IA Highway 136. The projected employment at these parks is anticipated to be 1,372 at the Office Park and 5,425 at the Business Park.

Company	Product	Employees
Arcadian Fertilizer, L.P.		
Archer Daniels Midland	Corn & dextrose products, livestock feeds	508
Air Control, Inc.	Stainless steel carbon & aluminum fabrication	40
Air Vent, Inc.	Ridge ventilators	23
Bluebird Transfer		
B & E Machine Co., Inc.	General machining job shop	10
Cam Tech Corp.	Aluminum, steel & wood cabinets	10
Carquest of Clinton	Automotive machining job shop	10
Champion International Corp.	Coated paper milk & juice cartons	120
Clausen Warehousing Co.	Sheet metal ductwork	40
Collis, Inc.	Welded wire & metal refrigerator shelving	250
Collis Tool Corp.	Tool holders	75
Custom-Pak, Inc.	Blow molding, plastic carrying cases	600
Data Dimensions		185
Determann Blacktop, inc.	Asphalt products	50
Du Pont Polymer Products	Plastic film	350
Economy Coating Systems	Sandblasting	80
International Paper Co.	Paper boxes & folding cartons	800
IPSCO Tubulars, Inc.	Steel structural & mechanical tubing	173
Johnson Metal Crafters, Inc.	Metal fabrication	23
Lamson & Sessions	Electrical conduits & plastic fittings	140
Metal-Tech Mfg., Inc.	Metal fasteners & fabrication	30
Midwest Poly	Polyethylene recycling & reprocessing	12
National By-Products, Inc.	Pet food, hides, meat scraps & beef fallow	150
PCS Nitrogen	Agricultural & industrial anhydrous ammonia	126
Pinney Printing Co.	Commercial printing	20
Quantum Chemical Corp.	Polyethylene resins	460
Ralston Purina Co.	Pet foods	260
Rock-Tenn Company	Folding cartons	160
Rose's Wood Products	Wooden furniture	100
Sethness Carmel Color	Caramel color	53
Skyline Center, Inc.	Cotton patches, cloths & rolls	167
		4,852

Fulton, Illinois

Fulton has an industrial park on the north side of town along Illinois Highway 84.

Company	Product	Employees
Agri-King, Inc.	Flavorings, Trace mineral concentrates	200
Cullen Company, Inc.	Steel fabrication	90
Drives, Inc.	Precision, ag, & engineering chain	400
Fulton Corp.	Metal mailboxes, dustpans, & brackets	100
Wildwood Farms, Inc.	Redwood wildlife feeders, etc.	60
		850

Thomson, Illinois (Carroll County)

The State of Illinois will construct a new maximum security prison on property donated by Alliant Utilities, just northwest of Thomson. This facility is expected to house about 1800 with room to expand. The facility is expected to directly create about 900 new positions in the year 2001. In addition, the State is strongly considering locating new administrative offices for the State's penitentiary system in Thomson as well which add about 100 positions.

Alliant Utilities owns another 900 acres of land adjacent to the land donated for the penitentiary. Alliant Utilities hopes to see the property develop for two or three large manufacturers that will employ a total of about 5,000 people.

Morrison, Illinois

Morrison has about 1180 manufacturing jobs, dominated by the largest employer, GE Control Products. The larger manufacturers in Morrison include the following employers:

Company	Product	Employees
Climco Coils Co.	Electrical coils & transformers	175
GE Control Products	Appliance & auto electrical control devices	900
ponex Corp.	Peat bagging	35
P & P Industries, Inc.	Plastic injection molding	50
Super Sonics Corp.	Stainless steel fabrication	20
		1180

Erie, Illinois

Erie is about two miles south of Interstate 88. There are no industrial parks in the community and has only one manufacturer.

Company	Product	Employees
Erie Foods International, Inc.	Caseln, calcium caselnate, etc.	60

Lyndon, Illinois

Lyndon is about two miles off Interstate 88 on Illinois Highway 78. There are no industrial parks in the community and has three manufacturers that employ more than 8 persons each.

Sterling/Rock Falls, Illinois

Sterling, and Rock Falls to a lesser extent, has a well established industrial base. In addition, Sterling has recently expanded its industrial park to make room for expansions and new industry.

Company (Sterling)	Product	Employees
Bogott & Sons, Inc.	Steel fabrication	20
Dana Corp.	Drive shafts	43
Eagle Automation & Labeling	Labeling equipment	18
Frantz Manufacturing Co.	Bearings	100
Frantz/Sterling Steel Ball	Precision carbon steel, burnishing media	66
Gate City Steel	Steel reinforcing bar	30
Lawrence Brothers, Inc.	Building hardware and hinges	286
Mallard Manufacturing Corp.	Conveyors, gravity flow, storage systems	15
National Manufacturing Co.	Hardware	500
Northwestern Steel & Wire Co.	Steel & wire nails, bale ties, netting, etc.	2,124
Products Unlimited Corp.	Appliance controls	250
Redmore Products Co.	Wire specialties, staples & nails	12
Rock River Printers	Commercial printing	10
Sauk Valley Container Corp.	Corrugated boxes & packaging materials	15
Sterling Business Machines, Inc.	Rebuilt office machines	25
Sterling Controls, Inc.	Electronic weighing & process systems	15
United Craftsman, Ltd.	General machining, tool & die job shop	14
Wahl Clipper Corp.	Hair clippers & shavers	750
Westwood Machine & Tool Corp.	Production machining & precision tooling	18
		4,311

Company (Rock Falls)	Product	Employees
Antec Manufacturing	Electronic telephone wiring	60
DeKalb Feeds, Inc.	Livestock feed & supplements	35
Diversified Composites	Reinforced compression-molded plastic	70
Hill Fastener Corp.	Threaded fasteners, bolts, nuts, screws	35
Illinois Forge, Inc.	Drop hammer & press forgings	80
Industrial Overlay, Inc.	Extrusion tools	15
Lamont Gear, Inc.	Industrial gears & centerless grinding	15
Larson Co.	Wire hardware, hooks, eye bolts, staples	40
Metal Spinners, Inc.	Metal spinning	45
Micro Industries, Inc.	Precision zinc die castings	175
Reliant Fastener	Bolts, screws, & cold formed parts	160
Rock River Provisions Co., Inc.	Meat processing	40
SVF, Inc.	Steel fabrication	25
Sauk Valley Equipment Co.	Fluid storage & dispensing systems	45
		630

Available Space in Industrial/Business Parks in the US Highway 30 Study Area

Community	Industrial/Business Park	Acreage/ Size	Expected Employment
Clinton	Manufacturing Meadows III	385	3,850
Clinton	Mill Creek Office Park	30	1,372
Clinton	Mill Creek Business Park	175	5,425
Fulton	JAR Partnership	170	1700
Thomson	Alliant Industrial Area	900	5,000
Morrison	Morrison Ind. Park	34	340
Sterling	Meadowlands Ind. Park	100	1,000
Sterling	Old Airport Ind. Park	50	500
	TOTAL		19,187

Source: City of Clinton 1996 R.I.S.E. Application
Whiteside County Economic Development

ALTERNATIVES ANALYSIS

Order of Magnitude Costs

It is beyond the scope of this corridor study to pinpoint exact costs for potential improvements. Rather, a range of costs is presented to provide a indication of probably costs.

Based on costs from the multi-year Highway Improvement Programs from the Iowa and Illinois Departments of Transportation, order of magnitude costs have been calculated from similar recent projects. Iowa has been much more active in the past decade in improving 2-lane highways into 4-lane divided highway expressways. Illinois has not had the financial means to add additional lanes.

The average cost of adding two additional lanes to an existing highway corridor is averaging about $2.6 million per mile. The range per mile was from about $1.6 million to $5.0 million depending on topography, environmental concerns, cost of right-of-way, access control, water crossings, and other factors. The average of $2.6 million per mile would reflect a 4-lane expressway with some interchange access control, but also with some at-grade intersections.

The average cost of developing a new alignment 4-lane road, including a bypass, is about $4.3 million per mile. The range of costs can be from $3.6 million up to $11 million per mile. These costs vary significantly depending upon the same sort of factors that affect adding additional lanes to an existing corridor. Generally, costs are lower with lower levels of access control and less land intensive interchanges like half diamonds (compared to a full cloverleaf).

SEGMENT A — US HIGHWAY 30 FROM CEDAR RAPIDS to CLINTON

This corridor is essentially set. It will generally follow the existing highway alignment with some type of bypass around the seven small communities along the route. The Iowa DOT is currently conducting a study of the corridor from Lisbon to DeWitt which will also provide future traffic and truck projections. The Iowa DOT has determined that the Cedar Rapids to Clinton segment is a priority corridor for study and development as a 4-lane divided highway.

This corridor has traffic that varies from 17,300 ADT at the I-380 Interchange to 2,300 ADT near Lowden. Semi-truck traffic is significant with as few as 400 ADT in most of Cedar County, to 660 at the junction with IA Hwy 38 in Stanwood, to as high as 1,370 in Linn County and the US 30/US 61 interchange in DeWitt.

Pros:

- Already programmed for study by Iowa DOT.
- Corridor known - follow existing 2-lane alignment.
- Will increase regional vehicle and truck traffic along US 30 corridor.
- Increased chance of construction programming after corridor/environmental study.
- Currently planned for 4-lane, limited access expressway rather than Super-2.

Cons:

- Not the highest priority corridor segment for IA DOT along US 30.

Estimated Cost: Not yet determined by the Iowa DOT. Estimated at between $155 and $180 million.

SEGMENT B — US HIGHWAY 30 THROUGH CLINTON

Currently, US 30 follows Lincolnway and Camanche Ave. through the south side of Clinton to the Gateway Bridge. The roadways are 4-lanes with considerable side friction. Traffic gets as high as 18,000 along Camanche Ave. and it is one of the highest accident corridors in the state highway system. Semi-truck traffic is about 1,300 along this corridor. Traffic has been increasing by about 0.5% annually in the 1990s.

By the time traffic gets to the 2-lane Gateway Mississippi River bridge (built 1959), traffic drops to about 9,400 ADT including about 500 semi-trucks. The nearby railroad bridge has recently been determined to be a hazard to water navigation by the US Corp of Engineers. The implications are that some mitigation will be necessary at some point to correct this situation, including the possibility of a new railroad crossing that may incorporate combination vehicle lanes. In addition, the Illinois DOT (and FHWA) has just begun a significant project to rebuild the Gateway Bridge deck at a cost of $10 million, followed by a $7 million repainting. It is unlikely that the state or federal governments will want to abandon this bridge after making such significant investments.

There are three alternatives that were considered for analysis. Some possible alternatives were ruled out for further consideration after they were determined to be too problematic or too far into the future. Using the two river bridges as one-way pairs which was dropped because the bridges are two miles apart and would cause major traffic disruption and confusion. New bridge crossings are not considered in this study because the existing bridges have many years of remaining useful life.

ALT. B-1 — EXISTING CAMANCHE AVE. ALIGNMENT/LIBERTY SQUARE

Currently, the City is conducting a corridor study of this area. The most recent preferred alternative is to route eastbound traffic on an improved Liberty Ave. and westbound traffic on

Camanche Ave. This will significantly enhance capacity and safety through the corridor. Development could occur between these two parallel corridors similar to Brady and Harrison Streets in Davenport or US 67 in Bettendorf. It would also limit the amount of existing commercial activity that would have to be removed/relocated if Camanche Ave. was widened as originally proposed. This project is made possible by the closing of (and ultimate demolition of) the railroad's railcar shops that is situated in the middle of Liberty Ave.

Traffic between South 14th Street and South 4th Street is currently just under 20,000. The projections by the consultant are for the traffic volumes to grow slowly (0.5% annually or 100 new vehicles per year). This is consistent with past growth trends in the 1990s.

Pros:

- Uses existing corridor.
- Relatively short route through Clinton.
- Many want traffic to continue to be routed through the community.
- Added capacity of improvements will meet demand of both destination-shoppers and through-travel vehicles (and trucks).
- Lots of additional re/development area along the corridor will be created.
- Recently improved chance of developing a new 2-lane/railroad combination bridge just south of the Gateway Bridge.

Cons:

- There will continue to be side friction, but at a reduced level than current conditions.
- All traffic routed onto 2-lane Gateway bridge.

Estimated Cost: $43 million to $48 million.

ALT. B-2 — REROUTED US 30 ON MILL CREEK EXPRESSWAY/19th AVE. NORTH

Another possibility is to reroute US 30 traffic onto the soon-to-be-built Mill Creek Expressway, and route it over the 2-lane North, 136 bridge through a improved and realigned 19th Ave. North. Currently, IA Hwy 136 winds through the Lyons neighborhood on Main Ave., links to US 67 North, and then cuts south to 19th Ave. North on North 2nd Street.

Coming into Clinton/Lyons on Main Ave. there are about 4,500 AADT. On the 3-block segment with US 67, volumes jump to 7,700 AADT. Just north of 19th Ave. North, North 2nd St. has about 10,600 AADT. About 8,300 AADT cross the North Bridge into Fulton, which is about 1,000 vehicles less than the south Gateway Bridge.

Pros:

- Limited-access corridor (mostly) for unimpeded travel.
- Mostly undeveloped area, relatively limited impacts to developed area along existing 19th Ave. North.
- Makes sense to create direct link from the North Bridge to the new Expressway.
- North bridge is relatively new, built in 1974, and has long life expectancy.
- 19th Ave. Extension is relatively inexpensive and funding for Mill Creek Expressway is committed.
- May help to spur (or relocate) development along the Mill Creek Expressway.
- May ultimately assist in rerouting US 67 traffic entirely out of Lyons (especially grain trucks from the north).

Cons:

- US 30 (including truck traffic) routed through Fulton on Fourteenth Ave.
- Clinton-Fulton traffic would get mixed in with rerouted US 30 through traffic.
- The North bridge is only 2-lanes.
- Cuts off through traffic from the Lyons shopping district (could be a benefit).
- Relatively long route through the urban area.
- Will negatively impact Camanche Ave. businesses that thrive on US 30 traffic.

Estimated Cost: $14 million.

ALT. B-3 — COMBINED USE OF EXISTING CORRIDOR AND MILL CREEK EXPRESSWAY/19TH AVE. EXTENSION

A combination alternative would be to utilize the existing US Highway 30 corridor along Camanche Ave. as well as the programmed Mill Creek Expressway and the planned 19th Ave. North Extension. This alternative would not include using the existing corridor as "eastbound" and the Mill Creek Expressway as "westbound" pairs. Rather, this alternative uses the two corridors as a loop that would help traffic quickly navigate through town or more easily reach employment and business centers in the City.

Eastbound traffic headed to the north end of Clinton, including Lyons, Mercy Hospital North, and the proposed Office/Business Park, would use the Mill Creek Expressway and the North river bridge. Eastbound traffic headed to Fulton's sizable industrial area or the Thomson Penitentiary would also achieve time and traffic savings by using this northerly route. Eastbound traffic headed to Clinton's existing industrial areas or the downtown would use the existing highway corridor along Camanche Ave.

Both eastbound and westbound through traffic would likely use the existing highway corridor due to proposed improvements to the existing Camanche Ave./Liberty Square corridor to

increase speed, safety, and to reduce side friction. With the proposed traffic improvements, the existing highway corridor will be the shortest and fastest route through Clinton.

One benefit of this alternative is that it promotes more efficient use of the existing two highway bridges. By having suitable road infrastructure connected to the bridges and effectively looping around the community, the growth of traffic should be more evenly spread. Without the Mill Creek Expressway or the 19th Ave. North Extension, traffic volumes along minor arterials and residential streets in Clinton will likely rise unacceptably fast as traffic seeks destinations in the north part of the community. Traffic on Camanche Ave. would also be impacted without some relief from the Mill Creek Expressway.

Pros:

- Makes the most use of existing and planned infrastructure, including the two river bridges.
- Growth in traffic volumes on the river bridges will likely increase together rather than encouraging most increases on one bridge.
- Helps to keep traffic off residential and minor arterial roads by providing improved access around the community.
- By designating the existing Gateway/US Highway 30 bridge as a through route for trucks, congestion on Fulton's 14th Ave. can be minimized.

Cons:

- Improvements to Camanche Ave. and Liberty Square, and to the 19th Ave. North Extension are expensive.
- May encourage increased traffic on Fourteenth Ave. in Fulton.

Estimated Cost: $59 million to $64 million.

SEGMENT C — US 30 FROM THE MISSISSIPPI RIVER TO INTERSTATE 88 (and on to CHICAGO)

Currently, US Highway 30 crosses the Mississippi River and proceeds north around the east side of the City of Fulton where it joins with Highway 136 and traffic from the North Bridge across the Mississippi River. Highway 30 then proceeds generally east and south through the City of Morrison. Just before entering the City of Sterling, a short spur turns south to Interstate 88 interchange #36.

ALT. C-1 — FOLLOW EXISTING ALIGNMENT WITH MORRISON BYPASS.

This Alternative uses the existing Highway 30 alignment to add an additional 2-lanes for greater capacity and safety. The existing alignment is 19.2 miles from near the junction of US Highway 30 and Highway 136 east of Fulton to the 4-lane segment near Interstate-88 exit #36,

with Morrison in the middle of the sub-corridor. From the junction of US Highway 30 and Highway 136 to the 2-lane Mississippi River bridges, the highways can be maintained at 2-lanes.

Pros:

- Maintains continuity of existing facility.
- Most direct path between Clinton, Morrison, Sterling/Rock Falls and Chicago.
- Greatly improved safety along the existing corridor, including possible rail overpass.
- Creates new industrial and commercial development opportunities for Fulton, Morrison, Thomson, and possibly Sterling/Rock Falls.

Cons:

- High probability for archeological sites which will require testing to determine their National Register eligibility.

Estimated Cost: $57 million to $75 million.

ALT. C-2 – NEW ALIGNMENT FROM FULTON TO ERIE INTERCHANGE

This Alternative will turn southeast after crossing the Gateway Mississippi River Bridge. The new alignment could generally follow some narrow county-road right of ways but may also require significant new right of way for a four lane road. It would intersect Interstate 88 at the Erie interchange. The total alignment would likely be between 13 and 15 miles in length.

Pros:

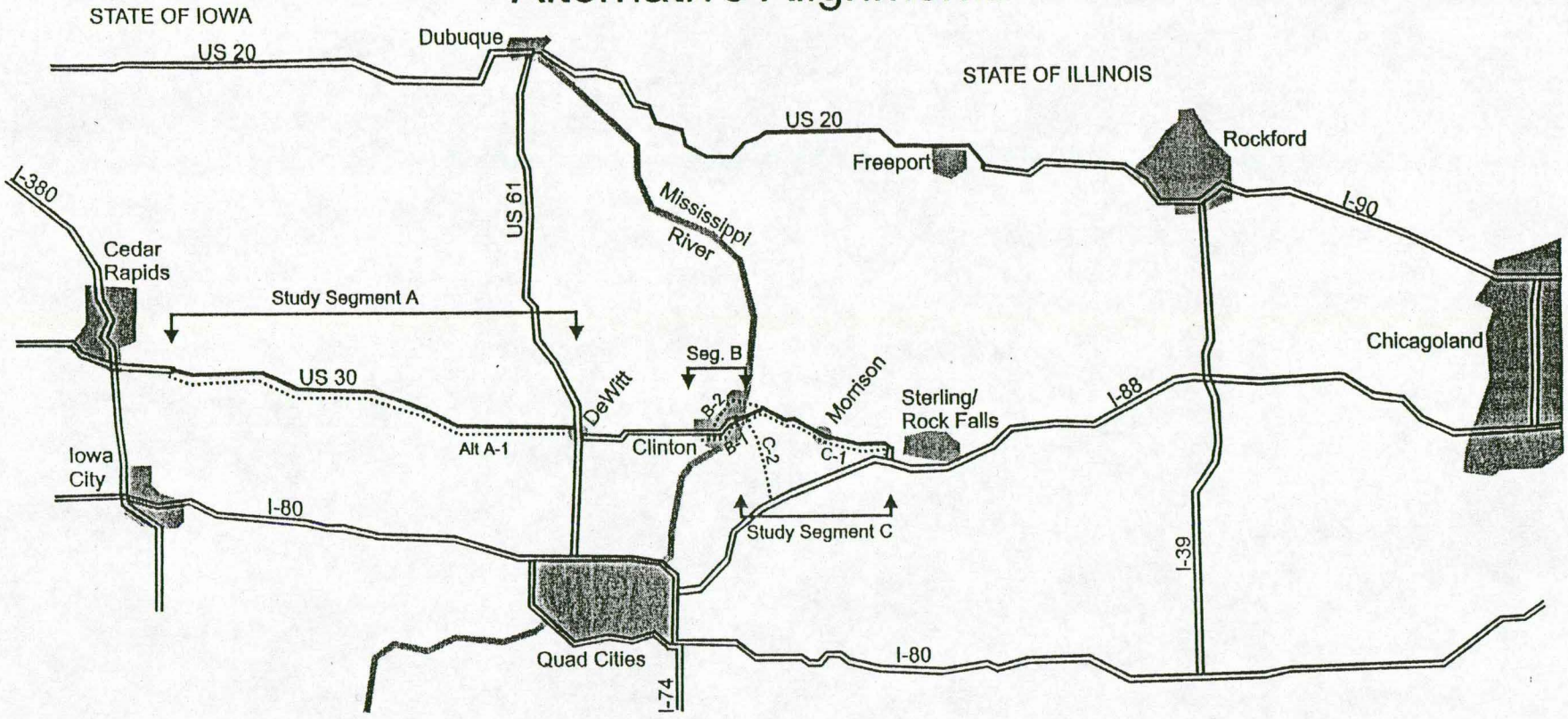
- Shorter alignment from Clinton to I-88.
- Does not require a bypass around Morrison.

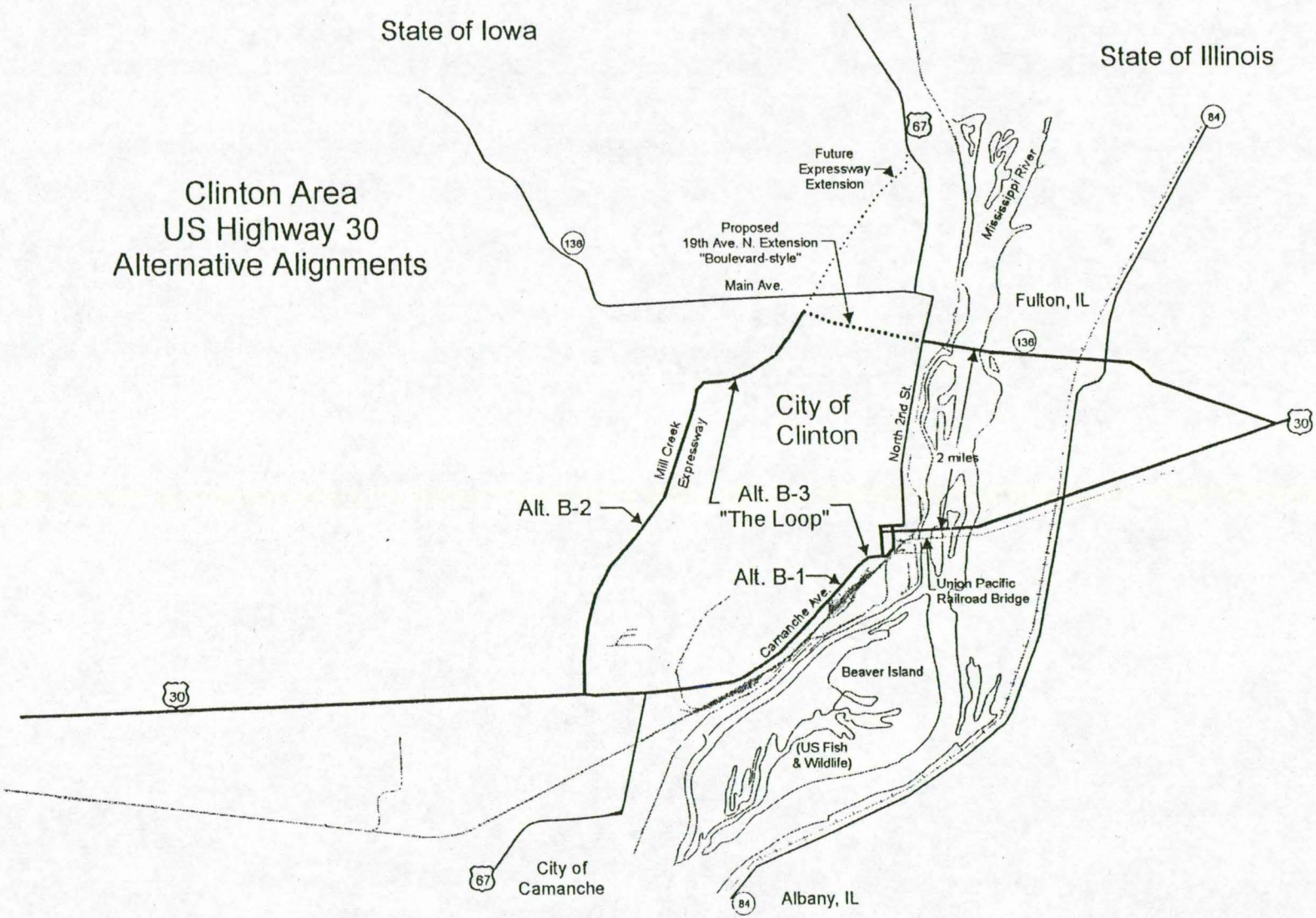
Cons:

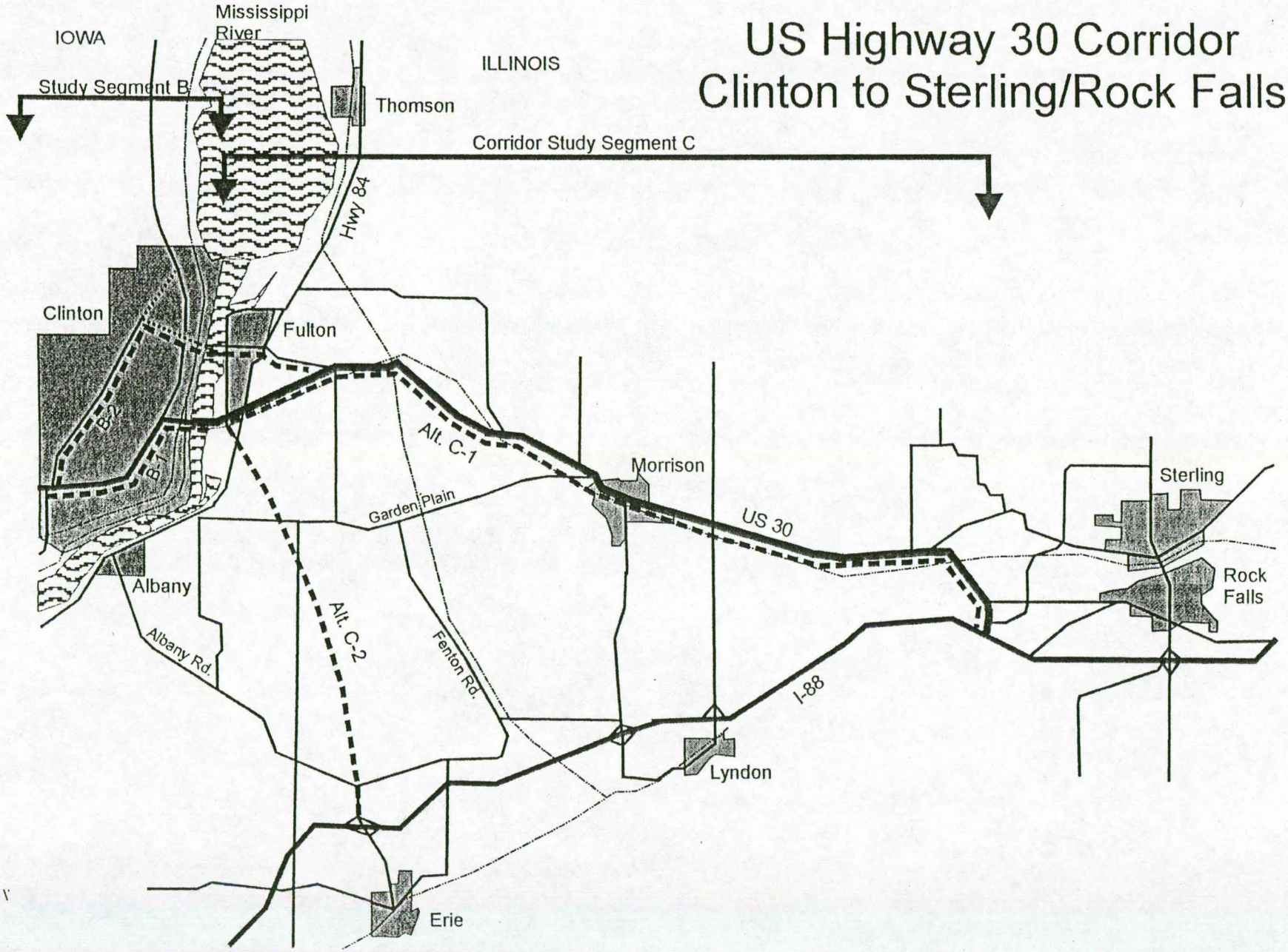
- Likely to require a significant amount of right of way acquisition along new alignments.
- Lengthens the travel distance and time from Cedar Rapids to Chicago.
- Does not help to upgrade linkages between existing major employment centers in Whiteside and Clinton Counties.
- Corridor goes through relatively wet area with possibilities of numerous archaeological sites. Contains known burial sites that must be avoided.

Estimated Cost: $60 million to $105 million.

Cedar Rapids to Chicago Corridor Study Segments & Alternative Alignments




State of Iowa
State of Illinois
Clinton Area
US Highway 30
Alternative Alignments
Future
Expressway
Extension
Proposed
19th Ave. N. Extension
"Boulevard-style"
Main Ave.
Mississippi River
Fulton, IL
City of
Clinton
Mill Creek
Expressway
North 2nd St
2 miles
Alt. B-2
Alt. B-3
"The Loop"
Alt. B-1
Union Pacific
Railroad Bridge
Camanche Ave.
Beaver Island
(US Fish
& Wildlife)
City of
Camanche
Albany, IL
67
84
136
30


US Highway 30 Corridor
Clinton to Sterling/Rock Falls
IOWA
Mississippi River
ILLINOIS
Study Segment B
Thomson
Corridor Study Segment C
Hwy 84
Clinton
Fulton
B-2
B-1
Alt. C-1
Morrison
Sterling
Garden Plain
US 30
Albany
Rock Falls
Alt. C-2
Albany Rd.
Fenton Rd.
I-88
Lyndon
Erie

Summary of Segment Alternatives

Study Segment A – from Cedar Rapids to DeWitt				
Alternative	**Description**	**Project Length**	**Notes**	**Estimated Cost**
A1	Existing Corridor	45 m.	Currently under DOT study.	$155-180 M
Study Segment B – through the City of Clinton				
Alternative	**Description**	**Project Length**	**Notes**	**Estimated Cost**
B1	Existing Corridor	3.5 m.	Phase I of these imp. is under construction. Phase II is programmed.	$43 – 48 M
B2	Mill Creek Expressway & 19th Ave. North Extension	6.5	MCE is programmed and under construction. 19th Ave. North Ext. requires additional study.	$14 M
B3	Combined use "loop"	10.0	Maximizes lane miles.	$57 – 62 M
Study Segment C – from the Mississippi River and east to I-88				
Alternative	**Description**	**Project Length**	**Length from Mississippi River to I-88 exit #36**	**Estimated Cost**
C1	Existing US 30 Corridor	19.2 m.	22 miles	$57-75 M
C2	Fulton to Erie I-88 exit #18	15	33	$60-105 M

US Highway 30 Corridor Study

APPENDIX A

Meetings & Presentations Overview
Presentation Slides for Clinton City Council

Completed for the:

City of Clinton

October, 1999

Prepared by: SNYDER & ASSOCIATES, INC.
501 S.W. ORALABOR ROAD
ANKENY, IOWA 50021

TABLE OF CONTENTS

MEETINGS & PRESENTATIONS OVERVIEW

There were a number of meetings and presentations during the development of this report in the summer and fall of 1999. In addition to the following major meetings, there were numerous smaller meetings and telephone conversations between Iowa-Illinois Highway Partnership representatives, the consultant, local and state officials, and area business leaders as information was gathered and the report was being developed.

Tuesday, May 25 – Iowa-Illinois Highway Partnership

Initial meeting with the IIHP, City of Clinton, and the consultant to discuss the scope of the study and to discuss past planning and promotion efforts on US Highway 30 and the Mill Creek Expressway. Plans for several presentations in Illinois were initiated.

Monday, June 21 – Morrison Public Library

The IIHP and the consultant made a presentation to the Morrison community about US Highway 30 planning and programming projects in Iowa and in Clinton. Part of the presentation was also to give an update on recent Clinton planning efforts to improve its transportation system and encourage development. The effects of bypasses on small urban communities was also discussed. The IIHP encouraged the Morrison community to organize around the US Highway 30 issue and look for ways to benefit from a bypass.

Wednesday, July 28 – Iowa-Illinois Highway Partnership

The IIHP and the consultant met to discuss priorities and future strategy. Preliminary results from the study were discussed. Plans for future meetings in Illinois were made and preliminary brainstorming for the Washington DC trip were discussed.

Thursday, August 26, Rock Falls City Council

At the invitation of the Mayor of Rock Falls, Illinois, a presentation was made by the Iowa-Illinois Highway Partnership and the consultant prior to a City Council meeting in Rock Falls. The presentation was to:

- Inform the Council and community about developments in Iowa to study and 4-lane US Highway 30 across Iowa.
- Present the economic and traffic data collected on the corridor.
- Let them know about the upcoming Clinton area delegation traveling to Washington DC to inform federal congress people from Iowa and Illinois about needs on the US Highway 30 corridor.
- Let the Council and community know that the IIHP wanted to partner with additional, interested parties in Illinois to encourage investment in US Highway 30 in Illinois.

Tuesday, Sept. 7 – Clinton City Council

The consultant and the IIHP made presentation to the Clinton City Council to update them on progress on the Preliminary Corridor Study and to give specific recommendations. The need to study the Lyons area and the proposed 19th Ave. North Extension using Clinton's "travel demand model" was stressed. The importance of maximizing use of both river bridges and creating a "loop" around Clinton/Fulton was shown.

Thursday-Friday, Sept. 15-17 – Washington DC

A delegation of officials, business leaders, and consultants from the Clinton area visited Washington DC to inform federal congress people of the concerns and needs in the Clinton area, especially transportation issues. In several meetings over three days, presentations were made to congress people and their staff that stressed the need for additional investment in the US Highway 30 corridor.

The following projects were particularly stressed as important:

- Completing the 4-laning of US Highway 30 across Iowa (especially east of Cedar Rapids).
- Camanche Ave. (US 30) Phase II Improvements ($36.5 million) in Clinton.
- The 4-laning of US Highway 30 in Illinois from the Mississippi River to Interstate 88.
- Study and analysis of the need for the 19th Ave. North Extension between the north terminus of the Mill Creek Expressway and the North Bridge (Highway 136) across the Mississippi River, creating a "loop" around the Clinton area.
- Concern for the future replacement or improvement/expansion of the two highway Mississippi River bridges and the railroad river bridge.

Meetings were held with the following departments, and congress people and staff:

- Federal Highway Administration
- US Coast Guard
- Iowa Senator Tom Harkin
- Iowa Senator Chuck Grassley
- Iowa Representative Jim Leach
- Illinois Senator Dick Durbin
- Illinois Senator Peter Fitzpatrick
- Illinois Representative Lane Evans

Tuesday, October 12 – Lyons Business Association

At the invitation of the Lyons Business Association, the consultant gave a presentation about the US Highway 30 corridor from Cedar Rapids to the Chicago area, as well as the need to route traffic through and around Clinton. The focus was on possible improvements through the existing Main Ave./North 2nd St. area and the 19th Ave. North Extension. Clinton City staff also gave an overview of how the proposed improvement fit with the City's recently adopted Land Use Development Plan. The Lyons Business Association is a group of merchants in the historic Lyons shopping district, which is part of the City of Clinton's north end. The Lyons shopping district is centered on Main Ave. and North 2nd Ave.

US Highway 30 Corridor Study

Cedar Rapids to I-88, Whiteside County, IL

Clinton Iowa
Gateway to Opportunity

Regional Impact &
Focus on Clinton, Iowa

Resource Group: Iowa-Illinois Highway Partnership

Importance of Highways

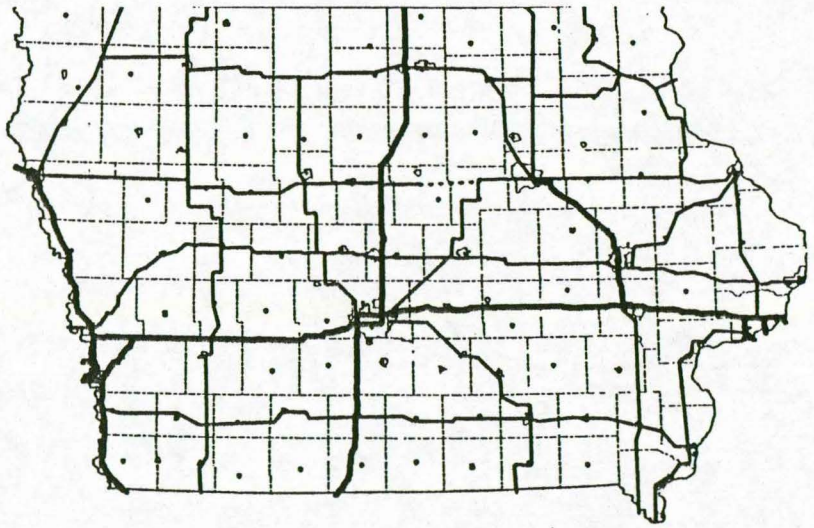
- In 1995, Americans traveled 2.3 trillion vehicle miles - 3 times the travel in 1956.
- Using 2-3% growth, by 2010 highway travel will top 3.5 trillion vehicle miles.
- By 2025, US's pop. will grow 75 million.
- Nearly 90% of US population growth has been in Metro cities - linking them is important for growth.

Commercial Industrial Network

- CIN purpose (from Iowa Legislature):
  - Enhance opportunities for the development and diversification of the state's economy.
  - Improve flow of commerce
  - Make travel more convenient, safe, & efficient
  - Connect Iowa with regional, national & international markets.

Commercial Industrial Network

- CIN is only 32% of Iowa's primary highway system.
- CIN carries 60% of rural highway traffic.
- 80% of Iowa's pop. lives within 10 miles of the CIN.
- US 30 is Priority-One project for 4-laning.



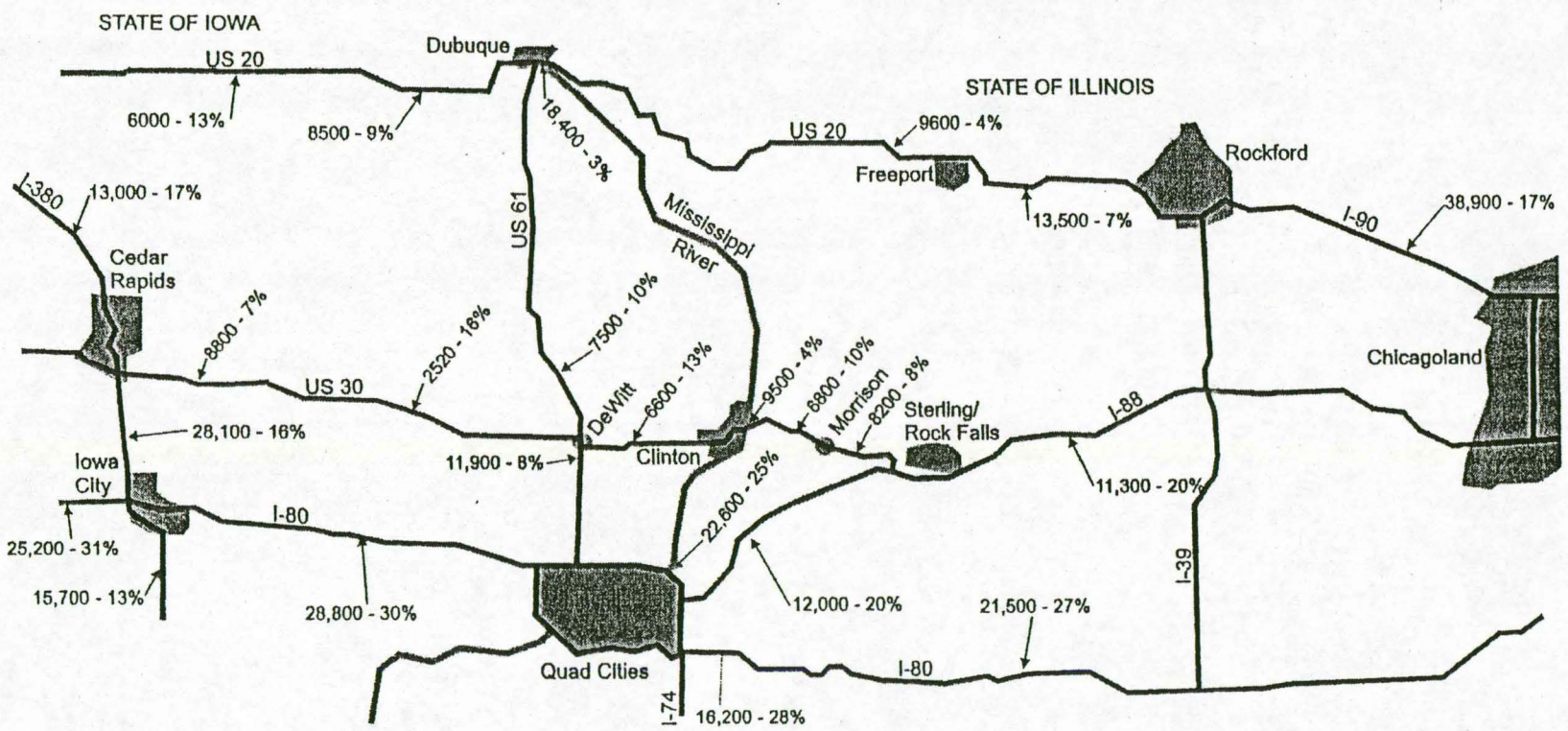
Clinton Market Area

- Within 500 miles of Clinton:
  - 70% of all corn & oats
  - 60% of all soybeans
  - 50% of all wheat
  - 40% of all animal health products & fertilizer
- Major Mississippi River barge terminals.
- Major East-West & North-South rail lines.
- Center of Economic Activity
  - Within **100** miles: Cedar Rapids, Quad Cities, Peoria, Rockford, Iowa City
  - Within **230** miles: Chicago, Des Moines, St. Louis, Indianapolis, Madison, Waterloo

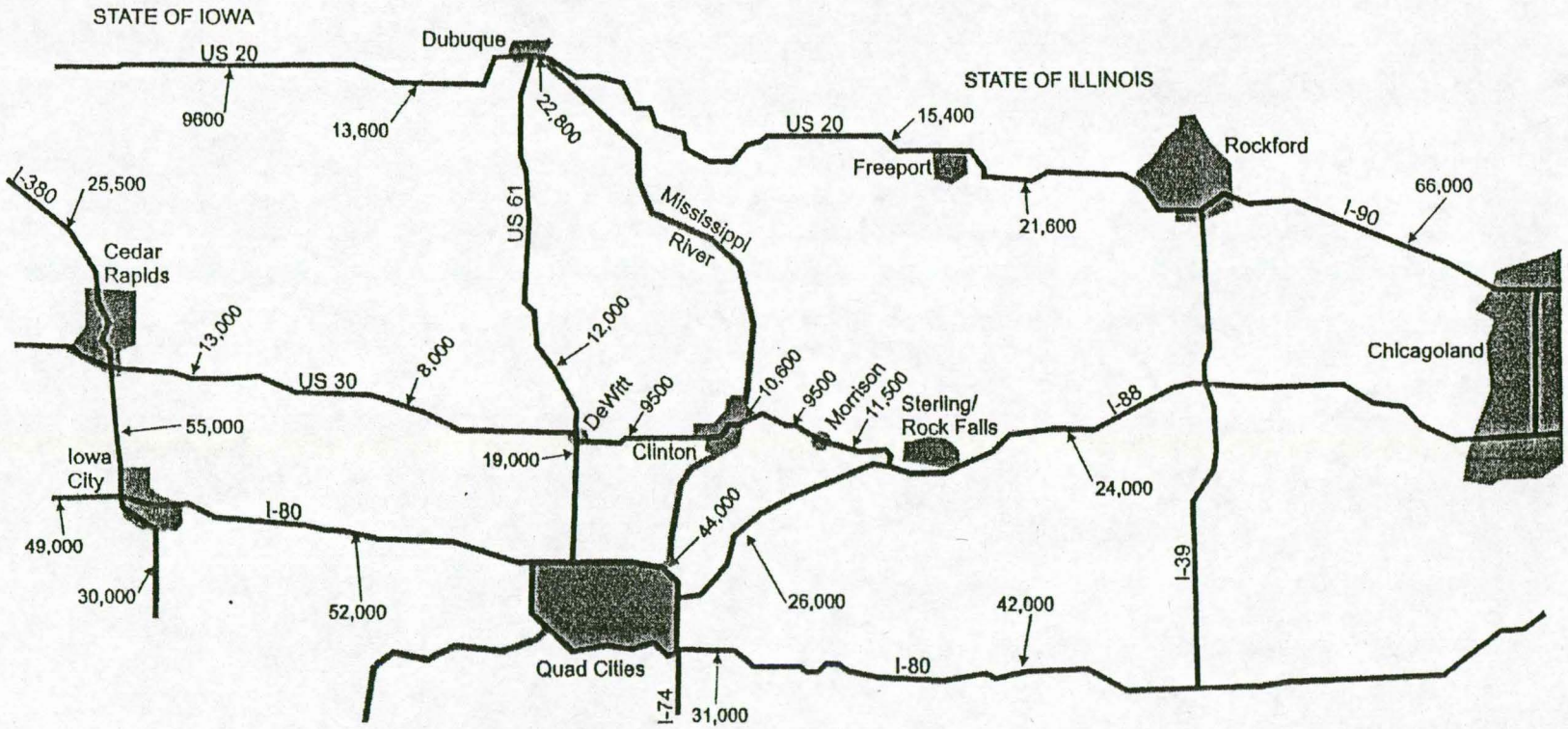
I-80 vs. US Highway 30

- Interstate 80
  - Links major national markets
  - Traffic growing 4-5%
  - 25%+ trucks
  - Constant traffic across rural region
    - High - 28,800 Durant
    - Low - 16,200 Geneseo
- US Highway 30
  - Current link of local/area markets
  - Traffic growing 2-3%
  - 7-16% trucks
  - Traffic flucuates with surrounding rural pop.
    - High - 8800 Mt. Vernon
    - Low - 2520 Wheatland

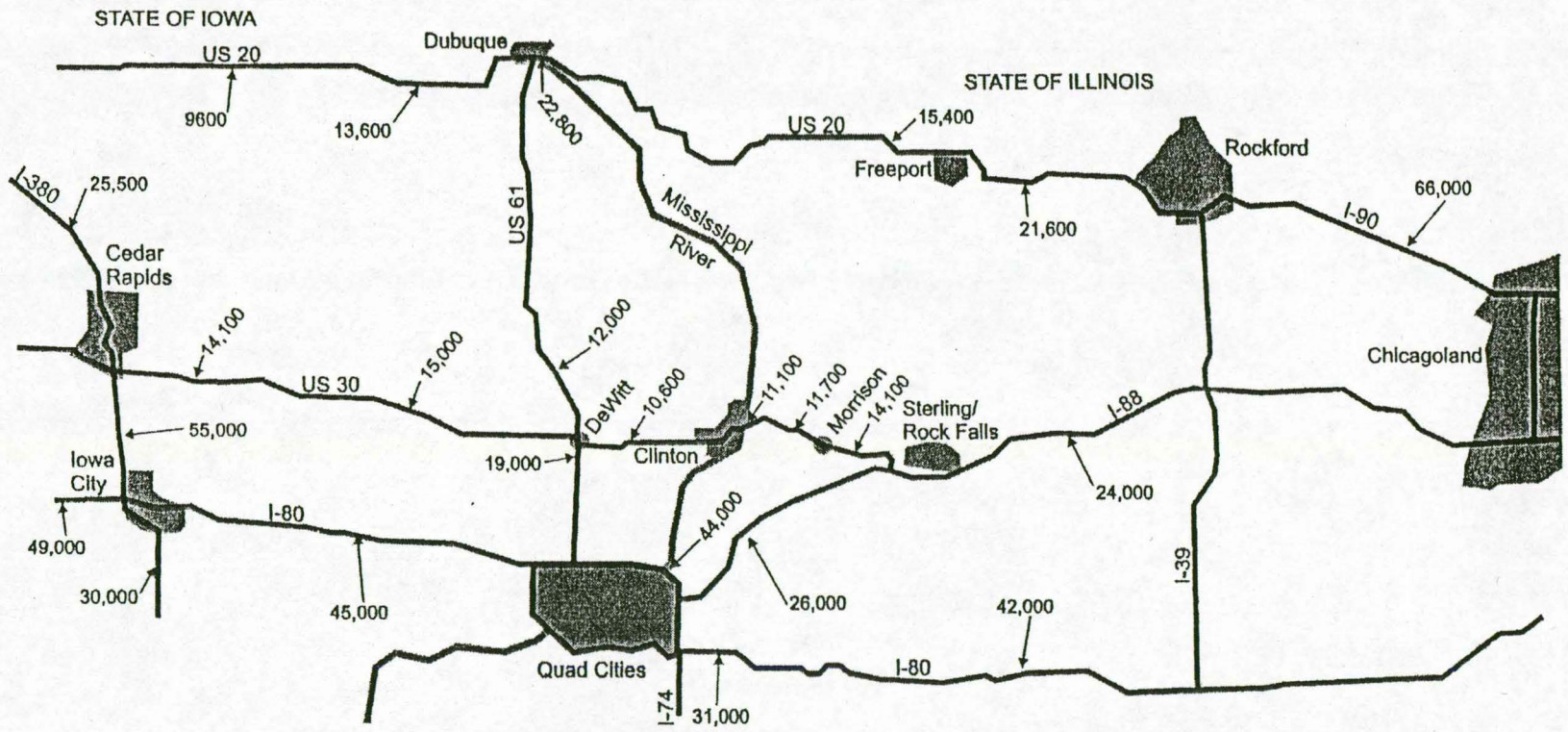
1996 Traffic Volumes & Percent Trucks



2020 "No-build US 30" Volumes



2020 "4-Lane US 30" Volumes

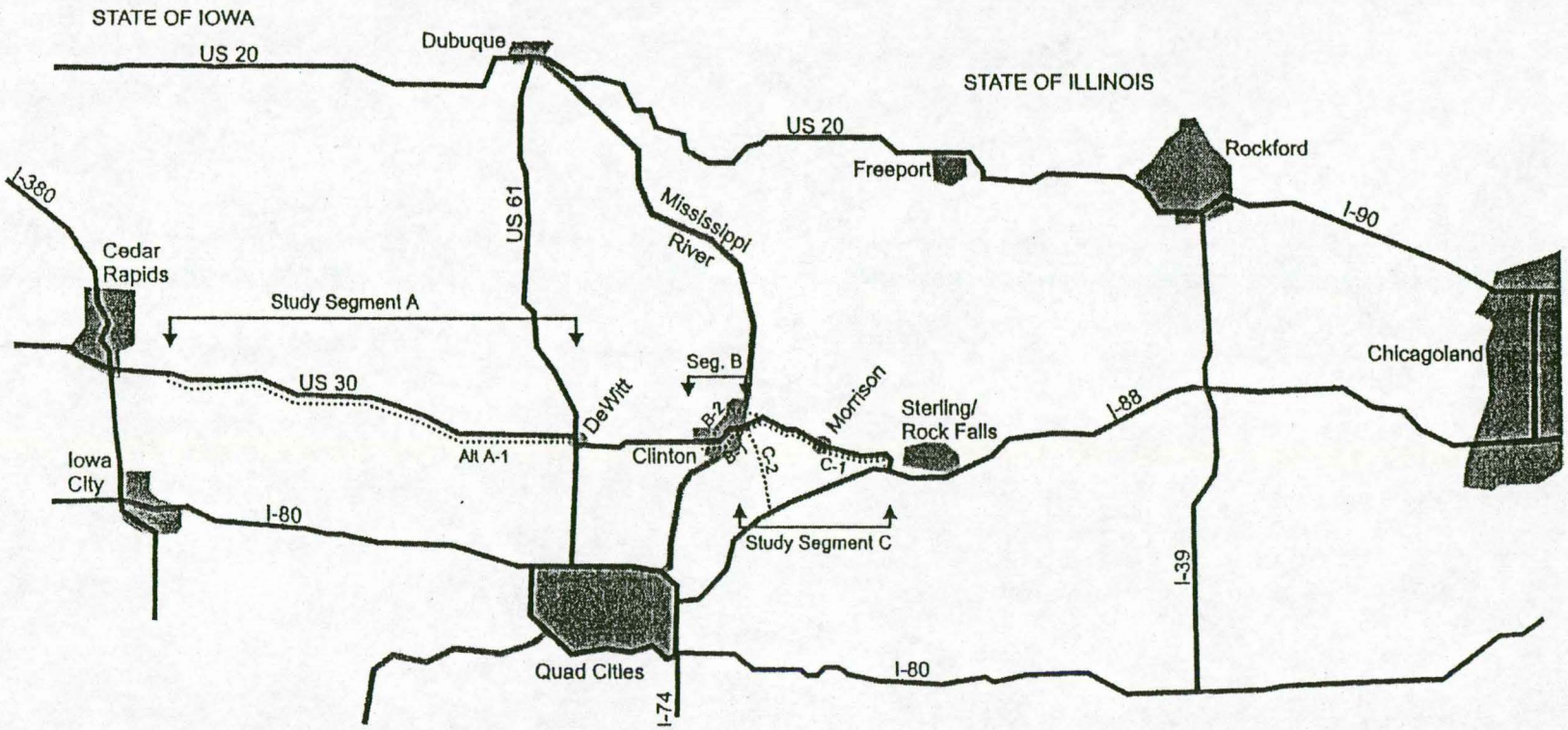


Iowa DOT Plans on US 30

Segment	Description	Length	Status
• Harrison Co./Missouri Valley Bypass	Envir./Location	12.0	Started
• Crawford Co./Denison Bypass	Prelocation	5.0	Started
• Carroll Co./Carroll Bypass	Envir./Corridor Pres.	8.8	Started
• Greene/Boone/Carroll Counties	Envir./Location	27.1	2003 ?
• Story/Marshall Counties	Envir./Location	15.0	Started
• E of Ames to W of Cedar Rapids	Add 2 lanes	56.3	1999-2005
• Linn/Cedar/Clinton Counties	Envir./Location	45.0	Started
• City of Clinton - "Liberty Square"	Envir./Location	2.5	Started
Total miles of planned/programmed improvements		171.7	miles

Source: Iowa DOT's "1999-2003 Iowa Transportation Improvement Program"

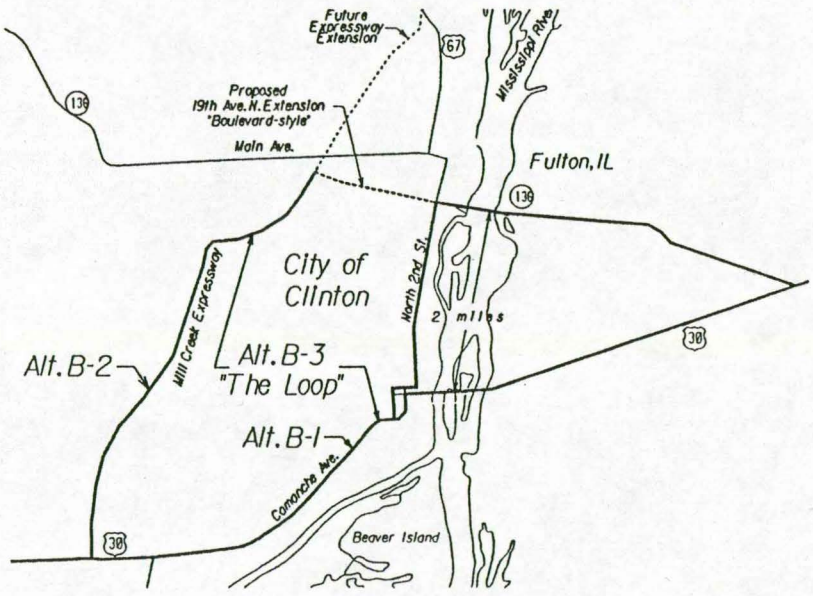
US 30 Study Alignments



SNYDER & ASSOCIATES, INC. — Iowa-Illinois Highway Partnership — Clinton City Council, Sept. 7, 1999

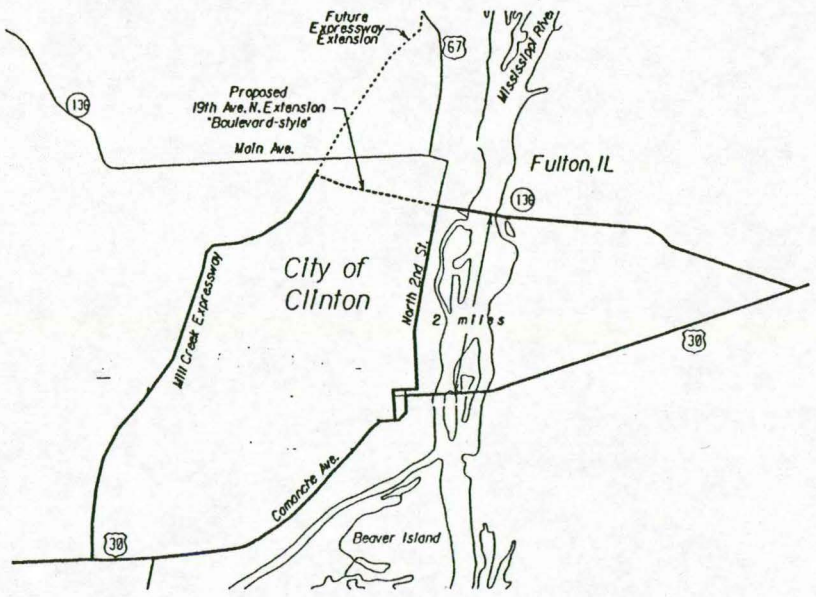
US 30 Clinton Area Alignments

- B1 Existing "South" Alignment
  - Lincoln Way
  - Camanche Avenue
  - Gateway Bridge
- B2 "North" Alignment
  - Mill Creek Expressway
  - Alt 1: 19th Ave N Extension OR
  - Alt 2: Main Ave/N 2nd St.
- B3 Combined "The Loop"
  - Utilize both alignments



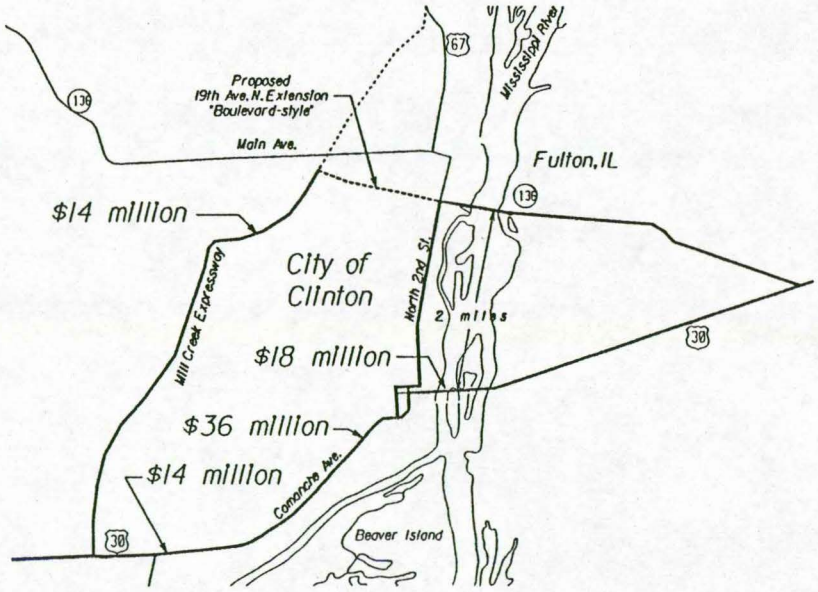
How is Clinton meeting the challenge ?

- "SOUTH" ROUTE
  - US 30/67 Improvements
  - Gateway Bridge
- "NORTH" ROUTE
  - Mill Creek Expressway
  - Alt 1: 19th Ave N Ext.
  - Alt 2: Main Ave/N 2nd
- EFFECTS/IMPACTS
  - Improved mobility
  - Improved access
  - No part of Clinton Area not served



Investment in Clinton Highways

- Mill Creek Expressway $14 m
- US 30/67 Phase I on Lincoln Way $14 m
- US 30/67 Phase II "Liberty Square" $36 m
- US 30 Gateway Bridge redecking & painting $18 m
- North End Connection $?? M "The Missing Link"
  - Alt 1: 19th Ave N Extension
  - Alt 2: N 2nd St/Main Ave

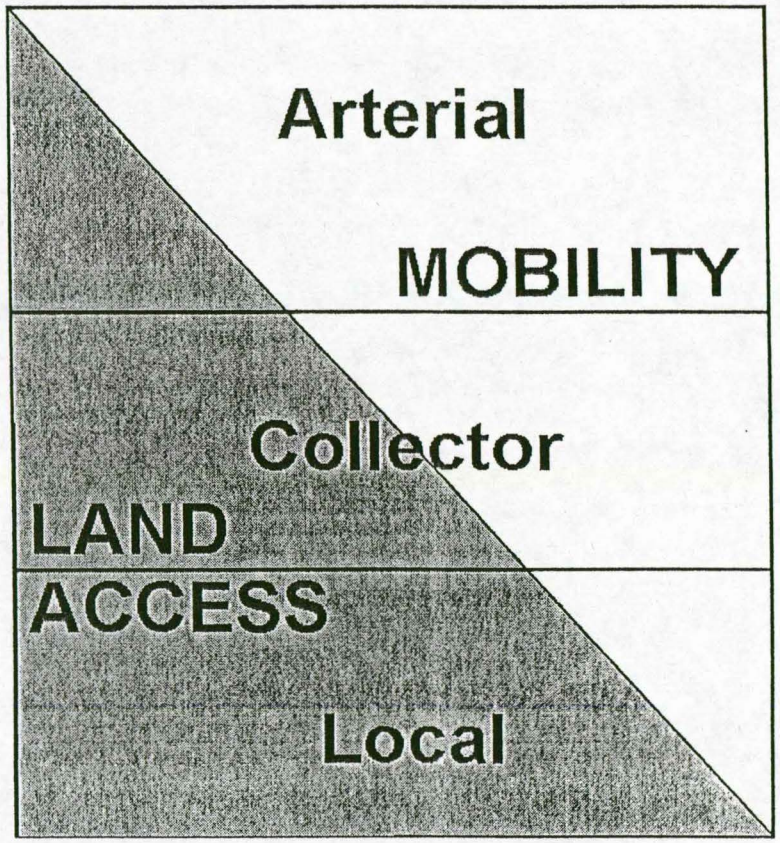


4 lanes of River Bridges

- US 30 GatewayBridge
  - Built in 1959
  - Capacity ~15,000 vpd
  - Currently 2/3 capacity with 9,600 vpd
  - 4% trucks (compared to 25% trucks on I-80)
  - Being redecked then repainted - extends life.
- Hwy 136 N. Bridge
  - Built in 1974
  - Capacity ~15,000 vpd
  - Currently 2/3 capacity with 8,600 vpd
  - About 4% trucks

Highway Service & Function

- ARTERIALS - limited access and greater mobility.
- COLLECTORS - moderate access and mobility.
- LOCAL STREETS - more access.

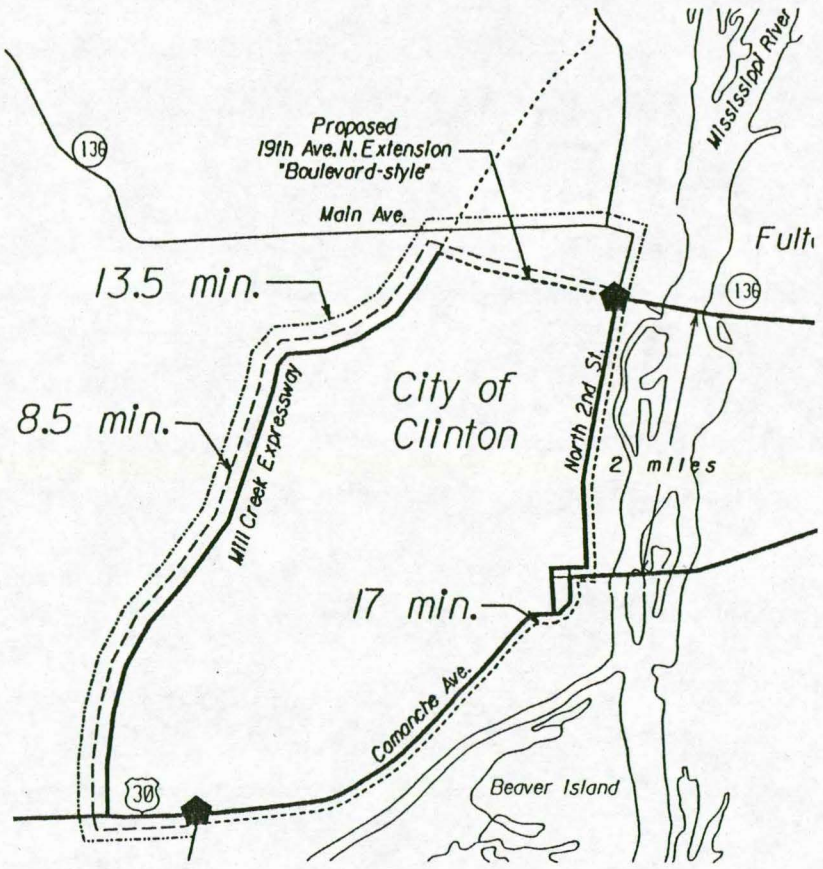


Importance of 19th Ave. N. Ext.

- Completes beltway "loop" around Clinton
- Helps to maximize use of both Bridges
- Reduces congestion and safety problems on North 2nd St./Main Ave. (esp. at N. 3rd St.)
- Direct access link to/from North End to M.C. Expressway & proposed business park; improves travel/shopping choices
- Significant travel time savings

North-South Travel Times

- To/from North Bridge & US 67 South
  - N. 2nd St. 17 min
    Camanche Ave.
    Lincoln Way
  - N 2nd St/Main Ave 13.5 min
    M.C. Expressway
    Lincoln Way
  - 19th Ave N Ext. 8.5 min
    M.C. Expressway
    Lincoln Way



Impacts of The Loop

- Improves safety, noise, & parking problems on residential & collector streets.
- Helps restore small town atmosphere.
- Most retail markets are destination oriented rather than drive-by oriented. Better highways and longer range of cars have reduced drive-by shopping.
- Signage is important - let them know you're there. Advertising strategies may change.
- Highways go two ways - some business improved by making access easier for longer trips or by having new development nearby on the highway.

Recommendations for Clinton

- Cooperatively work to get US Highway 30 4-laned in Illinois, starting with an environmental/corridor location study.
- Use Travel Demand Model to aid in analysis of traffic network.
- Analyze connection between North Bridge & M.C. Expressway - missing link.
  - Alt 1: 19th Ave. North Extension.
  - Alt 2: North 2nd St./Main Ave.

US Highway 30 Corridor Study

APPENDIX B
Illinois DOT Improvement Projects
Cultural Resources Assessment
Hazardous Waste Sites

Completed for the:

City of Clinton

October, 1999

Prepared by: SNYDER & ASSOCIATES, INC.
501 S.W. ORALABOR ROAD
ANKENY, IOWA 50021

TABLE OF CONTENTS

TABLE OF FIGURES

ILLINOIS DOT IMPROVEMENT PROJECTS

For most of the 1990s, the Illinois DOT has not had the financial resources to expand capacity of many rural highways, such as US Highway 30, as most of their highway funding went to maintain and preserve the existing highway and interstate system. The Illinois DOT's "*Lifeline to the Economy*" from March 1997, has no scheduled capacity improvements or studies for US Highway 30. However, the recent "Illinois FIRST" capital improvement initiative in the state did yield two significant projects along the corridor. The first project is to repaint the Gateway Mississippi River Bridge for $7.2 million and the second project is to resurface and add curb and gutter to 3.1 miles of US Highway 30 through Morrison for $2.7 million.

As a part of the "*Lifelines to the Economy*" the Illinois DOT has compiled a listing of the highway needs of each road on the State Primary System and also by County. US Highway 30 is shown to run about 30 miles in Whiteside County, 6.4 of which are shown to be in need of repair. When looking at the State system in Whiteside County as a whole, a total of almost 52 miles of highway were in need of repair. Excluding metropolitan counties like Rock Island and Cook, only four other counties (Ogle, McHenry, Bureau, and Lee Counties) had more miles of backlogged highway repairs than Whiteside County. This seems to indicate a need for substantial investment in Whiteside County, especially considering the increasing growth of traffic volumes. Increasing vehicle and semi-truck traffic will create even more wear on a system in need of maintenance.

To accommodate the need to add capacity to certain segments of highway, the Illinois DOT has a number of "Economic Corridors" in its Plan that are to help stimulate the economic potential of various parts of the state. Currently, US Highway 30 is not a designated Economic Corridor. There are several similar corridors that have been placed on this list for capacity improvements including the very expensive US Highway 20 corridor from Galena to Freeport and US Highway 34 from Burlington to Monmouth.

ILLINOIS DOT "LIFELINES TO THE ECONOMY" (3/97) ECONOMIC DEVELOPMENT CORRIDORS

PROJECT NAME	Funded ($000)	Cost to Complete ($000)
• Alton Bypass (N. of St. Louis)	$1,270	$176,274
• Elgin-O'Hare Expressway	1,853	85,264
• Peoria to Chicago Expressway	5,000	445,264
• US 20 – Galena to Freeport	0	685,811
• US 34 – Carman Rd. to Monmouth (4 lanes)	1,908	160,478
• US 51 – Macon to Centralia (4 lanes) (S. of Decatur)	0	344,106
• US 67 – Jacksonville to Alton (4 lanes) (N. of St. Louis)	0	289,421
• US 67 – Macomb to Jacksonville (4 lanes) (N. of St. Louis)	13,189	441,995
• US 67 – Roseville Bypass (S. of Monmouth)	5,000	11,700
• US 136/Illinois 336 Extension (NE of Quincy)	13,864	213,823
• IL 29 – Rochester to Taylorville (SE of Springfield)	0	69,000
	=====	=====
	$42,084	$2,923,136

Source: Illinois DOT "Lifeline to the Economy" 3/97

ILLINOIS DOT FY 2000-2004 HIGHWAY IMPROVEMENT PROGRAM MAJOR PROJECTS/ILLINOIS FIRST PROGRAM

Route/Project/Location	Miles	Cost	
• I-55 (Stevenson Exp.) from Tri-State Tollway to Dan Ryan		$567,000,000	
• I-57 at Tri-State Tollway – partial interchange	--	38,900,000	*
• I-80 from I-94 to Indiana State Line – improve./reconstruction	3	221,500,000	*
• I-94/90 from 31st St. to I-57 –reconstruction	9.2	550,000,000	*
• I-290 from I-88 to US 12/20/45 – major improvements		82,100,000	
• US 20 from Addison Rd. to Walnut St. – reconstruction	2.4	24,100,000	*
• IL 22 from US 14 to Quentin Rd. – add new lanes	8.1	70,300,000	*
• IL 22 from IL 83 to US 41 in Highland Pk. – add new lanes	8.1	55,600,000	*
• IL 58/72 (Schaumburg Triangle) – add new lanes	4.6	26,800,000	
• IL 59 from 103 St. to 143 St. – add new lanes	5.0	32,000,000	*
• IL 59 from 143 St. to IL 126 over DuPage River – add new lanes	0.7	9,000,000	*
• IL 64 from IL 59 to Gary Ave. – add new lanes	4.6	34,200,000	*
• IL 64 from IL 53 to Villa Ave. – add new lanes	3.0	33,100,000	*
• Algonquin Bypass on IL 31	2.4	42,200,000	*
• Palatine Rd from IL 83 to US 45 – reconstruction	2.6	43,800,000	*
• Willow Rd. from US 45 to I-294 – reconstruction	1.14	25,600,000	*
Chicagoland area subtotal		$1,856,200,000	
• I-74 around Peoria – modernization	11.0	370,500,000	*
• US 51 from Macon to Shelby Co. line – add new lanes	4.7	16,400,000	*
• US 67 Bypass around Roseville	4.5	18,700,000	
• US 67 from Greene Co line tol-72 – new 4-lane	11.8	40,800,000	*
• US 67 in Madison & Jersey Co. – new 4-lane	10.6	80,800,000	*
• US 136 from Quincy to Macomb – new 4-lane	30.3	68,200,000	*
• Alton Bypass – complete rest of bypass	21.2	230,200,000	*
Downstate subtotal		$618,600,000	
TOTAL Major Projects Cost		$2,474,800,000	

* = Completion of this project is contingent upon securing new state revenue (Illinois FIRST).

Source: Illinois DOT, FY 2000-2004 Proposed Highway Improvement Program.

ILLINOIS DOT FY 2000-2004 HIGHWAY IMPROVEMENT PROGRAM IN WHITESIDE COUNTY

	Route	Project/Location	Miles	Cost
•	I-88	IL 78 to US 30	10.8	$26,780,000
•	I-88	Rock River bridge, 3 mi. W of Rock Falls	--	8,240,000
•	US 30	Mississippi River Bridge, painting	--	7,210,000
•	US 30	0.5 mi. W of IL 84, bridge rehab.	--	916,000
•	US 30	0.6 mi. W of IL 84, overpass bridge rehab.	--	747,000
•	US 30	IL 78 to E of Morrison, ROW, C/G, resurface	3.1	2,679,000
•	US 30	5.5 mi. E of Morrison, Deer Creek bridge	--	463,000
•	IL 78	I-88 to Rock River, resurfacing	4.5	4,547,000
•	IL 78	BN railroad W of Lyndon, crossing con.	--	129,000
•	IL 172/Star Rd.	Prophetstown Rd. to IL 40, resurface	9.3	4,857,000
•	Moline Rd.	3 bridge/culvert replacements	--	2,488,000
•	Big Bend	Park Road, resurfacing	3.5	103,000
•	Pilgrim Rd.	Coleta to IL 40, widen & resurface	1.9	953,000
		TOTAL	33.1	$52,696,000

Source: Illinois DOT, FY 2000-2004 Proposed Highway Improvement Program.

CULTURAL RESOURCES ASSESSMENT:

PRELIMINARY US 30 CORRIDOR REVIEW

CLINTON COUNTY, IOWA, AND WHITESIDE COUNTY, ILLINOIS

by
Leah D. Rogers, Consultant
Mt. Vernon, Iowa

A. Introduction

The following is a summary of the assessment of the cultural resources potential of the preliminary US 30 Corridor Review in Clinton County, Iowa, and Whiteside County, Illinois (Figure 1). The purpose of the assessment was to identify areas and potential or known sites that could be of concern in the design of the corridor and to identify those areas requiring Phase I cultural resources survey. Cultural resources are defined to include prehistoric and historic archaeological sites as well as extant architectural properties.

B. Methods

In order to complete the cultural resources assessment, documentary and other archival sources were examined. These sources included the archaeological site records and project reports on file at the Office of the State Archaeologist (OSA) in Iowa City and the Illinois Historic Preservation Agency (IHPA) in Springfield, Illinois; the project location maps and National Archaeological Database maintained at the Community Programs Bureau of the State Historical Society of Iowa (SHSI) in Des Moines and the GIS database at the IHPA in Springfield, Illinois; the National Register of Historic Places listings for the State of Iowa on file at the SHSI and for the State of Illinois on file at the IHPA; and the historic plat maps and atlases available for Clinton County at the State Historical Society of Iowa Library in Iowa City and for Whiteside County at the Illinois State Archives in Springfield, Illinois.

The map data were compiled by Principal Investigator, Leah Rogers, who also compiled the summary report and overall evaluation. The site records and map searches were conducted by Project Assistant, G. Clark Rogers.

In addition to the archival and documentary information, a limited windshield survey was conducted by both the Project Assistant and the Principal Investigator of the main highways and roadways in the project area. The purpose of the windshield survey was to identify obvious National Register-eligible properties within or close to the preliminary project corridor. A more extensive drive-through of all the roadways within the larger study area was not conducted at this time.

C. Previous Investigations

A number of previous archaeological surveys have been conducted within the study area but primarily on the Illinois side of the river. These surveys have been associated with proposed gas pipeline construction, primary and secondary road construction and bridge replacements, and urban and suburban development projects. The largest survey areas within the current study area are those situated on the south side of the town of Fulton, two areas southwest and southeast of Morrison, and the entire vicinity around the town of Albany (see Attached Maps). Except for the areas south of Fulton, these previous surveys resulted in the recording of archaeological sites. However, the majority of the project study area has never been surveyed for cultural resources and will require Phase I investigation if those areas are to be impacted by the proposed construction project.

The primary studies on the Iowa side of the river have included a reconnaissance level survey of selected locations within Mississippi River Pools 13 and 14 (Benn et al. 1989), which also included the Illinois side of the river, and the recently completed surveys for the Clinton-Mill Creek Expressway project on the west side of the City of Clinton (Rogers and Mandel 1997; Rogers 1998). The potential 19th Avenue extension into Clinton for the current US 30 study will connect with this Expressway.

The Iowa surveys have resulted in one previously recorded archaeological site within or very near the current project corridor, specifically along 19th Avenue extension into Clinton and connecting with the Clinton-Mill Creek Expressway now under construction. That site, designated as 13CN98, was recorded during the Phase I survey for the Expressway project and was found to be ineligible for the National Register of Historic Places (Rogers and Mandel 1997). This mid-late twentieth-century habitation site warrants no further investigation. The remainder of the proposed 19th Avenue extension corridor has never been surveyed for cultural resources, thus its potential is largely unknown. However, this area of Clinton is heavily disturbed by urban development; therefore, any prehistoric sites will have likely been destroyed or impacted by this development. However, there may be historic sites related to this development within the project corridor of some significance although this potential appears low based on a visual inspection of the corridor during the windshield survey.

The Illinois surveys have resulted in the following archaeological sites recorded in the project area vicinity: (Note that these sites are not shown on the accompanying map due to protect their exact location.)

- 11WT1 Hopewell period habitation and mound site (Albany Mound Group)
- 11WT3 Woodland period habitation site
- 11WT18 Archaic period habitation site
- 11WT30 Allen Mound Group
- 11WT31 Woodland period village site
- 11WT32 Archaic period habitation site
- 11WT41 Woodland period habitation site
- 11WT43 John Hoazenga Site (Archaic habitation site)

- 11WT44 James Boyd Site (Woodland period habitation site)
- 11WT46 Donald Bush Site (Prehistoric habitation site)
- 11WT53 Middle Woodland period habitation site
- 11WT57 Archaic-Woodland period habitation and possible burial site
- 11WT111 Archaic period camp site
- 11WT113 Prehistoric camp site
- 11WT114 Prehistoric camp site
- 11WT115 Prehistoric camp site
- 11WT116 Prehistoric camp site
- 11WT117 Prehistoric camp site
- 11WT118 Prehistoric camp site
- 11WT119 Woodland period Mound site
- 11WT120 Historic Indian habitation site
- 11WT121 Historic Indian habitation site
- 11WT122 Woodland period habitation site
- 11WT128 Prehistoric camp site
- 11WT134 Woodland period habitation site
- 11WT143 Prehistoric habitation site
- 11WT144 Late Archaic period habitation site
- 11WT145 Prehistoric habitation site
- 11WT146 Early Archaic habitation site
- 11WT153 Prehistoric habitation site
- 11WT154 Prehistoric habitation site
- 11WT236 Prehistoric camp site (determined ineligible)
- 11WT292 Historic habitation site (determined ineligible)
- 11WT298 Prehistoric camp site

Of these sites, 11WT3, 8, 30-32, 45, 53-57, 114-116, 120, 122, 130-132 and 151-155 are situated outside of, but in close proximity to, the current study area. The remainder are within the boundaries of the general study, with sites 11WT121, 118, and 236 within the current proposed Alt. C-1 corridor; and site 11WT43 potentially within the Alt. C-2 corridor (Figure 1; Attached Maps). Sites that will definitely require avoidance are those that are identified as burial sites including site 11WT1 and 119. In fact, site 11WT1, the Albany Mounds Site, is already listed in the National Register. Many of the other above recorded sites also appear to have some potential National Register eligibility, particularly sites 11WT3, 18, 36, 41, 43, 44, 57, 122, 144, and 146, although some of these sites would require additional testing before a final determination of eligibility could be made.

Site 11WT121 is the reported location of a Historic period Indian camp or village site based on oral historical information in the county history books.

> When the site of Fulton was first settled by Euro-Americans, evidence of the prior inhabitants lay everywhere in plain sight: extensive old fields dotted with

> corn hills south of town, and the ruins of native lead smelting were clearly visible (11Wt121). The native smelters were located in a six-foot deep depression in the northern part of town, about two hundred rods from the river. When dug up by curious pioneers, these ancient furnaces yielded 'large quantities of smelted lead and lead ore in the natural state...besides Indian relics, such as spear heads, crude knives, battle axes, and several brass pots' (Benn et al 1989:105; Bent 1877:156).

The current integrity of this site is questionable given its mapped location in the center of the town of Fulton and within the present Highway 136 right-of-way. However, the occupation of the general vicinity of the later town of Fulton by Native Americans likely left other remnants that may still be intact in this area. This location was also an important river crossing to the Indians as it is an area where the Mississippi River is constricted into a narrow channel, commonly known as the "Narrows," and was choked at times with sandbars and willow islands affording somewhat easy access across the river (Benn et al. 1989:105).

In general, the entire study area, situated as it is between the Mississippi River and the Rock River, which were both important loci of intensive early historic period Native American habitation, would indicate a high potential for additional historic period Indian sites elsewhere in the study area. One such location might be along the margins of Cattail Slough, which was "a favorite hunting ground used by the Sauk and Fox as well as by the Winnebago and Pottawattamie well into the American period" (Benn et al. 1989:105).

One architectural property is already listed in the National Register of Historic Places within the project study area. This property is the Odell Building located at 202 E. Lincolnway Road in Morrison.

At present, it appears that the Mississippi River bridges at Clinton, including the Mark N. Morris Bridge, are not eligible for the National Register of Historic Places (Iowa DOT Statewide Historic Bridge Inventory, Clinton County, Iowa).

D. Assessment Results

There is one known site, 13CN98, potentially within the project corridor on the Iowa side of the river; however, that site has been determined ineligible and warrants no further investigation (Rogers and Mandel 1997). On the Illinois side, sites 11WT121, 118, and 236 appear to be within the current proposed Alt. C-1 corridor, and site 11WT43 potentially within the Alt. C-2 corridor (Figure 1 and Attached Maps). Sites that will definitely require avoidance are those that are identified as burial sites including site 11WT1 and 119. Site 11WT1, the Albany Mounds Site, is already listed in the National Register. Many of the other recorded sites also appear to have some potential National Register eligibility, particularly sites 11WT3, 18, 36, 41, 43, 44, 57, 122, 144, and 146, although some of these sites would require additional testing before a final determination of eligibility could be made. Site 11WT121, which is within the Highway 136/19th Avenue Extension Corridor in the City of Fulton, will

also require more extensive investigation to determine if significant archaeological remains are intact and if the site is eligible for the National Register.

The examination of the earliest available historic plat maps for the project study area show a number of potential historic sites on the Illinois side of the study area and several on the Iowa side west of Clinton (see Attached Maps). The earliest available maps include the 1839-42 General Land Office original field survey plats, which often show cultural features such as trails, cabin sites, mill seats and cultivated fields in addition to natural features such as groves and streams, and the 1865 and 1872 plat maps for Clinton County and Whiteside County, respectively (Thompson and Brother 1865; United States 1839-42; Warner and Beers 1872). The 1865 and 1872 maps show house locations in addition to roads and towns. These maps were all examined for potential cultural sites within the project study area, with that information then transferred to the attached topographic maps. The 1865 and 1872 map data were specifically compared to the more current topographic data, with all houses that are represented on the 1865 and 1872 maps, but are no longer standing according to the topographic maps, highlighted as potential archaeological sites within the study area (see Attached Maps). These are considered possible historic-period archaeological sites that might have some potential for National Register eligibility as early settlement-era sites. There will undoubtedly also be later historic period archaeological sites encountered that will require recordation and evaluation; however, sites from more recent periods will *generally* have less potential for National Register eligibility.

On the Illinois side, the project study area was a rich and fertile area during the early historic period and would have been very attractive to Native Americans and European explorers, trappers and traders as well as Euro-American settlers. Some localities already identified as having a good potential for historic period Indian sites include the Fulton vicinity and the margins of Cattail Slough (Benn et al. 1989). The early town of Fulton also had a number of riverfront features that might have left behind some intact archaeological remains. Among these were large sawmill complexes and even an early stoneware factory (ibid.:107). On the Iowa side, the riverfront also has some archaeological potential although bridge and road construction and urban development have definitely impacted this area likely destroying archaeological sites in the process. As 19th Avenue extends to the west from the riverfront, the historic development was primarily residential. There is archaeological potential in the dissected upland areas farther west from the current termination of 19th Avenue over to the Clinton-Mill Creek Expressway corridor, with the highest potential being those locations nearest to the river valley margin.

The current study also examined the potential for steamboat wrecks and related sites within the project study area, particularly at the bridge crossings. However, based on available information, this potential appears very slight and is considered to be low for this area (Bowers et al. 1990).

The potential for prehistoric archaeological sites appears to be very high based on previous survey results, both along the Mississippi River margins and the interior of the project study area as well. As noted previously, this type of locality near the confluence of two major rivers (i.e., the Mississippi and Rock rivers), would have been an optimal area for prehistoric habitation and utilization. Sites can be expected in both surface and buried contexts and can be

expected to represent nearly the full range of human occupation of this region (Benn et al. 1989:166-170). Surface sites in cultivated fields will have the lowest potential to be National Register eligible as they will have been impacted by cultivation and likely will not retain sufficient integrity for National Register listing. On the other hand, buried sites will have the highest potential to be National Register eligible because they generally will be better preserved. Any archaeological investigation for a proposed highway construction in the study area should include a geomorphological evaluation in order to determine if sites are present in a deeply buried context.

Sites along the present banks of the Mississippi River within the study area have been greatly impacted by industrial and other development. It was noted in 1989 (Benn et al. 1989:149) that:

> All of the river frontage from Camanche to Clinton on the Iowa side and from Fulton to Albany on the Illinois side is either filled, riprapped or developed for commercial barge or recreational traffic...Many archaeological sites must have been destroyed by the development.

However, it was also noted that even here, "partially damaged or buried sites in this river reach" could possibly be located through more intensive search of the river frontage.

The 1989 study also noted that the Albany Mounds site (11WT1) is one of the "richest and most important sites in the state" (Benn et al. 1989:168, 176). Its listing in the National Register of Historic Places recognizes this importance and affords some limited protection to the site. However, because this is also a burial ground, it is protected under Illinois code of law (20 ILCS 3440 and 17 Ill Adm Code 4170). It should be avoided and protected from impacts, even marginal impacts, by any proposed construction in the vicinity.

The only architectural property within or very near the current study area that has already been listed in the National Register of Historic Places is the Odell Building located at 202 E. Lincolnway Road in the town of Morrison. Despite the single listing, there are certainly additional National Register eligible architectural properties within the project study area. The limited windshield survey along US 30, Highway 136/19th Avenue, Highway 78 (Crosby Road), Albany Road, and parts of Fenton, Burns, Mineral, Blink, Thome, Frog Pond, Bunker Hill, Sand, Garden Plain, Ellston, Waller and Holly roads resulted in the identification of nine eligible or potentially eligible properties based solely on their potential significance under Criterion C (i.e., architectural significance). In addition, Highway 30 (Lincolnway) through Morrison has potential for at least a residential, if not a commercial, district along this route. These properties include the following:

Illinois:

- Stone mill on south side of US 30 at northeast edge of Morrison.
- Potential residential and commercial district in Morrison along Lincolnway, particularly the north side of Lincolnway. Much of this development came prior to the designation of this route as part of the transcontinental Lincoln Highway, but there are likely properties along this street in Morrison that have an association with the highway development as well.

Most notable of the residential properties are the many large and very impressive Victorian homes that line the hilltop along the north edge of Lincolnway heading west out of town.

- Farmstead just southeast of the intersection of Crosby Road (Highway 78) and Bunker Hill Road.
- Brick house and possibly entire farmstead at northeast corner of Sawyer Road and Bunker Hill Road.
- Two frame houses at the west edge of Union Grove on the south side of Highway 30. There is also a third house on the north side in this same area that would be considered outside of the current study area.
- Four farmsteads along the south side of Albany Road between Sand Road and Benson Road intersections (although these and the two frame houses at Union Grove are all somewhat more marginal in eligibility).

Iowa:

- Brick house at southwest corner of 19th Avenue N and Highway 67 in Clinton.
- At least two other houses to the south adjacent to the above brick house between 19th and 17th Avenues North along Highway 67.

E. Conclusions

The results of the cultural resources assessment of the preliminary US 30 Corridor Review between Clinton County, Iowa, and Whiteside County, Illinois, indicated a moderate to high potential for cultural resources, both archaeological and architectural, within the study area and specifically within some of the selected alternate corridors. This area, particularly on the Illinois side, being situated between the Mississippi River and the Rock River, which were loci for intensive utilization and occupation during both the historic and prehistoric periods and extending back in time for thousands of years, indicates a high potential to encounter additional sites of this nature and having National Register eligibility just about anywhere within the study area. It can be stated that the lowest potential areas will be those locations situated along broad upland divides at greater distances from the major river and streams and in areas that were Mississippi River channel at points during the prehistoric and historic periods. However, the margins of those old channels and sloughs will have a high potential, particularly for prehistoric sites.

Of the already known sites, the Albany Mound Group (11WT1) poses the greatest challenge to corridor selection and should be avoided by the proposed project. It is listed in the National Register of Historic Places and as a prehistoric burial ground is protected by Illinois law. It should also be protected from marginal impacts from any proposed project.

From an archaeological standpoint, any proposed bypass around the town of Morrison will also be problematic as previous surveys have already recorded at least three sites that are potentially National Register eligible (i.e., sites 11WT18, 44, and 45). Sites 11WT18 and 11WT44 are situated south of Morrison within the study area, while site 11WT45 is on the north side (see Attached Maps). Corridor construction through Morrison will primarily

potentially impact architectural properties. While such properties could also be found to be National Register eligible, they may prove to be less problematic to corridor construction in terms of project schedule delays and cost of mitigation than the archaeological resources.

Any selected corridor involving the acquisition and impact of new right-of-way will require a Phase I investigation because this area has not been extensively surveyed by previous investigations. It is anticipated that additional archaeological sites will be encountered, with both archaeological and architectural properties found that will be potentially eligible for the National Register. Unless human remains are encountered, any archaeological sites that cannot be avoided by the proposed construction will require at least Phase II testing if not Phase III data recovery before clearance to proceed can be obtained. If human remains are encountered, then generally the site should be avoided and protected from future impacts. A Phase I architectural survey will involve evaluation not only of potential eligibility under Criterion C (architectural significance) but under other criteria including historical significance (A) and association with important persons (B). Evaluation under criteria A and B requires more intensive and site-specific research than can be conducted at the current assessment level. Thus, it is expected that additional National Register-eligible architectural properties will come to light during the course of a full Phase I investigation.

F. References

Benn, David W., Jeffrey D. Anderson, Robert C. Vogel, and Lawrence Conrad
1989 *Archaeology, Geomorphology, and Historic Surveys in Pools 13-14, Upper Mississippi River*. CAR-752, Center for Archaeological Research, Southwest Missouri State University, Springfield, Missouri.

Bent, Charles, editor
1877 *History of Whiteside County, Illinois, from Its First Settlement to the Present Time.* L.P. Allen, Clinton, Iowa.

Bowers, Martha H., Hans Muessig, and Lowell J. Soike
1990 Historic Shipwrecks of Iowa. *Journal of the Iowa Archeological Society* 37:4-39.

Illinois Historic Preservation Agency
1997 The National Register of Historic Places in Illinois. *Illinois Preservation Series* 18.
1999 National Register of Historic Places—Additions December 13, 1996-February 12, 1999. Illinois Historic Preservation Agency, Springfield, Illinois.

Iowa Department of Transportation
1993 Statewide Historic Bridge Inventory List. Iowa Department of Transportation, Ames.

Rogers, Leah D.
1998 *Phase I Cultural Resources Investigation for the Northern Segment of the Clinton-Mill Creek Expressway, Clinton County, Iowa.* Prepared for Snyder and Associates, Inc., and the City of Clinton, Iowa.

Rogers, Leah D., and Rolfe D. Mandel

1997 *Phase I Cultural Resources Investigation for the Clinton-Mill Creek Expressway, Clinton County, Iowa*. Prepared for Snyder and Associates, Inc., and the City of Clinton, Iowa.

State Historical Society of Iowa

1998 National Park Service List: Iowa National Register of Historic Places. State Historical Society of Iowa, Des Moines.

Thompson, M.H. and Brother

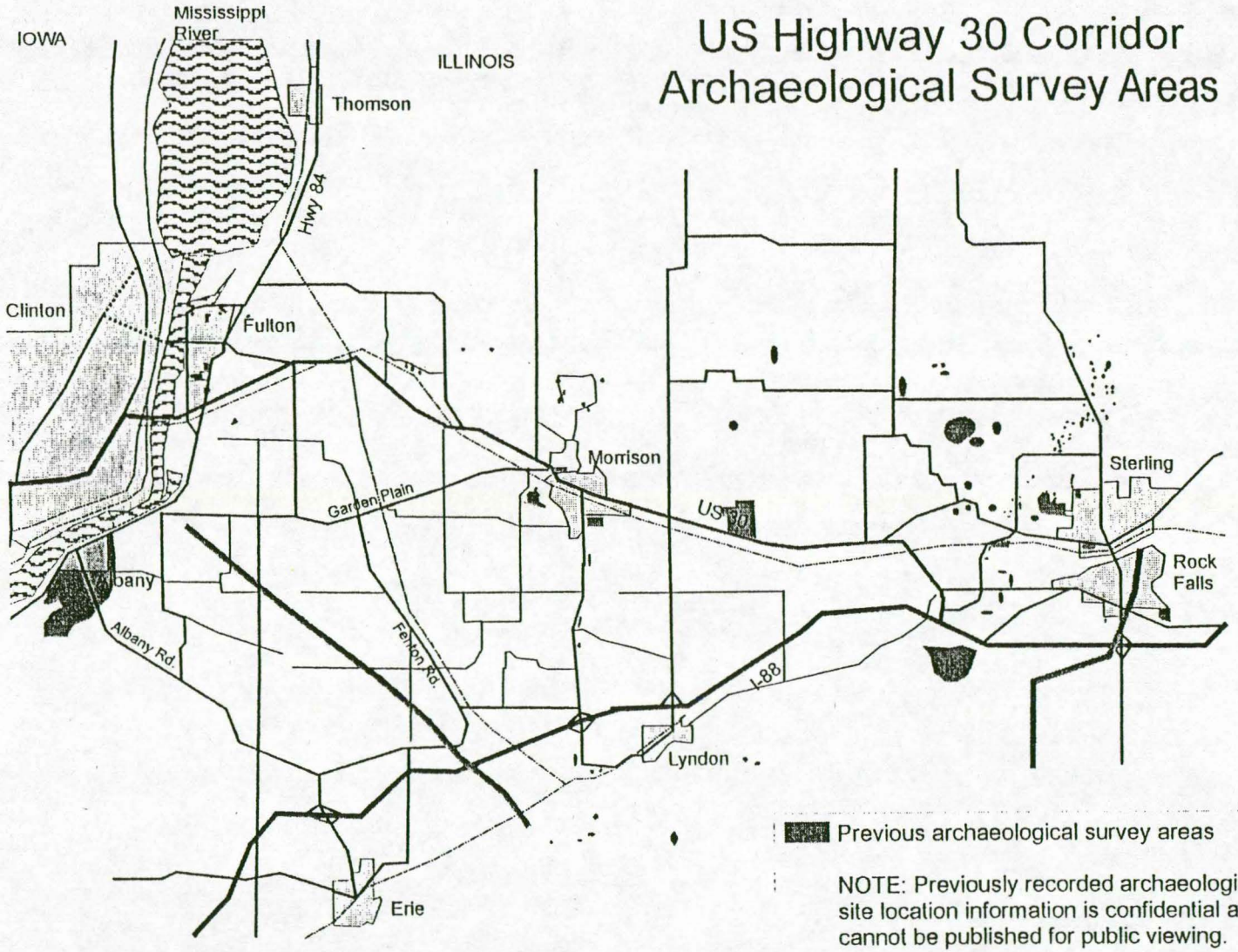
1865 *Map of Clinton County, Iowa*. M.H. Thompson and Brother, Dundee, Illinois.

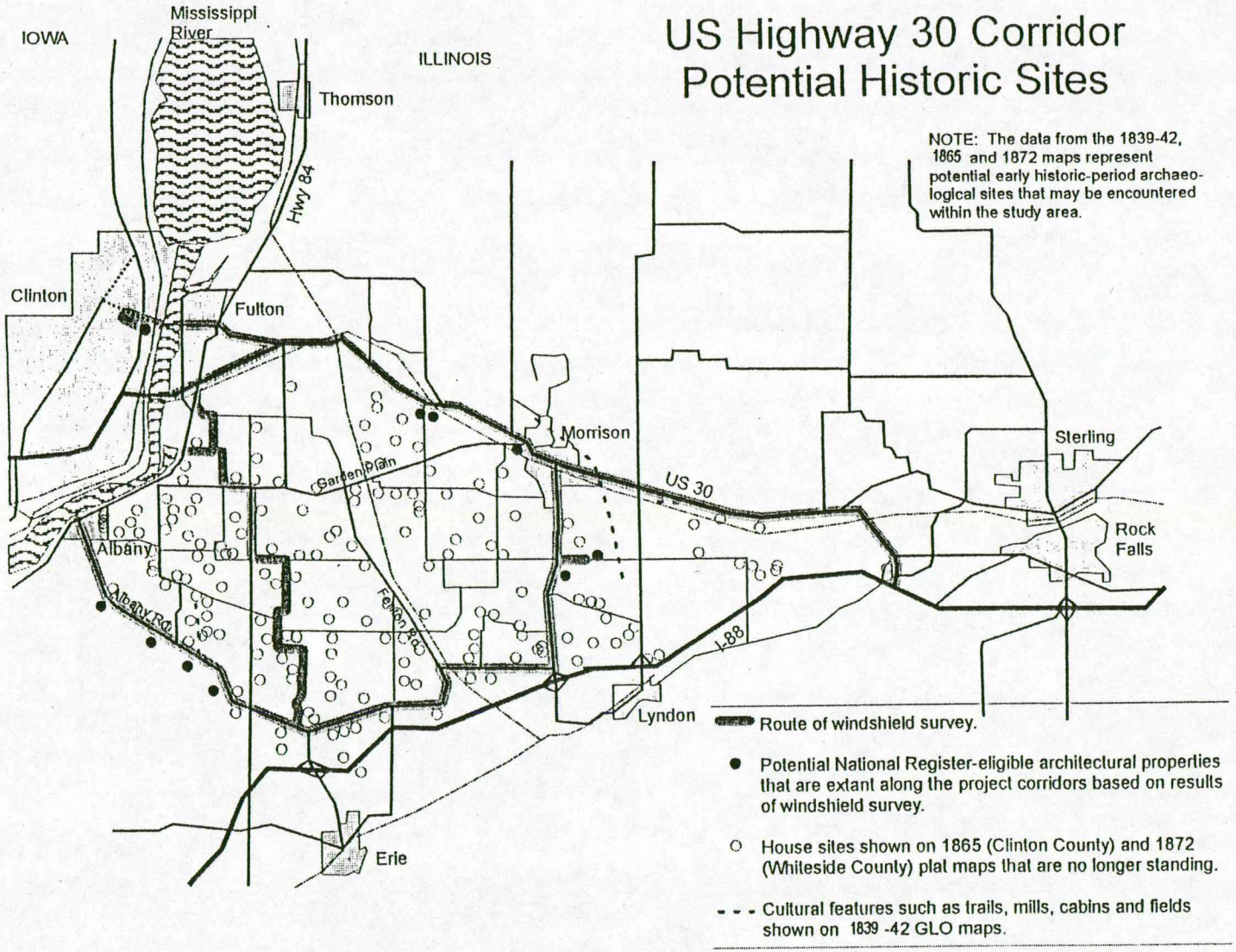
United States

1839-42 Original Field Survey Plats for Whiteside County, Illinois. Microfilm of original plats, Illinois State Archives, Springfield, Illinois.

Warner and Beers

1872 *Atlas of Whiteside County and the State of Illinois*. Warner and Beers, Chicago.


US Highway 30 Corridor
Archaeological Survey Areas
IOWA
Mississippi River
ILLINOIS
Thomson
Hwy 84
Clinton
Fulton
Morrison
Garden Plain
US 30
Sterling
Rock Falls
Albany
Albany Rd.
Fenton Rd.
I-88
Lyndon
Erie
Previous archaeological survey areas
NOTE: Previously recorded archaeological site location information is confidential and cannot be published for public viewing.


US Highway 30 Corridor
Potential Historic Sites
NOTE: The data from the 1839-42, 1865 and 1872 maps represent potential early historic-period archaeological sites that may be encountered within the study area.
IOWA
ILLINOIS
Mississippi River
Thomson
Hwy 84
Clinton
Fulton
Morrison
Sterling
Rock Falls
US 30
Garden Plain
Albany
Albany Rd.
Fenton Rd.
I-88
Lyndon
Erie
Route of windshield survey.
Potential National Register-eligible architectural properties that are extant along the project corridors based on results of windshield survey.
House sites shown on 1865 (Clinton County) and 1872 (Whiteside County) plat maps that are no longer standing.
Cultural features such as trails, mills, cabins and fields shown on 1839 -42 GLO maps.

HAZARDOUS WASTE SITES

Introduction

A literature search and agency survey was conducted to determine the presence of potential hazardous waste sites in the general US Highway 30 corridor in the City of Clinton and in Whiteside County, Illinois.

Methodology

An survey of agency databases was conducted to identify the presence of potential hazardous waste sites in the area of affect. The online databases of federal Environmental Protection Agency (EPA) were searched for each community in the general area of study segments B and C. These study segments include Clinton, Iowa, and Whiteside County, Illinois, respectfully.

The following sections detail the names and locations of properties that are subject to some type of regulation from the Environmental Protection Agency.

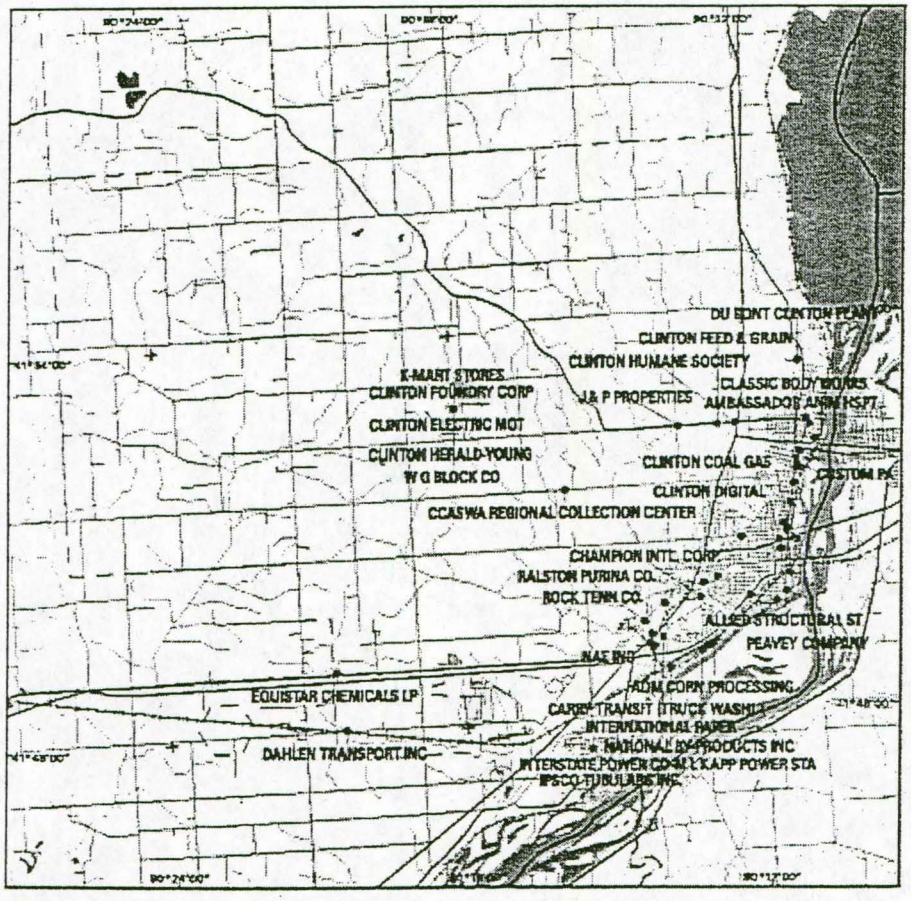
Conclusions

There are numerous sites and properties in the general study area that are regulated by the Environmental Protection Agency (EPA) for the presence of hazardous materials or environmental contamination. There are eight active or archived Superfund sites in the survey area; six of them are in Clinton and two are in Rock Falls.

	EPA Regulated Sites	Superfund Sites
Clinton, Iowa	57	6
Albany, Illinois	9	
Erie, Illinois	10	
Fulton, Illinois	24	
Morrison, Illinois	36	
Rock Falls, Illinois	63	2
Sterling, Illinois	94	
Thomson, Illinois	3	

This literature search indicates that there may be potential environmental concerns that could require Phase I possibly Phase II analysis and investigation during a formal cooridor location and environmental study.

Clinton, Iowa



FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
ADM CORN PROCESSING 1251 BEAVER CHANNEL PKY. CLINTON, IA 527325935	YES	YES	YES	NO
ALLIED STRUCTURAL ST 90 FIRST AVE CLINTON, IA 52732	NO	NO	NO	NO
AMBASSADOR ANIM HSPT 1210 N 2ND ST CLINTON, IA 52732	NO	NO	NO	NO
CARLON & SESSIONS CO. CARLON DIV. 1001 S. 2ND ST. CLINTON, IA 52732	NO	YES	NO	NO

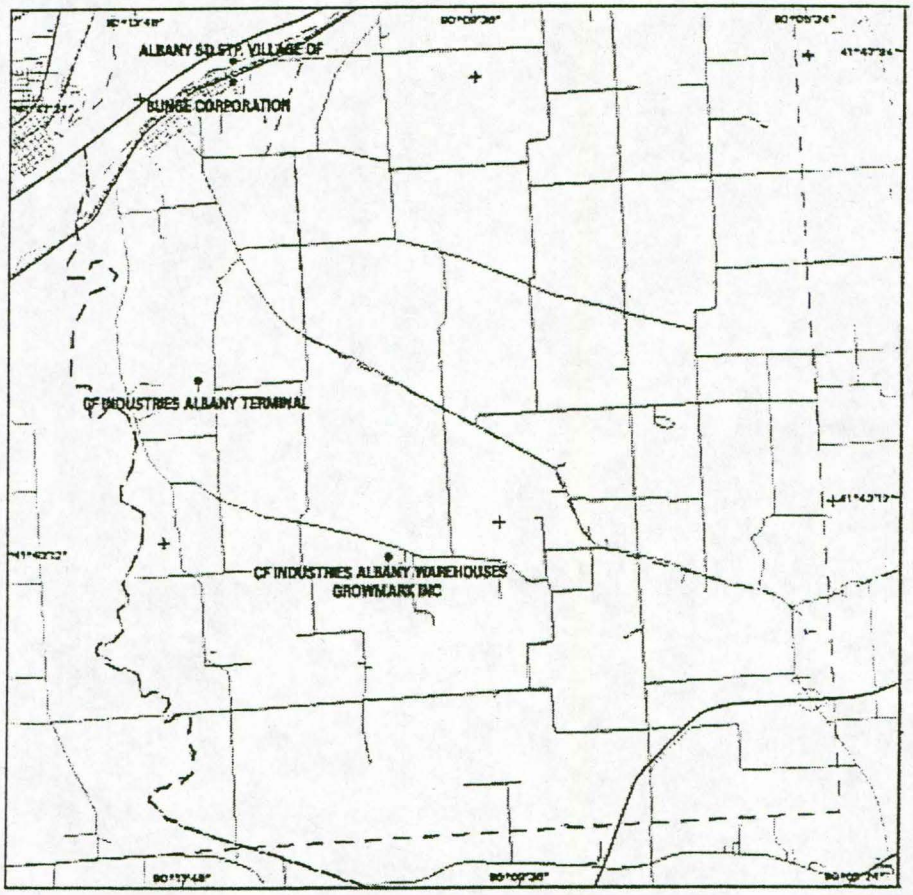
FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
CARQUEST OF CLINTON 209 6TH AVE S CLINTON, IA 527321957	NO	NO	YES	NO
CARRY TRANSIT (TRUCK WASH) 2118 HARRISON DR CLINTON, IA 52732	NO	NO	YES	NO
CARSTENSEN FREIGHT LINES INC HWY 30 W CLINTON, IA 52732	NO	NO	YES	NO
CCASWA REGIONAL COLLECTION CENTER 4292 220TH ST CLINTON, IA 52732	NO	NO	YES	NO
CHAMPION INTL. CORP. 1500 S. 14TH ST. CLINTON, IA 527320859	YES	YES	YES	NO
CHEMPLEX CO II HAWKEYE RD S OF HWY 30W CLINTON, IA 52732	**NO**	**NO**	**NO**	**YES**
CLARK #1446 1120 CAMANCHE AVE CLINTON, IA 52732	NO	NO	YES	NO
CLASSIC BODYWORKS 213 17TH AVE N CLINTON, IA 52732	NO	NO	YES	NO
CLINTON CAR SHOPS 1501 CAMANCHE AVE. CLINTON, IA 52732	NO	YES	YES	NO
CLINTON COAL GAS 201 N 2ND ST CLINTON, IA 52732	**NO**	**NO**	**NO**	**YES**
CLINTON COMM SCHOOL DISTRICT- WASHINGTON MIDDLE SCHOOL-751 2ND AVE S CLINTON, IA 52732	NO	NO	NO	NO
CLINTON COMMUNITY COLLEGE 1000 LINCOLN BLVD CLINTON, IA 527326299	NO	NO	YES	NO
CLINTON COUNTY CREMATORY 302 3RD AVE S CLINTON, IA 52732	NO	NO	NO	NO
CLINTON DIGITAL 521 S 3RD ST CLINTON, IA 52732	NO	NO	YES	NO
CLINTON ELECTRIC MOT HWY 30 WEST CLINTON, IA 52732	NO	NO	NO	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
CLINTON FOUNDRY CORP P.O. BOX 803 CLINTON, IA 52732	NO	NO	NO	NO
CLINTON HERALD-YOUNG 221 6TH AVE CLINTON, IA 52732	NO	NO	NO	NO
CLINTON HUMANE SOCIETY 1473 MAIN AVE CLINTON, IA 527321920	NO	NO	NO	NO
CLINTON MUNICIPAL DOCK 204 15TH AVE S CLINTON, IA 52732	NO	NO	YES	NO
COLLIS INC. CLINTON WIRE DIV. 2005 S. 19TH ST. CLINTON, IA 52732	**YES**	**YES**	**YES**	**YES**
CUSTOM PAK 86 16 AV N CLINTON, IA 52732	NO	NO	NO	NO
DAHLEN TRANSPORT INC 6408 44TH AVE S CLINTON, IA 52732	NO	NO	YES	NO
DU PONT CLINTON PLANT 2505 CAMANCHE INDL. PARK DR. CAMANCHE, IA 527332951	**YES**	**YES**	**YES**	**YES**
EASLEY INDUSTRIAL SERVICES-FORMER SITE O 1433 11TH AVE S CLINTON, IA 52732	NO	NO	YES	NO
EQUISTAR CHEMICALS LP 3400 ANAMOSA RD. HWY. 30 W. CLINTON, IA 52732	**YES**	**YES**	**YES**	**YES**
INTERNATIONAL PAPER 2000 HARRISON DR. CLINTON, IA 52732	NO	YES	YES	NO
INTERSTATE POWER CO-M L KAPP STATION 2001 BEAVER CHANNEL PKWY CLINTON, IA 52732	YES	NO	YES	NO
IOWA-AMERICAN WATER CO 49 5TH AVE S CLINTON, IA 52732	NO	NO	NO	NO
IPSCO TUBULARS INC. 2011 7TH AVE. CAMANCHE, IA 52730	NO	YES	YES	NO
J & P PROPERTIES 1592 W MAIN AVE CLINTON, IA 52732	NO	NO	YES	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
K-MART STORES HWY 30 & 67 CLINTON, IA 52732	NO	NO	NO	NO
LEONS AUTO REPAIR 3100 ANAMOSA RD CLINTON, IA 52732	NO	NO	YES	NO
MCELENEY MOTORS 47 N 25TH AVE CLINTON, IA 52732	NO	NO	YES	NO
MCELENEY MOTORS 21 MAIN AVE CLINTON, IA 52732	NO	NO	YES	NO
MIDWEST POLY, DIVN OF CUSTOM-PAK 822 2ND ST CLINTON, IA 52732	NO	NO	YES	NO
NAE INC 2102 HARRISON DR CLINTON, IA 52732	NO	NO	YES	NO
NATIONAL BY-PRODUCTS INC. 1423 BEAVER CHANNEL PKY. CLINTON, IA 52732	YES	YES	YES	NO
PEAVEY COMPANY 1811 SOUTH FOURTH ST CLINTON, IA 52732	NO	NO	NO	NO
PELHAM BROS AUTO RESTORATION INC 2117 MCKINLEY ST CLINTON, IA 52732	NO	NO	YES	NO
RALSTON PURINA CO. 2200 MANUFACTURING DR. CLINTON, IA 52732	YES	YES	YES	NO
RHONE-POULENC INC. AG CO. 2100 SOUTH 21ST ST. CLINTON, IA 52732	NO	YES	YES	NO
ROCK TENN CO. 2301 S. 21ST ST. CLINTON, IA 52732	NO	YES	YES	NO
ROSE'S WOOD PRODS. 2021 MANUFACTURING DR. CLINTON, IA 52732	NO	YES	NO	NO
SAMARITAN HEALTH SYSTEM 638 S BLUFF BLVD CLINTON, IA 52732	NO	NO	NO	NO
SAMARITAN HEALTH SYSTEM 1410 N 4TH ST CLINTON, IA 52732	NO	NO	NO	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
SECOND STREET CLEANERS INC 1830 N 2ND ST CLINTON, IA 52732	NO	NO	YES	NO
SETHNESS PRODS. CO. 1347 BEAVER CHANNEL PKY. CLINTON, IA 527325933	YES	YES	NO	NO
TOTAL TRUCK SERVICE CENTER 2123 HARRISON DR CLINTON, IA 52732	NO	NO	YES	NO
TURNER IRON & METAL CO INC 241 3RD AVE N CLINTON, IA 527320837	NO	NO	YES	NO
USI CHEMICAL CO BTWN LOCK & DAM 13 & 14 HWY 30 W CLINTON, IA 52732	**NO**	**NO**	**NO**	**YES**
W G BLOCK CO P.O. BOX 815 CAMANCHE, IA 52732	NO	NO	NO	NO
WARECO SERVICE STATION #665 1530 N 2ND ST CLINTON, IA 52732	NO	NO	YES	NO
WAUKESHA ENGINE DIVISION-FORMER SITE OF 1800-12 S 4TH ST CLINTON, IA 52732	NO	NO	YES	NO

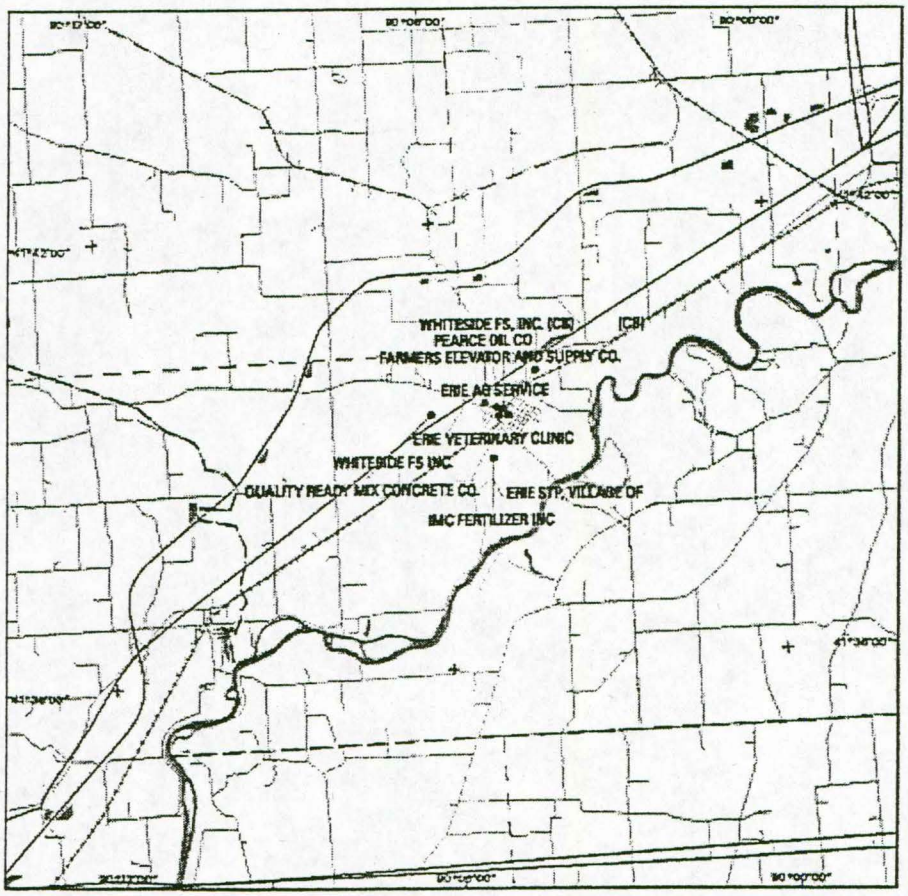
Albany, Illinois



FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
ALBANY SD STP, VILLAGE OF MAIN AND SYCAMORE ALBANY, IL 61230	YES	NO	NO	NO
BUNGE CORPORATION LYNN & ELM ST ALBANY, IL 61230	NO	NO	NO	NO
CF INDUSTRIES ALBANY TERMINAL RIVER ROAD SOUTH ALBANY, IL 61230	NO	NO	NO	NO
CF INDUSTRIES ALBANY WAREHOUSES 4MI W OF ALBANY ON RTE 84 ALBANY, IL 61230	NO	NO	YES	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
GROWMARK INC RURAL ROUTE ALBANY, IL 61230	NO	NO	NO	NO
GROWMARK INC RTE 84 S ALBANY, IL 61230	NO	NO	YES	NO
MOLINE CONSUMERS COMPANY SEC. 11, T. 20N.-R, 2E ALBANY, IL 61230	NO	NO	NO	NO
TRUCK TRANSPORT INC. JCT IL-84 & GARDEN PLAIN ROAD ALBANY, IL 61230	YES	NO	NO	NO
VANZUIDEN TRKG, INC.?WILLIAM D 16262 WALLER ROAD (RT. 84 N.) ALBANY, IL 61230	YES	NO	NO	NO

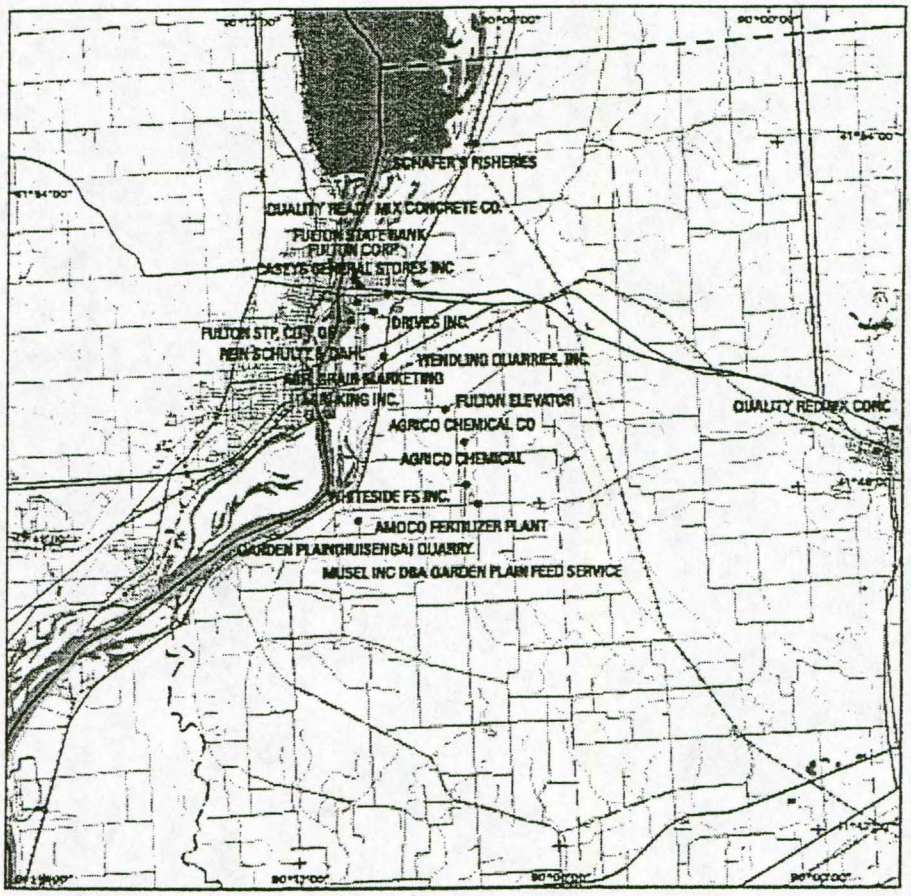
Erie, Illinois



FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
ERIE STP, VILLAGE OF 7TH AVENUE AND 4TH STREET ERIE, IL 61250	YES	NO	NO	NO
ERIE VETERINARY CLINIC 812 MAIN ST ERIE, IL 61250	NO	NO	NO	NO
ETS INC. P.O. BOX 529 ERIE, IL 61250	YES	NO	NO	NO
FARMERS ELEVATOR AND SUPPLY CO. BOX 407 ERIE, IL 61250	NO	NO	NO	NO
IMC FERTILIZER INC IL HWY 2 NORTH OF ERIE ERIE, IL 61250	NO	NO	YES	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
PEARCE OIL CO 1301 8TH AVE ERIE, IL 61250	NO	NO	NO	NO
QUALITY READY MIX CONCRETE CO. P.O. BOX 69 - MOLINE ROAD ERIE, IL 61250	NO	NO	NO	NO
WHITESIDE FS INC. 9087 MOLINE ROAD ERIE, IL 61250	NO	NO	YES	NO
WHITESIDE FS INC. STATE ROAD 2 ERIE, IL 61250	NO	NO	NO	NO
WHITESIDE FS, INC. - ERIE ELEVATOR 1008 7TH AVENUE ERIE, IL 61250	NO	NO	NO	NO

Fulton, Illinois

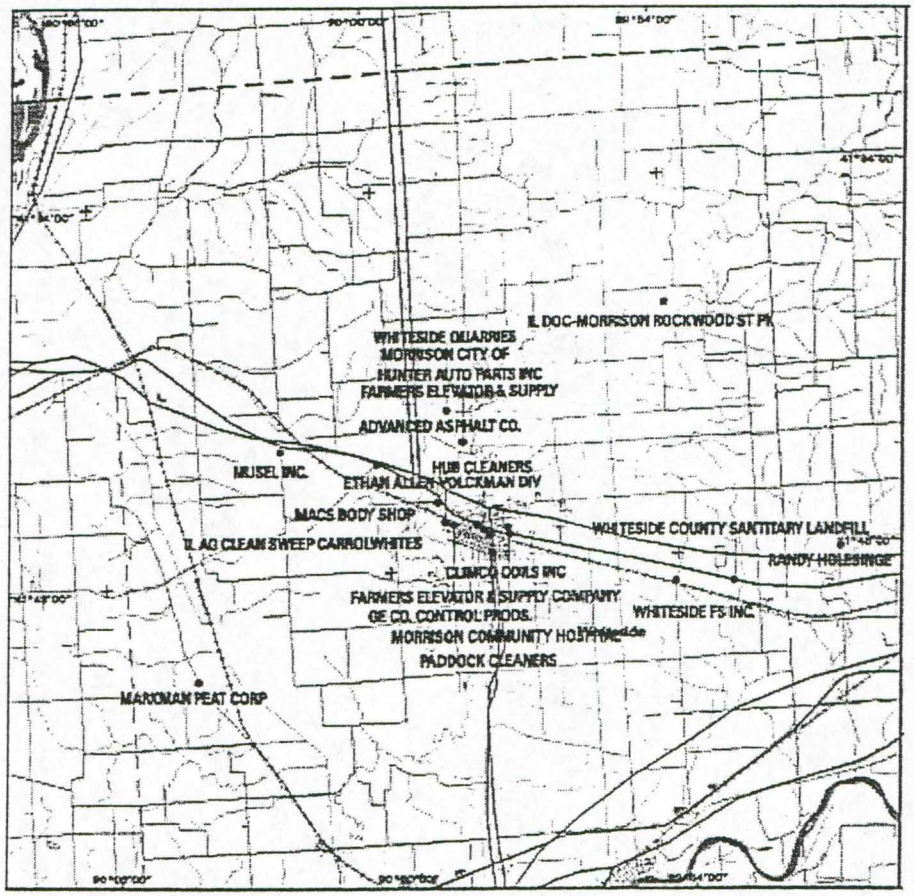


FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
AGRI GRAIN MARKETING 2630 3RD STREET FULTON, IL 61252	NO	NO	NO	NO
AGRI-KING INC. 18246 WALLER RD. FULTON, IL 61252	NO	YES	NO	NO
AGRICO CHEMICAL PO BOX 150 FULTON, IL 61252	NO	NO	NO	NO
AGRICO CHEMICAL CO S 4TH ST FULTON, IL 61252	NO	NO	YES	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
AMOCO FERTILIZER PLANT RFD 1 GARDEN PLAIN, IL 61252	NO	NO	YES	NO
CASEYS GENERAL STORES INC 1615 4TH ST FULTON, IL 61252	NO	NO	YES	NO
DRIVES INC. 18860 ELSTON RD. FULTON, IL 61252	NO	NO	NO	NO
DRIVES INC. 901 19TH AVE. FULTON, IL 61252	NO	YES	NO	NO
FREEPORT-MCMORAN RESOURCE PARTNERS SOUTH 4TH STREET FULTON, IL 61252	NO	NO	NO	NO
FULTON CORP. 303 8TH AVE. FULTON, IL 61252	NO	YES	YES	NO
FULTON ELEVATOR NO ADDRESS AVAILABLE FULTON, IL 61252	NO	NO	NO	NO
FULTON FACILITY 1110 THIRD STREET FULTON, IL 61252	YES	NO	NO	NO
FULTON STATE BANK 413-11TH AVE FULTON, IL 61252	NO	NO	NO	NO
FULTON STP, CITY OF 2200 4TH STREET FULTON, IL 61252	YES	NO	NO	NO
GARDEN PLAIN(HUISENGA) QUARRY R. R. 1 PALMER ROAD FULTON, IL 61252	YES	NO	NO	NO
MUSEL INC DBA GARDEN PLAIN FEED SERVICE 6480 GARDEN PLAIN ROAD FULTON, IL 61252	NO	NO	NO	NO
PANHANDLE EASTERN PEORIA HWY 9 TO 12TH AVE PEORIA, IL 61252	NO	NO	YES	NO
QUALITY READY MIX CONCRETE CO. 1415 14TH AVENUE FULTON, IL 61252	NO	NO	NO	NO
QUALITY REDIMX CONCR 102 BASE ST MORRISON, IL 61252	NO	NO	NO	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
REIN SCHULTZ & DAHL GENERAL DELIVERY FULTON, IL 61252	NO	NO	NO	NO
ROLLING ACRES 900 VALLEY VIEW DRIVE FULTON, IL 61252	YES	NO	NO	NO
SCHAFER'S FISHERIES 21985 WALLER RD FULTON, IL 61252	NO	NO	NO	NO
WENDLING QUARRIES, INC. FULTON QUARRY WHITESIDE COUNTY, IL 61252	NO	NO	NO	NO
WHITESIDE QUARRIES - FULTON DIV 3 3/4 MILES EAST FULTON, IL 61252	NO	NO	NO	NO

Morrison, Illinois



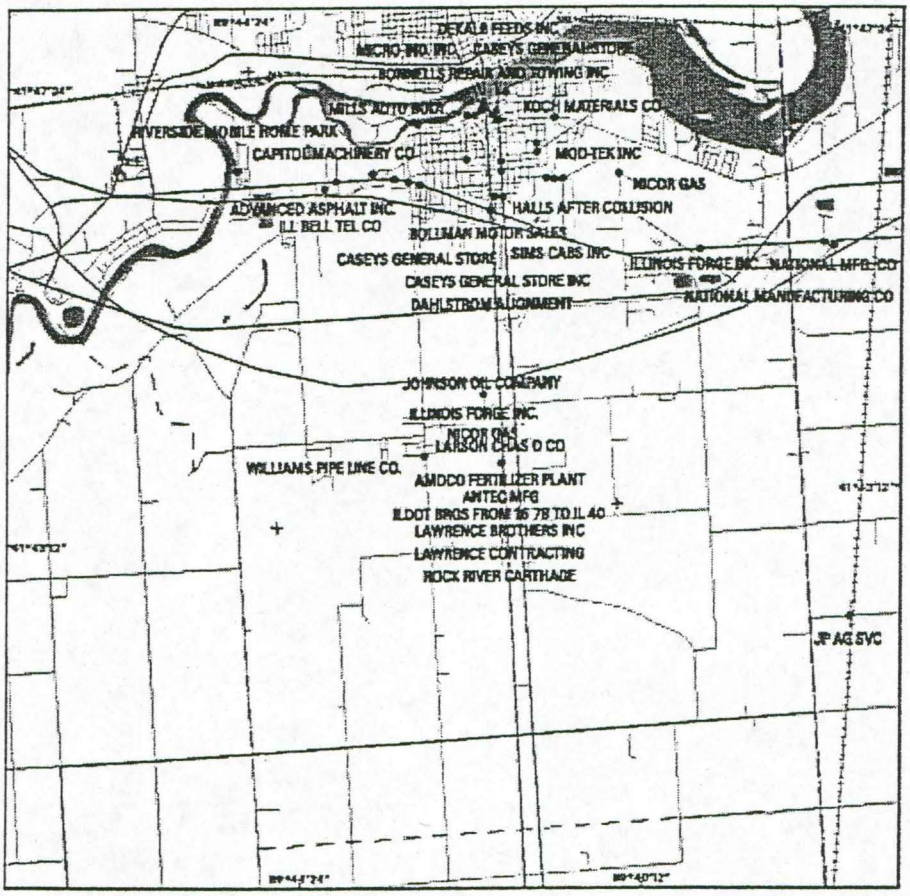
FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
ADVANCED ASPHALT CO. LYNDON RD&RT 30 MORRISON, IL 61270	NO	NO	NO	NO
ASHPOLE TRKG.?C. EUGENE 10750 CROSBY ROAD MORRISON, IL 61270	YES	NO	NO	NO
CLIMCO COILS INC 400 OAKWOOD MORRISON, IL 61270	NO	NO	YES	NO
CROSS CREEK SUBDIVISION 13565 PRAIRIE CENTER ROAD MORRISON, IL 61270	YES	NO	NO	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
ETHAN ALLEN VOLCKMAN DIV 900 W WALL ST MORRISON, IL 61270	NO	NO	YES	NO
FARMERS ELEVATOR & SUPPLY COMPANY MARKET & MADISON MORRISON, IL 61270	NO	NO	NO	NO
GE CO. CONTROL PRODS. 709 W. WALL ST. MORRISON, IL 61270	YES	YES	YES	NO
H & M TRUCKING 402 MARKLAND DR. MORRISON, IL 61270	YES	NO	NO	NO
HUB CLEANERS 113 E MAIN ST MORRISON, IL 61270	NO	NO	YES	NO
HUNTER AUTO PARTS INC HWY 30 E MORRISON, IL 61270	NO	NO	YES	NO
HUNTER AUTO PARTS, INC. HIGHWAY 30 EAST PO BOX 187 MORRISON, IL 61270	YES	NO	NO	NO
HYPONEX CORPORATION SEC 33/34,T21N,R4E, 4TH P.M. MORRISON, IL 61270	YES	NO	NO	NO
HYPONEX CORPORATION-MORRISON SEC 17,19,20,T21N,R4E OF 4THPM MORRISON, IL 61270	YES	NO	NO	NO
IL AG CLEAN SWEEP CARROLWHITES 13080 LINCOLN RD MORRISON, IL 61270	NO	NO	YES	NO
IL DEPT OF TRANSPORTATION WHITESIDE CO BRIDGE & HWY VARIOUS, IL 61270	NO	NO	NO	NO
IL DOC-MORRISON ROCKWOOD ST PK RURAL ROUTE 4 MORRISON, IL 61270	YES	NO	NO	NO
LINDSAY CHUCK CHEVROLET-OLDS INC 627 LINCOLNWAY EAST MORRISON, IL 61270	NO	NO	YES	NO
LONDO TRUCKING 14079 CROSBY RD. MORRISON, IL 61270	YES	NO	NO	NO
MACS BODY SHOP 16151 LIBERTY ST MORRISON, IL 61270	NO	NO	YES	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
MARKMAN PEAT CORP 13161 FENTON RD MORRISON, IL 61270	NO	NO	YES	NO
MORRISON CITY OF WEST WINFIELD ST MORRISON, IL 61270	NO	NO	NO	NO
MORRISON COMMUNITY HOSPITAL 303 N JACKSON MORRISON, IL 61270	NO	NO	NO	NO
MORRISON DUMP CITY OF NORTON RD MORRISON, IL 61270	NO	NO	YES	NO
MORRISON SEWAGE TREATMENT PLANT TOWN OF WINFIELD ST MORRISON, IL 61270	YES	NO	YES	NO
NICE TRUCKING, INC.?ELWYN 20608 CARROLL RD. MORRISON, IL 61270	YES	NO	NO	NO
PADDOCK CLEANERS 106 MAPLE AVE MORRISON, IL 61270	NO	NO	YES	NO
PRAIRIE HILL RECYCLING/DISP. 18762 LINCOLN ROAD MORRISON, IL 61270	YES	NO	NO	NO
RANDY HOLESINGER LYNDON RD. ROUTE 1 MORRISON, IL 61270	NO	NO	NO	NO
RESTHAVE HOME OF WHITESIDE CO. INC. MAPLE AVENUE MORRISON, IL 61270	NO	NO	NO	NO
RICKS AUTO AND BODY REPAIR 311 E LINCOLN WAY MORRISON, IL 61270	NO	NO	YES	NO
SCENIC STAGE LINE, INC. 606 PORTLAND AVE. MORRISON, IL 61270	YES	NO	NO	NO
STRALOW, INC.?E. H. 649 W. LINCOLNWAY MORRISON, IL 61270	YES	NO	NO	NO
WHITESIDE COUNTY SANTITARY LANDFILL 18762 LINCOLN RD MORRISON, IL 61270	YES	NO	YES	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
WHITESIDE FS INC 14831 YAGER RD MORRISON, IL 61270	NO	NO	YES	NO
WHITESIDE FS INC 301 W LINCOLNWAY MORRISON, IL 61270	NO	NO	YES	NO
WHITESIDE QUARRIES RR 4 RR 4 MORRISON, IL 61270	NO	NO	NO	NO

Rock Falls, Illinois



FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
ADVANCED ASPHALT INC. ROUTE 30 WEST ROCK FALLS, IL 61071	NO	NO	NO	NO
AMOCO FERTILIZER PLANT VAN PETTEN RD W ROCK FALLS, IL 61071	NO	NO	YES	NO
ANTEC MANUFACTURING RTE. 30 W. ROCK FALLS, IL 610710800	**NO**	**YES**	**YES**	**YES**
ASSOCIATED ASPHALT, INC. 350 NORTH ANIXTER ROAD ROCK FALLS, IL 61071	YES	NO	NO	NO

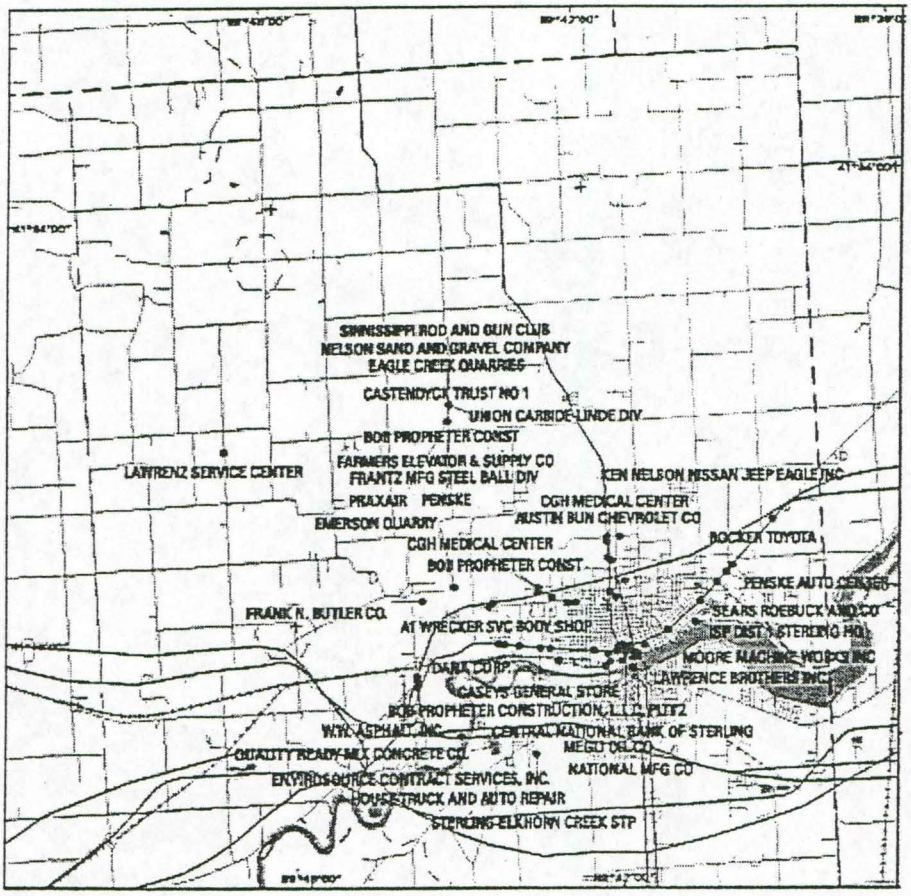
FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
ATI ENTERPRISES 2400 RTE. 88 ROCK FALLS, IL 61071	YES	NO	NO	NO
BOLLMAN MOTOR SALES 305 W RT 30 ROCK FALLS, IL 61071	NO	NO	YES	NO
BONNELLS REPAIR AND TOWING INC 400 1ST AVE ROCK FALLS, IL 61071	YES	NO	YES	NO
BURGER BROTHERS TRUCKING 1303 W. 3RD STERLING, IL 61071	YES	NO	NO	NO
CAPITOL MACHINERY CO 2809 W ROCK FALLS RD ROCK FALLS, IL 61071	NO	NO	YES	NO
CASEYS GENERAL STORE 900 DIXON AVE ROCK FALLS, IL 61071	NO	NO	YES	NO
CASEYS GENERAL STORE 1201 W RTE 30 ROCK FALLS, IL 61071	NO	NO	YES	NO
CASEYS GENERAL STORE INC 907 FIRST AVE ROCKS FALLS, IL 61071	NO	NO	YES	NO
CHAS O. LARSON CO. 2601 U.S. RTE. 30 STERLING, IL 61081	NO	YES	YES	NO
DAHLSTROM ALIGNMENT 311 W 14TH ST ROCK FALLS, IL 61071	NO	NO	YES	NO
DEKALB FEEDS INC. 105 DIXON AVE. ROCK FALLS, IL 61071	YES	NO	NO	NO
DIVISIFIED COMPOSITES 803 INDL. PARK DR. ROCK FALLS, IL 61071	NO	YES	YES	NO
DOHRN TRANSFER CO 1422 W RTE 30 ROCK FALLS, IL 61071	NO	NO	YES	NO
FRAZER MANUFACTURING CORP 903 E 11TH ST ROCK FALLS, IL 61071	NO	NO	YES	NO
HALLS AFTER COLLISION 1408 1ST AV ROCK FALLS, IL 61071	NO	NO	YES	NO

HENRY HOFFMAN LDFL ANIXTER ROAD ROCK FALLS, IL 61071	**NO**	**NO**	**NO**	**YES**
ILDOT BRGS FROM 16 78 TO IL 40 098 0065 73 74 77 81 92 ROCK FALLS, IL 61071	NO	NO	YES	NO
ILDOT BRIDGES ON I88 BRIDGES 098-0075,76,91,93 & 94 ROCK FALLS, IL 61071	NO	NO	YES	NO
ILL BELL TEL CO 1908 PROPHETSTOWN RD ROCK FALLS, IL 61071	NO	NO	YES	NO
ILL DEPT OF TRANS 208 TO 208 AND A HALF 1ST AVE ROCK FALLS, IL 61071	NO	NO	YES	NO
ILL STATE OF ARNG ROCK FALLS ARM OMS 11 716 SIXTH AVE ROCK FALLS, IL 61071	NO	NO	YES	NO
ILLINOIS FORGE INC 2900 E ROCK FALLS RD ROCK FALLS, IL 61071	YES	NO	YES	NO
ILLINOIS FORGE INC. E. ROUTE 30 ROCK FALLS, IL 61071	NO	NO	NO	NO
INNOVATIVE FLUID HANDLING SYS 200 E 3RD ST ROCK FALLS, IL 61071	NO	NO	YES	NO
JOHNSON OIL COMPANY 1305 12TH AVENUE ROCK FALLS, IL 61071	NO	NO	NO	NO
KEN AND RAYS AUTO BODY SHOP 317 W SECOND ST ROCK FALLS, IL 61071	NO	NO	YES	NO
KOCH MATERIALS CO 915 AVE D ROCK FALLS, IL 61071	YES	NO	YES	NO
LAMONT GEAR 208 FIRST AVE B ROCK FALLS, IL 61071	NO	NO	YES	NO
LAWRENCE & SONS CONTRACTING RT. 30 W - 2 1/2 MI W OF RT 88 ROCK FALLS, IL 61071	YES	NO	NO	NO
LAWRENCE BROTHERS INC. PLANT 2 E. RTE. 30 ROCK FALLS, IL 61071	YES	YES	YES	NO
LAWRENCE CONTRACTING US RT 30 WEST ROCK FALLS, IL 61071	NO	NO	NO	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
MICRO IND. INC. 200 W. SECOND ST. ROCK FALLS, IL 610710400	YES	YES	NO	NO
MILLS AUTO BODY 104 12TH AVE ROCK FALLS, IL 61071	NO	NO	YES	NO
MINARET, INC. 1422 W. RTE. 30 ROCK FALLS, IL 61071	YES	NO	NO	NO
MOD-TEK INC 1109 INDUSTRIAL PK RD ROCK FALLS, IL 61071	NO	NO	YES	NO
MR NIFTY CLEANERS 1019 FIRST AVE ROCK FALLS, IL 61071	NO	NO	YES	NO
NATIONAL MANUFACTURING CO. 41 E. ROUTE 30 ROCK FALLS, IL 61071	NO	NO	NO	NO
NATIONAL MFG. CO. 41 U.S. RTE. 30 ROCK FALLS, IL 61071	YES	YES	YES	NO
NICOR GAS 1407 MCNEAL RD ROCK FALLS, IL 61071	NO	NO	YES	NO
NICOR GAS ROCK ISLAND ROAD NELSON, IL 61071	NO	NO	NO	NO
NORTHWEST IL CONST. CO. 1812 MCNEIL RD ROCK FALLS, IL 61071	NO	NO	NO	NO
NORTHWESTERN STEEL & WIRE CO. 100 FIRST STREET AND 5TH ROCK FALLS, IL 61071	NO	NO	NO	NO
RELIANT FASTENER 201 E SECOND ST ROCK FALLS, IL 61071	NO	NO	YES	NO
RELIANT IND. RELIANT FASTENER DIV. 201 E. 2ND ST. ROCK FALLS, IL 61071	YES	YES	NO	NO
RIVERSIDE MOBILE HOME PARK REAGAN ROAD ROCK FALLS, IL 61071	YES	NO	NO	NO
ROADWAY EXPRESS-ROCK FALLS 1108 E ROCK FALLS ROAD, RT 30 ROCK FALLS, IL 61071	YES	NO	NO	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
ROCK FALLS NATIONAL BANK 300 FIRST AVENUE ROCK FALLS, IL 61071	NO	NO	NO	NO
ROCK FALLS STP, CITY OF 12TH AVENUE ROCK FALLS, IL 61071	YES	NO	NO	NO
ROCK FALLS TOWNSHIP HIGH SCHOOL 101 12TH AVENUE ROCK FALLS, IL 61071	NO	NO	NO	NO
ROCK RIVER AUTO BODY INC 411 W FIRST ST ROCK FALLS, IL 61071	NO	NO	YES	NO
ROCK RIVER CARTHAGE HWY 30 E ROCK FALLS, IL 61071	NO	NO	YES	NO
RYDER STUDENT TRANSPORTATION 1902 FIRST AVENUE ROCK FALLS, IL 61071	YES	NO	NO	NO
SIMS CABS INC 1104 IND PK RD ROCK FALLS, IL 61071	NO	NO	YES	NO
SJOSTROM GENERAL DELIVERY KEWANEE, IL 61071	NO	NO	NO	NO
SUNBEAM BAKERS HWY 88 AND RTE 30 ROCK FALLS, IL 61071	NO	NO	YES	NO
UNITED PARCEL SERVICE 1101 INDUSTRIAL ROCK FALLS, IL 61071	YES	NO	YES	NO
WILLIAMS AUTO BODY SHOP 1701 W RTE 30 ROCK FALLS, IL 61071	NO	NO	YES	NO
WILLIAMS PIPE LINE CO. 9985 BUELL ROAD ROCK FALLS, IL 61071	NO	NO	NO	NO
WILLIAMSON KELLY BULK PLT 801 AVE D ROCK FALLS, IL 61071	NO	NO	YES	NO

Sterling, Illinois



FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
A1 WRECKER SVC BODY SHOP 407 ELM AVE STERLING, IL 61081	NO	NO	YES	NO
ADVANCED ASPHALT CO.-STERLING ON PILGRIM RD. - 1.5 MI. E. OF STERLING, IL 61081	YES	NO	NO	NO
AUSTIN BUN CHEVROLET CO 1824 N LOCUST ST STERLING, IL 61081	NO	NO	YES	NO
BOB PROPHETER CONST 1801 GRISWOLD AVE STERLING, IL 61081	NO	NO	NO	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
BOB PROPHETER CONSTRUCTION LLC ROUTE 2 AT ROUTE 30 STERLING, IL 61081	NO	NO	NO	NO
BOB PROPHETER CONSTRUCTION, L.L.C, PLT#2 1811 W 4TH ST STERLING, IL 61081	NO	NO	NO	NO
BOCKER TOYOTA 3917 E LINCOLNWAY STERLING, IL 61081	NO	NO	YES	NO
CASEYS GENERAL STORE 2806 4TH ST STERLING, IL 610812815	NO	NO	YES	NO
CASTENDYCK TRUST NO 1 BOX 400 STERLING, IL 61081	NO	NO	NO	NO
CENTRAL NATIONAL BANK OF STERLING 302 FIRST AVENUE STERLING, IL 61081	NO	NO	NO	NO
CGH MEDICAL CENTER 2040 INDUSTRIAL DRIVE STERLING, IL 61081	NO	NO	NO	NO
CGH MEDICAL CENTER 100 EAST LEFEVRE ROAD STERLING, IL 61081	NO	NO	NO	NO
CHAS O. LARSON CO. 2601 U.S. RTE. 30 STERLING, IL 61081	NO	YES	YES	NO
COODYEAR AUTO SERVICE CENTER 222 E 3RD ST STERLING, IL 61081	NO	NO	YES	NO
DALES' CHARTER SERVICE 1701 WESTWOOD DRIVE STERLING, IL 61081	YES	NO	NO	NO
DANA CORP. SPICER DRIVESHAFT DIV. 2001 EASTWD. DR. STERLING, IL 61081	YES	YES	NO	NO
DAVIS JUNCTION FACILITY STERLING, IL 61081	YES	NO	NO	NO
EAGLE CREEK QUARRIES PENROSE ROAD-JORD STERLING, IL 61081	NO	NO	NO	NO
EARL EIKENBERRY 1601 AVENUE J STERLING, IL 61081	NO	NO	NO	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
EMERSON QUARRY DEETS ROAD STERLING, IL 61081	YES	NO	NO	NO
ENGEL ELECTRIC CO 1514 W 4TH ST STERLING, IL 61081	NO	NO	YES	NO
ENVIROSOURCE CONTRACT SERVICES, INC. 13420 GALT ROAD STERLING, IL 61081	NO	NO	NO	NO
FARMERS ELEVATOR & SUPPLY CO RURAL STERLING, IL 61081	NO	NO	NO	NO
FRANK N. BUTLER CO. 1 M NE EMERSON-HOPKINS TP EMERSON, IL 61081	NO	NO	NO	NO
FRANTZ MFG STEEL BALL DIV 3809 W LINCOLN HWY STERLING, IL 61081	YES	NO	YES	NO
FRANTZ MFG. CO. BEARING DIV. 3201 W. LEFEVRE RD. STERLING, IL 61081	NO	YES	YES	NO
GATE CITY STEEL P.O. BOX F, 3101 WEST LINCOLN STERLING, IL 61081	YES	NO	NO	NO
GLAFKAS TIRE CITY INC 608 W FOURTH ST STERLING, IL 610818243	NO	NO	YES	NO
GOODYEAR AUTO SERVICE CENTER 220 E THIRD ST STERLING, IL 61081	NO	NO	YES	NO
HECKETT MULTISERV PLANT 26 A HARSCO CO. C/O NORTHWESTERN STEEL STERLING, IL 61081	NO	YES	NO	NO
HOUSE TRUCK AND AUTO REPAIR 12951 LAWRENCE RD STERLING, IL 61081	NO	NO	YES	NO
ILL BELL TEL CO STERLING CO 506 N FIRST AVE STERLING, IL 61081	NO	NO	YES	NO
ISP DIST 1 STERLING HQ 3107 E LINCOLNWAY STERLING, IL 61081	NO	NO	YES	NO
KEN NELSON NISSAN JEEP EAGLE INC 2930 E LINCOLNWAY STERLING, IL 61081	NO	NO	YES	NO

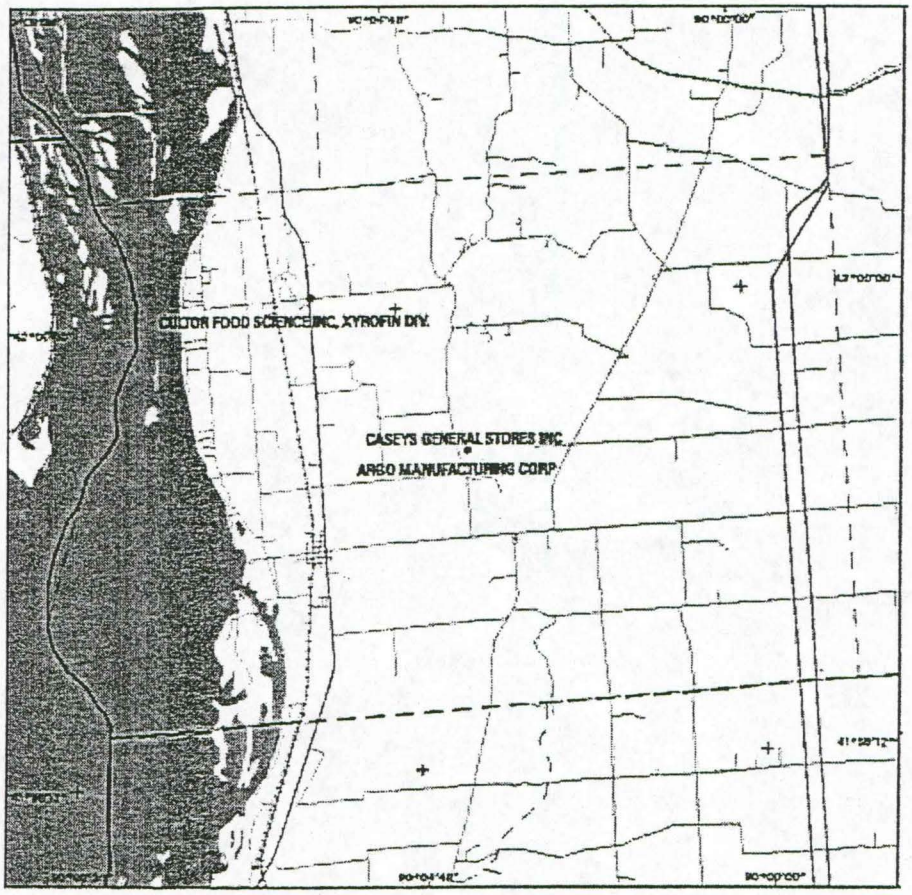
FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
LAWRENCE BROTHERS INC. 2 FIRST AVE. STERLING, IL 61081	NO	YES	YES	NO
LAWRENZ SERVICE CENTER 18213 HABBEN RD STERLING, IL 61081	NO	NO	YES	NO
MEGLI OIL CO 302 WALLACE STREET STERLING, IL 61081	NO	NO	NO	NO
MOORE MACHINE WORKS INC 2619 E FOURTH ST STERLING, IL 61081	NO	NO	YES	NO
MR NIFTY CLEANERS 1102 E 4TH ST STERLING, IL 61081	NO	NO	YES	NO
MURRAY & SONS EXCAVATING 21304 MATHEW ROAD STERLING, IL 61081	YES	NO	NO	NO
NATIONAL MFG. CO. 1 FIRST AVE. STERLING, IL 610810577	YES	YES	YES	NO
NELSON KEN OLD CAD GMC 2503 N LOCUST ST STERLING, IL 61081	NO	NO	YES	NO
NELSON SAND AND GRAVEL COMPANY PILGUIM ROAD STERLING, IL 61081	NO	NO	NO	NO
NORTH CENTRAL CONSTRUCTORS CO 17508 FREEPORT ROAD STERLING, IL 61081	YES	NO	NO	NO
NORTHERN IL WATER CORP. STERLING WTP STERLING, IL 61081	YES	NO	NO	NO
NORTHERN ILLINOIS WATER CORP 1701 E FIRST AVE STERLING, IL 61081	NO	NO	YES	NO
NORTHWESTERN STEEL & WIRE CO. 121 WALLACE ST. STERLING, IL 610810618	YES	YES	YES	NO
PENSKE 2901 E 47TH ST STERLING, IL 61081	NO	NO	YES	NO
PENSKE AUTO CENTER 2901 E FOURTH ST STERLING, IL 61081	NO	NO	YES	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
PRAXAIR FOOT OF PIKE ST STERLING, IL 61081	NO	NO	YES	NO
PRINCETON FACILITY STERLING, IL 61081	YES	NO	NO	NO
PRODUCTION ENGINEERED PRODUCTS 2704 W LEFEVRE RD STERLING, IL 61081	NO	NO	YES	NO
PRODUCTS UNLIMITED CORP 1801 WESTWOOD DR STERLING, IL 61081	NO	NO	YES	NO
PROPHETER CONSTRUCTION?BOB STERLING, IL 61081	YES	NO	NO	NO
PROPHETER CONSTRUCTION?BOB STERLING, IL 61081	YES	NO	NO	NO
PUBLIC LIBRARY 102 W 4 ST STERLING, IL 61081	NO	NO	NO	NO
QUALITY READY MIX CONCRETE CO. 13134 GALT ROAD STERLING, IL 61081	NO	NO	NO	NO
REDMORE PRODUCTS CO 2405 W 4TH ST STERLING, IL 61081	NO	NO	YES	NO
ROCK RIVER CARTAGE 13475 GALT ROAD STERLING, IL 61081	YES	NO	NO	NO
ROYAL STEEL BALL PRODUCTS INC 304 E 29TH ST STERLING, IL 61081	NO	NO	YES	NO
RYDER TRANSPORTATION 2400 W 4TH ST STERLING, IL 61081	NO	NO	YES	NO
SAUK VALLEY FS FEEDS INC. 106 SECOND AVE. STERLING, IL 61081	YES	NO	NO	NO
SBM SERVICE 515 LOCUST ST STERLING, IL 61081	NO	NO	YES	NO
SEARS ROEBUCK AND CO 2216 E 4TH ST STERLING, IL 61081	NO	NO	YES	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
SHERWIN-WILLIAMS CO THE 2900 E LINCOLNWAY STERLING, IL 61081	NO	NO	YES	NO
SINNISSIPPI ROD AND GUN CLUB LYNDEN RD STERLING, IL 61081	NO	NO	YES	NO
STERLING ALLOY CAST 302 MILLER STREET STERLING, IL 61081	NO	NO	NO	NO
STERLING AUTO BODY AND GLASS 2502 AND ONE HALF N LOCUST STERLING, IL 61081	NO	NO	YES	NO
STERLING CLEANERS 508 E 3RD ST STERLING, IL 61081	NO	NO	YES	NO
STERLING CONTROLS INC WEST LE FEVRE RD STERLING, IL 61081	NO	NO	YES	NO
STERLING DISCOUNTERS 1514 WEST 4TH STREET ROCK FALLS, IL 61081	NO	NO	NO	NO
STERLING FACILITY STERLING, IL 61081	YES	NO	NO	NO
STERLING FEDERAL SAVINGS LOAN ASSOC 402 2 AVE STERLING, IL 61081	NO	NO	NO	NO
STERLING FORD L AND M INC 2811 LOCUST ST STERLING, IL 61081	NO	NO	YES	NO
STERLING PARK DISTRICT 1911 THIRD AVE STERLING, IL 61081	NO	NO	YES	NO
STERLING PUBLIC WORKS 1605 AVENUE L STERLING, IL 61081	NO	NO	YES	NO
STERLING WILBERT VAULT 2411 W. 4TH STREET STERLING, IL 61081	YES	NO	NO	NO
STERLING-ELKHORN CREEK STP 2400 W. LYNN BLVD. STERLING, IL 61081	YES	NO	NO	NO
SUPERAMERICA 4122 2218 E LINCOLN WAY STERLING, IL 61081	NO	NO	YES	NO

FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
TOULON FACILITY STERLING, IL 61081	YES	NO	NO	NO
TRI-COUNTY QUARRIES INC. STERLING, IL 61081	YES	NO	NO	NO
TRI-COUNTY QUARRIES INC. STERLING, IL 61081	YES	NO	NO	NO
TRI-COUNTY QUARRIES INC. STERLING, IL 61081	YES	NO	NO	NO
UNION CARBIDE-LINDE DIV FOOT OF PIKE ST STERLING, IL 61081	NO	NO	NO	NO
VERNS CAR CENTRAL 10 E LYNN BLVD STERLING, IL 61081	NO	NO	YES	NO
W.W. ASPHALT, INC. 13058 GALT ROAD STERLING, IL 61081	NO	NO	NO	NO
WAHL CLIPPER CORP 2900 N LOCUST ST STERLING, IL 61081	NO	NO	YES	NO
WALGREENS #3559 2506 E LINCOLN WAY STERLING, IL 61081	NO	NO	YES	NO
WARREN JERRY PONTIAC BUICK INC 208 3RD AVE STERLING, IL 61081	NO	NO	YES	NO
WARREN MOTORS INC 2502 N LOCUST STERLING, IL 61081	NO	NO	YES	NO
WAYNE DALTON OF STERLING 301 W THIRD ST STERLING, IL 610818200	YES	NO	YES	NO
WAYNE FEED SUPPLY RR 2 STERLING, IL 61081	NO	NO	NO	NO
WHITESIDE COUNTY AIRPORT STERLING, IL 61081	YES	NO	NO	NO
WHITESIDE COUNTY FACILITY STERLING, IL 61081	YES	NO	NO	NO

Thomson, Illinois



FACILITY NAME/ADDRESS	Permitted Discharges to Water?	Toxic Releases Reported?	Hazardous Waste Handler?	Active or Archived Superfund Report?
ARGO MFG. CORP. 4711 MANUFACTURING DR. THOMSON, IL 61285	NO	YES	YES	NO
CASEYS GENERAL STORES INC HWY 84 AND LOCUST THOMSON, IL 61285	NO	NO	YES	NO
CULTOR FOOD SCIENCE XYROFIN DIV. RTE. 84 & 3 MILES RD. THOMSON, IL 61285	NO	YES	NO	NO