

Project Title: Eight County Freight Plan

Deliverable under review: Working Paper 3 – Needs Assessment

Client General Comments:

Person providing the comment	Comment	How CPCS has addressed
Daniel Payette	Can we note types of bridges in the region - or, perhaps just note all Mississippi River bridge crossings, private or public? (from email)	Bridges were noted in Working Paper 1
Daniel Payette	US ACE keeps tabs on so-called critical zones (most appearing to highlight erosion near RR tracks): Example: http://www.mvr.usace.army.mil/Portals/48/docs/Nav/NavigationCharts/UMR/CHART_60.pdf All charts: http://www.mvr.usace.army.mil/Missions/Navigation/Navigation-Charts/Upper-Mississippi-River (request from email)	Not planning on including because critical zones are an issue for USACE and railroads – well outside of control of local governments, and might be a distraction from things they can actually influence - EO
Daniel Payette	Another thought that may be appropriate for inclusion in WP #3 - namely, data about delays on the river system due to bridge and local port issues. It was recently brought to my attention that swing bridges have obstructed freight movements near Fulton. This may be the case elsewhere in the system. (request from email)	Not quantitative data on delays due to bridge or port issues on the river. Some anecdotal evidence, such as news stories on bridge malfunctions 3 bridges, all rail. Delays may be on the rail side, not the river side. Rail yields to river traffic http://www.ourquadcities.com/news/mississippi-river-closed-for-investigation-in-east-dubuque/756813242
Daniel Payette	What does the incident heat map look like for I-39? Or any other major corridor? If it doesn't look any different than US-20, then maybe the US-20 incident maps doesn't show what we think it shows.	Created heat maps showing crash costs instead
Daniel Payette	Train derailments map? Barge incidents map? (from email)	FRA safety site has train accident data, but at this point mapping will not be valuable because most rail infrastructure is outside the control of local governments. http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/on_the_fly_download.aspx

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Daniel Payette	There appear to be multiple locks at L&D 15.	Correct, Lock and Dam 15 has two side-by-side lock chambers. We are representing this in the same way as the USACE – as one facility. - EO
Daniel Payette	Incident statistics... US-20, US-30, and a well-trafficked north-south corridor in Illinois and one in Iowa.	The safety assessment for us 20 has been added
Daniel Payette	Why do transportation agencies widen shoulders, especially with asphalt? It seems to divert already scarce resources to infrastructure that has a modest benefit at best.	An agency by agency decision process.
Daniel Payette	Are there calculable statistics on diversion to Wisconsin roadways versus US 20?	Diversion statistics are not available without additional transportation demand modeling, which is outside the scope of this project – EO
Daniel Payette	Would widening and other system improvements induce demand and congestion?	Perhaps. This would need to be modeled to know for certain.
Jim Durako	<p>The first is that there are several mentions in the paper about the differences in weight limits for roads in Illinois compared to roads in Iowa, which impacts grain shipments. I just wanted to make everyone aware that recently the governor declared a harvest emergency that allows for increased loads. Although this is not permanent measure, it may be worth mentioning in the freight plan. A link with more information is below:</p> <p>https://www2.illinois.gov/Pages/news-item.aspx?ReleaseID=15031</p>	yes
Bob Tschiggfrie, Plant Manager. East Dubuque Nitrogen Fertilizer	The one thing that the freight study clearly shows as a bottleneck is the interchange (if you will) between highways 20, 151 and 52 and the fact that all traffic becomes bottlenecked at the bridges located in downtown Dubuque, If Illinois and Iowa want to bring more economic development to the region I feel strongly that a new 4 lane bridge has to be built and go across the river south of Dubuque, With new Southwest Arterial being	

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	constructed in Dubuque it would be advantages to hook the new bridge up to the south west atrial so that traffic can bypass Dubuque and the traffic jam that is on highway 20 going thru Dubuque.	
Dan Payette, BHRC	I assume the incident data source is the same, but it may be additionally persuasive to note that some of the intersections and segments on the US 20 corridor make the top 5% in the state (2015 & 2017). PDFs attached (in SP comment folder – EO)	

Client Specific Comments:


Person providing comment	Report Section No.	Comment	How CPCS has addressed
Daniel Payette	vi	Remove “today and in the future” from the vision statement. Replace growth with “incremental growth.” Discuss adding “Systems thinking, resource scarcity, and equity considerations guide infrastructure prioritization, both/and approaches to economic development, and state/federal advocacy.”	This is a broader discussion for entire committee – this hasn’t been brought up before
Daniel Payette	viii	System[. However,] needs still do exist.	Edited into two sentences
Daniel Payette	ix	Prioritize pavement, bridge, and spot improvements? Use smaller incremental improvements as gateway to larger incremental improvements?	Added these topics to policies section of figure ES-4.
Daniel Payette		What is wrong with the region’s existing transload and consolidation facilities?	Nothing necc “wrong” - the market forces – pricing, service – just may not make them the best option for shippers.
Daniel Payette		Can IDOT study the cost of the first two bullets under policies?	Yes – they should.
Daniel Payette		Does the third bullet under policies mean better signage?	More likely formalized designation that is codified, and then supporting with signage.
Daniel Payette		Address workforce?	Workforce mentioned in “Programs” section of ES-4 “focused on enhancing skills of local workforce.”

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Jim Durako	Page 2 – Section 1.2	– First paragraph - add “of” to read “formulation of recommendations”	Added.
Jim Durako	Page 3 – Section 1.5	– The sentence beginning “The system was assessed using,...” is kind of awkward and unclear	Edited to read; “The system was assessed using the performance measures to determine system needs and issues.”
Jim Durako	Page 5 – Section 2.1.1	– On the third line it says “...including from those from...” – should remove the first “from”; In Figure 2-2 for Illinois Freight Plan, it appears the “Support existing businesses, and/or new businesses” and “Improve multimodal options/freight mobility” boxes could be checked (see sections 5.4.2 and 5.4.3 on Page 125 of the 2012 Illinois Freight Mobility Plan)	Removed extra “from; added 2 checks for IL Freight Plan.
Daniel Payette	pg. 7 figure 2-3	Add: “The freight system facilitates safe workforce movements	This is a broader discussion for entire steering committee.
Daniel Payette		Add “incremental” before economic; include NAICS/cluster diversity and existing NAICS/cluster resiliency	?? – I think the revised paper version of Figure 2-3 is different than what Dan saw - EO
Daniel Payette		Third column under economic – “The Freight System Aids the Retention, Expansion, and Attraction of Businesses”	?? – I think the revised paper version of Figure 2-3 is different than what Dan saw - EO
Daniel Payette		First column under community – define community needs (e.g., safety, aesthetics, air quality, doesn’t interfere with tourism, etc.)	?? – I think the revised paper version of Figure 2-3 is different than what Dan saw - EO
Daniel Payette	pg. 7 2.2.1	“transportation is an input to production” – what does this mean?	Changed “input” to “key facilitator”.
Daniel Payette	pg. 8	“The freight system meets business needs [and encourages private sector investment].”	Added
Jim Durako	Page 8 – Section 2.2.1	– In last sentence of first paragraph – add apostrophe to “businesses” so it reads “businesses’ freight system needs”	Added
Daniel Payette	pg. 9	(MPOs) instead of (MPO)	Changed to plural

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Jim Durako	Page 9	– Section 2.2.2 – In only sentence change “provide” to “provides” and remove “the” after “that	Changed to provides. Did not remove “the,” necessary determiner for “freight system.”
Jim Durako	Page 10	– Text Box – In last sentence of first paragraph change “portion” to “portions”; in last sentence of second paragraph, is starting with “And” OK?; Section 3.1.1 – In second to last sentence, change “froze” to “frozen”	Changed to portions; Changed “and” to “the” Changed to “frozen”
Daniel Payette	pg. 11	“establish a four year targets” – remove s?	Changed to singular “target”
Daniel Payette		Add : after four attributes	Added colon
Daniel Payette	pg. 12	Add - between identity and preserved	Added hyphen
Jim Durako	Page 13 – Figure 3-4	– Under “Reliable”, should “Roadway Reliability” be changed to “Truck Travel Time Reliability” so that it matches the language and format used in Section 3.3.2 and 3.3.3?	Updated graphic to read “truck travel time reliability”
Jim Durako	Page 14 – Section 3.2	- Second bullet – the language is kind of unclear – Possibly reword to say “As the total number of truck crashes may be influenced by increases or decreases in truck traffic, truck crashed per truck miles traveled is a useful performance measure to maintain if the number of trucks on the road changes; Fourth bullet – Possibly add a sentence at the end to say “A TTTI over one indicates that there is congestion on the roadway.”	Amended second bullet to explain why measuring crashes per VMT is useful. Added extra information on how to interpret TTTI
Jim Durako	Page 16 – Section 3.3.1	– In the first paragraph, change “ILDOTs” to “ Illinois DOTs”, so it reads “...the Iowa and Illinois DOTs	Changed to Illinois DOT
Daniel Payette	pg. 16	TVMT vs VMT – do not VMT and vehicle crashes impact the freight system too?	Total VMT and crashes do impact the freight system, but we want to isolate freight-specific crashes and trends since this system evaluation is being done through the lens of freight. -EO
Daniel Payette		“crash rate has been improving” – even as conditions worsen and tonnages increase?	Correct. Unfortunately, we don’t have data to calculate crashes relative to tonnage/truck VMT for multiple

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			years. Added an extra reminder that true trends need to be calculated using VMT in the future - EO
Jim Durako	Page 17 – Section 3.3.1	– In the first sentence of the second paragraph, add “an” after “and”, so it reads “and an additional 477...”	Added - EO
Andy Shaw –BHRC	Fig 3.7	Title of chart say 8 crossings, but only 4 in list, did only 4 counties of 8 have deaths and injuries at RR crossings?	Changed “Eight County” to “Regional,” Eight County was meant to refer to the region. - EO
Andy Shaw –BHRC	Fig 3.8	It looks like there is enough room to label the road crossings so readers can know specifics for their area. Major road crossings, minor/rural, private?	Labeling crossings is difficult on print-sized map, text becomes difficult to read. Due to limited number of accidents and fairly low severity of most accidents, decided against inclusion of additional information. Can provide a table of crash locations on request. – EO We’ve provided all crash data.
Andy Shaw –BHRC	Fig 3.9	This chart does not tell much since the # are so small, or maybe a greater time period would illustrate long term change better.	Pulling additional data will require substantial additional effort.
Andy Shaw –BHRC	Fig 3-10	8 th rank MPSP & BNSF: this crossing is very low volume road, serving only a dead-end marina and boat launch. Surprised to see here.	Rank is automatically generated by FRA. High ranking is likely due to high rail traffic.
Andy Shaw –BHRC	Fig 3-10	IL 84 does not go thru Morrison so this maybe is a site just South of Fulton?	Corrected to E. Clinton. This location is on IL-84/Waller Road.
Andy Shaw –BHRC	3.3.2	The blowup blue text, I would add “slightly better than the US as a whole(1.11 vs 1.22 index score)”	Added clarifying language stating national average
Andy Shaw –BHRC	3.3.1 pg 19	The rate discussion has no rate calculation numbers	Added numbers to description of incidents at private crossings – EO
Jim Durako	Page 20 – Section 3.3.1	– In the second sentence of the first paragraph, add “as” after “such”, so it reads “such as road and road traffic volume,…”	Added
Daniel Payette	pg. 21	Is traffic or freight volume today greater than traffic or freight volume a decade ago? Where was TTTI in 2007? 1997?	Cannot calculate without TTTI without historic observations of truck speeds and volumes. - EO
Daniel Payette	pg. 22	Congestion seems to be an issue on local roads, even more than state or federal routes. Is this seasonal?	We don’t have truck observations fine enough to support investigation of seasonality. Congestion shown on items like Map 3-12 is likely due to a low sample of

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			trucks on local roads, trucks that may driving slower than posted limit for safety reasons, or turning. Note that we did not say local roads were congested – just that local roads are below free-flowing times. We only calculated TTTI for IHS, NHS, and State Highways – EO Replaced truck speed map with TTI Map. - EO
Andy Shaw –BHRC	Fig 3-12	Can I have this map in full resolution to see the road segments better? Many appear to not be marked/official truck routes so very curious on this one. Does ATRI get UPS truck or other small delivery truck data to be able to see traffic on back-roads?	Submitting requests for GIS to export some larger web-only maps. This export work will be done once we’ve ironed out any ongoing issues with the content of the maps themselves. – EO Has this been provided?
Daniel Payette	pg. 24	ATRI data not statistically significant?	Observation size on these select roads is very large (500+ pings per segment for most roads), likelihood of “true” TTR being 1.0 is very high. - EO
Daniel Payette		“This consistency, along with the low congestion...” Is this because of pavement conditions?	No way to tell from data. No specific feedback on effects of pavement condition on vehicle speed from stakeholder interviews. Pavement condition likely affects decisions on speed to some degree, but we don’t have a way to evaluate that factor- EO
Andy Shaw –BHRC	Fig 3-16	Lock # axis should be labelled, and maybe add several locks above Dubuque to show the complete picture for both upstream and downstream movement	Lock # axis label added. I’m reluctant to add locks above Dubuque because most river traffic is downstream, and a lot of the other performance text talks about the river from L&D11 to St. Louis. Adding additional locks won’t be as relevant for the region, and it might confuse readers since the rest of the PMs talk about the river from 11 to 27. -EO
Daniel Payette	pg. 26	Set a goal to work with Bi-State RPC to flood L&D 15 with funds	This could be a formalized recommendation
Jim Durako	Page 26 – Section 3.3.3 –	In the third sentence of the first paragraph, add “the” after “in”, so it reads “in the past five years,…”	Added
Jim Durako	Page 27 – Section 3.3.4	– In the first sentence change “over all” to “overall”	Changed
Andy Shaw –BHRC	Fig 3-18	Renntech had a corporate name change to	<i>Changed name to East Dubuque Nitrogen Fertilizer.</i>

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Daniel Payette	pg. 29	Perhaps we need a better barge system, not more barge terminals	
Daniel Payette	pg. 29 figure 3-19	Does not Riverport Railroad qualify as an intermodal facility (BTW – can we provide a working definition for transload facility and intermodal facility?)?	Riverport counts as intermodal since it has a transload capability, and has been added to the list. Clarifying language about intermodal and rail transload added to preceding paragraph. -EO
Daniel Payette	pg. 30	Need to add Rockford and Dixon and DeKalb	Added Rockford, removed Davenport. Davenport, Dixon and DeKalb do not routinely handle cargo or have scheduled cargo service, so they were not added. - EO
Andy Shaw –BHRC	3.3.4	Air cargo may also include Rockford?	Added Rockford.
Jim Durako	Page 30 – Section 3.3.4	– Under “Intermodal” it says “31” facilities but 32 are listed in Figure 3-21	Updated to read 33 with addition of Riverport RR
Daniel Payette	pg. 31	Riverport?	Added
Daniel Payette	pg. 3.4.3	Start, end, or passthrough train data available?	No, only pass through derived from FRA crossing data – EO.
Jim Durako	Page 33 – Section 3.4.2	– In the second sentence of the first paragraph, add “of the” after “coverage”, so it reads “coverage of the Region’s...”; At the beginning of the next paragraph it says “Figure 3-26” but it appears this should be Figure 3-27	Added
Andy Shaw –BHRC	Fig 3-25	The division of CN thru Galena is Chicago Central RR	Updated to reflect name of subsidiary. -EO
Andy Shaw –BHRC	Fig 3-21	Renntech has corporate name change	Updated to East Dubuque Nitrogen Fertilizers - EO
Andy Shaw –BHRC	Fig 3-21	Midwest 3pl should be located at Jo-Carroll LRA not Blackhawk.	They are the same location. Changed location name to Savanna, as that’s the city listed as address for LRA. - EO 
Andy Shaw –BHRC	Fig 3-21	Frary should be Rock River Lumber and Grain	Changed to Rock River Lumber and Grain. Note that BHRC Google Earth files have Frary labeled for that location, <u>not</u> Rock River. - EO

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Jim Durako	Page 40 – Section 4.2.1	– At the end of the second paragraph it references Section “0”, which appears to be incorrect	Updated to reference section 4.2.2. – EO
Jim Durako	Page 41 – Section 4.2.1	– The second line also references Section “0”; The second sentence in the first paragraph is kind of awkward and could possibly be rewritten to say “As noted in Section 3.1.1, infrastructure condition is a performance area required to be measured by the FHWA.”; In the third sentence change “The DOT’s” to “ILDOT’s”	Updated to reference section 4.2.2, and added clarifying language about requirement to monitor condition. Changed to ILDOT.
Daniel Payette	pg. 41	Can this study ID where roundabouts, grade separation, turn lanes, passing lanes, etc. would be appropriate (to replace 4-way stops, blind intersections, etc.)	No, but we can make this a recommendation – related to evaluating projects through a “freight lens” and advancing solutions that consider these critical users.
Daniel Payette	pg. 41	Addressed with MYP shapefiles from BHRC?	<i>I don’t understand what is being asked here.</i>
Jim Durako	Page 42 – Section 4.2.1 –	In the first sentence of the second paragraph, possibly change “lack of designated routes in Illinois” to either “lack of designated routes in the Region” or “lack of designated routes in the Illinois counties”; In the second sentence, capitalize “region” to be consistent with references in the rest of the document	Changed to “Illinois Counties”, capitalized Region
Andy Shaw –BHRC	4.2.2	The 2 lane section of US-20 is from Freeport to Galena(not East Dubuque)	Changed East Dubuque to northern Galena. - EO
Andy Shaw –BHRC		The 2-lane section of US-30 is all but the urbanized area of Rock Falls, but not sure if the whole 2-lane section is the issue or just Morrison to Cinton	Morrison and Clinton was the section that received mentions in IL. - EO
Jim Durako	Page 44 – Section 4.2.1 –	Was this page supposed to be in landscape format?; In the last sentence of the first paragraph, add “an” after “as”, so it reads, “as and example...”	Format issue corrected. Added “an”
Daniel Payette	pg. 45	Safety concerns about turning Stagecoach into a truck route	Yes – this concept is being removed.
Daniel Payette		No one mentioned IL-84?	No problems on IL-84 noted in consult records.
Daniel Payette		What is minimum acceptable narrowness?	unsure

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Daniel Payette	pg. 46	Ag Stakeholder Feedback last paragraph ends abruptly	Corrected size of text box.
Jim Durako	Page 46 – Text Box –	Figure 4-3 is not referenced in the text (possibly state this is an example showing weight limitations); The text is cut off at the bottom of the page	Corrected size of text box, added explanatory text in body.
Jim Durako	Page 47 – Text Box	– Figure 4-4 is not referenced in the text (possibly state this is an example of a typical grain elevator?)	Added cross reference at end of paragraph
Daniel Payette	pg. 47	If looking to improve safety and efficiency, roundabouts must be part of infrastructure improvement programming.	This can be discussed in WP4.
Jim Durako		“Road condition was less of a concern...” – temporary 90,000 lbs limits do not seem unreasonable, but the decision must measure whether the new damage incurred is recoverable through taxes, fees, etc. and if such damage would impact freight movements that rely on high-quality pavement (shipping damage costs can be substantial and are not accounted for in this study)	This can be discussed in WP4.
Jim Durako	Page 48 –	Section 4.2.5 – In second sentence, recommend adding “(DBQ)” after “Dubuque Regional Airport” as the abbreviation is used later in the paragraph	Added
Jim Durako	Page 50 – Section 5.1	– In the second paragraph there is a formatting issue (need to remove line spacing after “As shown in”	No issue on current version – EO
Jim Durako	Page 52 – Section 6.1 –	The first sentence of the first paragraph is kind of awkward (possibly remove “and services” from the sentence)	Removed some language from first sentence - EO
Jim Durako	Page 53 – Appendix A –	In the first sentence of first paragraph change “meeting” to “meetings”	Changed