Illinois Department of Transportation
Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

November 25, 2013

Honorable Cheri Bustos
Member of Congress
1009 Longworth House Office Building
Washington, DC 20515

Dear Congresswoman Bustos:

Thank you for your letter regarding support for the US Route 30 Corridor project.

As you may be aware, a Community Advisory Group meeting was held in May 2012, to inform the members of the June 2011 public hearing results for the Draft Environmental Impact Statement. During this meeting, it was discussed that revisions would be necessary to the build alternatives, due to the results of the 2011 Federal Emergency Management Agency Floodplain Insurance Study of Whiteside County. This study included revised mapping of the 100-year floodplains within the US Route 30 project study area. We anticipate that the Supplemental Draft Environmental Impact Statement (SDEIS) will be signed by the Federal Highway Administration early 2014. We will then commence work on the Final Environmental Impact Statement for the project.

There is currently no funding for further phases of engineering, including contract plans, land acquisition, utility adjustments and construction. The estimated preliminary costs to complete all of these elements for the project range from $405 million to $440 million. The anticipated engineering costs for completion of Phase II contract plans are estimated from $21 million to $29 million. As we move toward completion of the SDEIS, we will be exploring opportunities to fund subsequent phases of the project via public private partnerships or other alternative approaches.

The department considers the US Route 30 project to be a needed expansion project and as such, it will be considered for inclusion in the multi-year plan when funding is available. However, the estimated preliminary cost range of $405 million to $440 million will most likely require special federal funds to complete the project. To learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html.

Thank you for the opportunity to comment on this matter. If you have any questions or need additional information, please contact me.

Sincerely,

Ann L. Schneider

Ann L. Schneider
Secretary

bcc: Leigh Ann Vanausdoll, William R. Frey, Roger Driskell, Charles Ingersoll, John Baranzelli, Jeff Bell, Omer Osman, Paul Loete, R2/D2

CHERI BUSTOS
17TH DISTRICT, ILLINOIS

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Congress of the United States
House of Representatives
Washington, DC 20515-1317

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ILLINOIS DEPT. OF TRANSPORTATION

September 17, 2013

The Honorable Ann Schneider
Secretary
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, Illinois 62764

Dear Secretary Schneider,

I am writing to express my support for the design and construction of the U.S. Highway 30 project. Improving and expanding the highway is critical for the safety and future economic development of the region.

As you know, the section of Highway 30 around Whiteside County has both impeded economic development in the region and has proven to be dangerous. Unemployment in the region is nearly 10%, higher than the national average. Construction of a four-lane highway would not only provide immediate jobs to the struggling area, but the increased traffic and updated infrastructure would provide long-term benefits to the grain producers, tourists, and other industries in the region. Furthermore, an expansion of the road will certainly improve its safety and undoubtedly reduce the amount of serious and fatal accidents.

This project, which has broad bipartisan support, is a win-win for all levels: local, state, and national. It will reduce traffic injuries and fatalities, and it will also boost the economy of the entire region in both the short and long term. I strongly ask that you continue your support of this vital project.

Sincerely,

Cheri Bustos

Cheri Bustos
Member of Congress

Illinois Department of Transportation

COMMUNITY ADVISORY GROUP (CAG) MEETING MINUTES

US 30 Project
Community Advisory Group (CAG) Meeting
Odell Community Center
Wednesday, September 12, 2007

MEETING MINUTES

Community Advisory Group (CAG) Attendees:

William "Bill" Abbott (Whiteside County Board)
Randy Balk (City of Fulton)
Heather Bennett (Fulton Chamber of Commerce)
Allen Bush (Business Owner/Farmer Land)
Daniel Dugal, Sr. (Home Owner)
Arlyn Folkers (Farmer)
Elisa Rideout (Whiteside Natural Area Guardians)
Russell Holesinger (Developer / Ethanol Plant)
Barbra Suehl-Janis (Business Owner/ Fulton Rotary and Kiwanis Club)
Eric Janvrin (Farmer)
Roger Johnson (Business Owner)
Francis Kelly (Home Owner)
Doug Kuehl (Farmer)
Glen Kuhlemeir (Blackhawk Hills RG&D Council)
Matt Lillpop (Whiteside County Farm Bureau)
Barbra Mask (Fulton Historical Society)
David Mickley (Farmer)
Karen Nelson (Home Owner)
Everett Pannier (Morrison Area Development Corporation)
Phil Renkes (Morrison Rotary Club)
William "Bill" Shirk (Morrison Preservation Historic Commission)
Scott Shumard (City of Sterling)
Dale Sterenberg (Farmer)
Betty Stienert (Whiteside County Economic Development Corporation)
Jody Ware (Morrison School Superintendent)
Doug Wiersema (Rock Falls Chamber of Commerce)

Project Study Group Attendees:

Dawn Perkins (IDOT)
Rebecca Marruffo (IDOT)
Mark Nardini (IDOT)
Vic Modeer (Volkert & Associates)
Gil Janes (Howard R Green Company)

Project Study Group Attendees (Continued):

Mike Walton (Volkert & Associates)
Jon Estrem (Howard R Green Company)
Bridgett Jacqout (Volkert & Associates)
Jill Calhoun (Volkert & Associates)
Mary Lou Goodpaster (Goodpaster-Jamison, Inc.)
Shelia A. Hudson (Hudson and Associates, LLC)
Bridgett S. Willis (Hudson and Associates, LLC)

Agenda (Attachment A)

Handouts (Attachment A)

Meeting Purpose

On September 12, 2007 the US 30 Project Study Group (PSG) hosted their first Community Advisory Group (CAG) meeting at the Odell Community Center in Morrison, Illinois. The purpose of the meeting was three-fold. The first aspect was to explain the Context Sensitive Solutions (CSS) process, Stakeholder Involvement Plan, as well as highlight the role, responsibilities, and ground rules of the CAG. The second aspect was to assist the team with identifying key issues associated with the project, establish context for the communities within the project area, and begin developing a Problem Statement which states the key issues in a concise manner. And finally, begin discussions about a project logo to be used for branding the project throughout the remaining phases of the project.

Presentation

Dawn Perkins gave opening remarks on behalf of IDOT. She explained that the Department has adopted a new Context Sensitive Solutions (CSS) policy designed to ensure stakeholder involvement opportunities were created to allow comments, issues and suggestions to be considered at the beginning and throughout the entire environmental and engineering planning phases of the study. A Stakeholder Involvement Plan (SIP) has been developed to guide the next phase of this project. This plan includes formation of the Community Advisory Group (CAG). Ms. Perkins went on to explain the time commitment for serving on the CAG and expressed the District and Project Study Group's appreciation of members' willingness to serve their communities.

Vic Modeer introduced the joint venture partners and sub-consultants present; explained the agenda (see attachment) and handout materials (see attachments) for the meeting, then outlined the goals of the meeting. Mr. Modeer went on to summarize the Stakeholder Involvement Plan (SIP), explain in more depth the Context Sensitive Solutions (CSS) policy and the Community Advisory Group's role, responsibilities and ground rules. As a gesture of commitment and understanding the members were asked to sign a partnership agreement before leaving the meeting.

Bridgett Jacquot explained the current phase of the project - the NEPA process. Afterwards, Mike Walton discussed the Community Context Audit Form all members received in their briefing packets. Mr. Walton requested that everyone complete and turn in these forms at the end of the meeting and explained that the results will be presented at the next CAG meeting.

To ensure a balanced representation of *CAG Interest Group* members at each table, table assignments were prepared in advance of the meeting. Below is a listing of the table assignments.

Table 1	**Table 2**	**Table 3**	**Table 4**	**Table 5**
Barbra Suehl-Janis	Karen Nelson	Betty Stienert	Heather Bennett	Glen Kuhlemeir
Bill Abbott	Barbra Mask	Dan Dugal, Sr.	Jody Ware	Roger Johnson
Allen Bush	Phil Renkes	Scott Shumard	David Mickley	Doug Kuehl
Eric Janvrin	Elisa Rideout	Francis Kelly	Bill Shirk	Dale Sterenberg
Everett Pannier	Arlyn Folkers	Randy Balk	Russ Holesinger	***Gil Janes***
Doug Wiersema	***MaryLou Good-pasture***	***Bridgett Jacquot***	Matt Lillpop	
Mike Walton			***Jon Estrem***	

Note: The bold and italicized names represent the facilitators at each table.

Mr. Walton then served as facilitator for the following group exercises:

Exercise 1: Community Context Audit Form – Each member was asked to complete a Community Context Audit Form and turn it in to the consultant team at the end of the meeting. Results will be presented at the next meeting.

Exercise 2: Identify and Categorize Key Issues – Each group prepared a list of key project issues and then presented their list to the overall CAG. The consultant team recorded the key issues in accordance with the categories identified during the group presentation, and then the work groups voted on their top 5 categories. See Attachments B, C, and D for Results.

Exercise 3: Develop a Problem Statement - Develop a "Problem Statement" using the top 5 issue categories from the voting. See Attachment E for Results.

Exercise 4: Present Project Logo – The CAG was asked to design a project logo to brand the project's identity and/or review the examples presented to either modify or approve for the next meeting. Results will be discussed at the next CAG meeting.

Closing Remarks

In closing Gil Janes thanked the CAG members for their participation and commitment to the committee. He stressed the importance of being committed to a process that will be long and intense. Mr. Janes went on to stress the importance of each member keeping their communities informed about the process and work as the project progresses.

ATTACHMENT B

Key Issues Identified As A Group Exercise

Table 1

Impact on Morrison Downtown Business District & Route 30 Business
Proper placement to Create Industrial Park if possible
Large amounts of Truck Traffic
Impact Safety for all users, especially School Transportation
Agricultural persons owning, planting & Picking Seasons
Rail Crossing Issues
Union Grove (Overpass) & Blind Charlie's (underpass)
Farmland usage – Best Route to minimize taking valuable productive ground

Table 2

Facilitation of traffic flow
Possibility of connecting Rte 78
Sensitivity to Historic Areas
Safety Issues (example Bus Routes)
Accompanying Economic Development
Degradation of natural Areas, such as farmlands and Watersheds
Access at either end

Table 3

Safety
Economic Development (Growth/ Industrial Growth)
Economic Impacts (Good and Bad in Morrison) farming
Truck Traffic
Widening Roadway
Property Loss
Shorten Travel Time
Help Tourism
Adequate Shoulder for Bike Trail
Route 30 Bridge Study
Beltway constructed w/in 1 mile of Morrison
Railroad Overpasses over IL 78
Business Displacements in Morrison
Concerned w/if move US 30
- South cuts access off from Northern County and vice-versa

If put in South, wedge between I-88
Stay Close to City of Morrison & not adversely affect
Have waited too long / Need NOW
State Park
Covered Bridge

Table 4

Potential loss of downtown Morrison business
Property owners at intersection of 84/30 – business development and 4 lane enhancements for truck traffic
Severance of farmland and separation of farm land & operational activities
Access to farming
Impact on existing farm land drainage systems
Staying as close to Morrison as possible in order to not by-pass the City
Feeling of abandonment of roadway that exists – must have a real need – loss of farm land
Safety – High traffic count
Safety Issues for flow of traffic for school buses
- 100% of student bused in Morrison

Economic development is enhanced w/4 lane traffic
Whiteside County does not have comprehensive land use plan
More development w/o a county vision
- More commercial development occurs more farm land loss because of 4 lane highway spurring on potential development

Historical significance of generational farm, homes, Lincoln Highway

Table 5

Safety, Improve Traffic Flow
Stimulate Economic Development
Surrounding area impact (Environment)
Utility & Drainage Issues
Property Access
Movement of Farm Machinery
Property acquisition & relocations
Loss of Class A farmland
Wetland Disruption

ATTACHMENT C

Key Issues Identified (Categorized per the Consultant)

Social Economic (96)
Economic Development (+3)
Loss of Business (+2)
Property Values
Truck Stop
Stay Close to Morrison Business District (+1)
Business along all US 30
Access to Future Industrial Parks (+1)
Economic Development of Business from 4 Lanes
Whiteside County – No Comprehensive Plan
Loss of Agricultural ground
Property Loss
Assist Tourism
Relocations

Flood Plains/ Wetlands (10)
Degradation
Impacts
Impacts to Wetlands

Construction (13)
Railroad
Use Existing
Bridges
RR Overpasses
Phasing construction for access to Township Road

Natural Resources (3)
Degradation
Impacts

Roadway Capacity (16)
Traffic Flow
Truck Traffic
Spurs Business

Structures (15)
Bridges
RR Overpasses
Interchanges

Permits (0)

Parks Natural Areas (4)
Degradation

Access (50)
To IL 178
Either End – Termini
Stay as close to Morrison
Access to Future Industrial Development
Access easily to all of County
Access from I-88
Need ending in Rock Falls to properties
Railroad
Access to Bridge to West

Utilities (3)

Aesthetics (0)

Energy (0)

Bicycle/ Pedestrian (1)
Maintain adequate shoulder
Connect to existing Bike Trails

Maintenance (0)

Noise (3)

Visual/Construction Impacts (0)

Mitigation Measures (3)

Water Quality (0)

Special Waste (0)

Agriculture (50)
Sep. of Farmland
Access for Equipment
Drainage (+1)
Morrison Access
Generation Farms (+1)
Loss of "Class A" Land

Roadway Characteristics (22)
Abandonment of Existing Route
(Utilize as much of U.S. 30 Existing)
Shorten Travel

Safety (60)
Bus Route (Esp. School)
High Traffic Volume
Farm Equipment
Twin Oaks Railroad
Safety Issues

ATTACHMENT D

As a Result of Group Exercise
Top 5 Key Issues Identified

Social Economic (96)
Safety (60)
Access (50)
Agriculture (50)
Roadway Characteristics (22)

ATTACHMENT E

Problem Statement Identified As A Group Exercise

Problem Statement:

Table 1: The transportation issue in Whiteside County between Fulton and Rock Falls is caused by increasing traffic, overloading the existing facilities. An optimal solution is to develop and enhance Hwy 30 focusing on safety and economic development while minimizing effects on agricultural and adjacent property owners.

Table 2: The transportation problem on Highway 30 through Whiteside County is a two-lane highway that needs to be four-lane highway for safety and economic issues.

Table 3: Enhance the economic development on the new Route 30 corridor and to provide improvements to safety and traffic flow while preserving agricultural access and assets.

Table 4: To safely enhance the economic development of the US 30 corridor in a socially sensitive way considering our agricultural heritage and stewardly management of our natural resources; and for the benefit of all communities of Whiteside County.

Table 5: Multi-lane Route 30 development will enhance economic development and provide jobs, while safely traversing Whiteside County and striving to conserve and preserve Agricultural Land and recreational opportunities.

U.S. Route 30 Community Advisory Group (CAG)

Wednesday September 12, 2007

Odell Community Center/Public Library

Morrison, Illinois

Illinois Department of Transportation

AGENDA

1. Welcome Remarks

2. Introductions

3. Goals of Meeting

4. Context Sensitive Solutions (CSS)
   a. Definition of CSS
   b. Community Advisory Group (CAG) Responsibilities & Roles
   c. CAG Ground Rules
   d. Sign Partnership Agreement

5. Why are We Here?

BREAK (10 Minutes)

6. Community Context Audit Form

7. Problem Statement
   a. Explain Purpose of Problem Statement
   b. Present Example Problem Statement

GROUP EXERCISE

8. Identify & Categorize key issues

9. Develop Problem Statement

10. Present Project Logo Concepts

11. Next Meeting

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Goals of Meeting

1) Highlight the Stakeholder Involvement Plan
2) Explain CSS/CAG Process
3) Discuss Community Context Audit Form
4) Develop Problem Statement
5) Present Project Logo Concepts

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Context Sensitive Solutions (CSS)

Il Public Act 93-0545 & IDOT CSS Policy

An interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "context."

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CSS cont'd.....

CSS seeks answers to transportation problems through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, whiles seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

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Community Advisory Group (CAG)

Will provide a forum for community representatives to learn about the project, share their views, and discuss project issues with one another and IDOT in a group setting.

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CAG Member's Responsibilities

- 3-year commitment
- 6 meetings per year
- Approximately 2 hours per meeting
- Total of 18 meetings

CAG Member's Responsibilities

- Attend meetings designed to share project related information and to elicit input from the CAG members.
- Members are responsible for sharing the information they receive with the groups they represent.
- Members must bring the various perspectives of the group they represent to the CAG for discussion.

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What Is The CAG's Role?

- Identify criteria that reflect the ideas and interests of the community.
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents, the study bands, corridors and alignments of potential improvement.

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CAG Ground Rules

The CAG will operate under a set of ground rules that form the basis for the respectful interaction of all parties involved in this process.

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CAG Ground Rules

1) The purpose of the stakeholder involvement process is to gather and duly consider input on the project from all stakeholders in order to yield the best solutions to problems identified by the process.

2) All input from all participants in the process is valued and considered.

3) The role of the stakeholders is to advise the PSG, which will make the ultimate project recommendations to the leadership of IDOT and FHWA. A consensus of stakeholders is sought, but the ultimate decisions are the responsibility of IDOT, FHWA, and the State of Illinois.

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CAG Ground Rules cont'd....

4) All participants must keep an open mind and participate openly and honestly.

5) Consensus is defined as the majority of the stakeholders in agreement, with the minority agreeing that their input was considered.

6) All participants in the process must treat each other with respect and dignity.

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CAG Ground Rules cont'd....

7) The list of stakeholders is subject to revision at any time.
8) Minutes of all stakeholder contacts will be maintained by the PSG, with the content subject to stakeholder concurrence.
9) The project must progress at a reasonable pace, based on the original project schedule.

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CAG Ground Rules cont'd....

10) The PSG will make all final recommendations with a goal of seeking stakeholder consensus.

11) All decisions by the IDOT, FHWA, and State of Illinois must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and considered.

12) Members of the media are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.

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PARTNERSHIP AGREEMENT

WHY ARE WE HERE?

- Corridor/Feasibility Study created enough interest to move on to Phase I to study this area in more detail.
- To enhance the transportation system within Whiteside County between the cities of Rock Falls and Fulton.
- To address safety, mobility, and environmental issues.

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NEXT STEPS

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NEPA PROCESS

- National Environmental Policy Act
- Government agencies must be responsible for their actions and impacts to the environment
- Avoid, minimize & mitigate

BREAK

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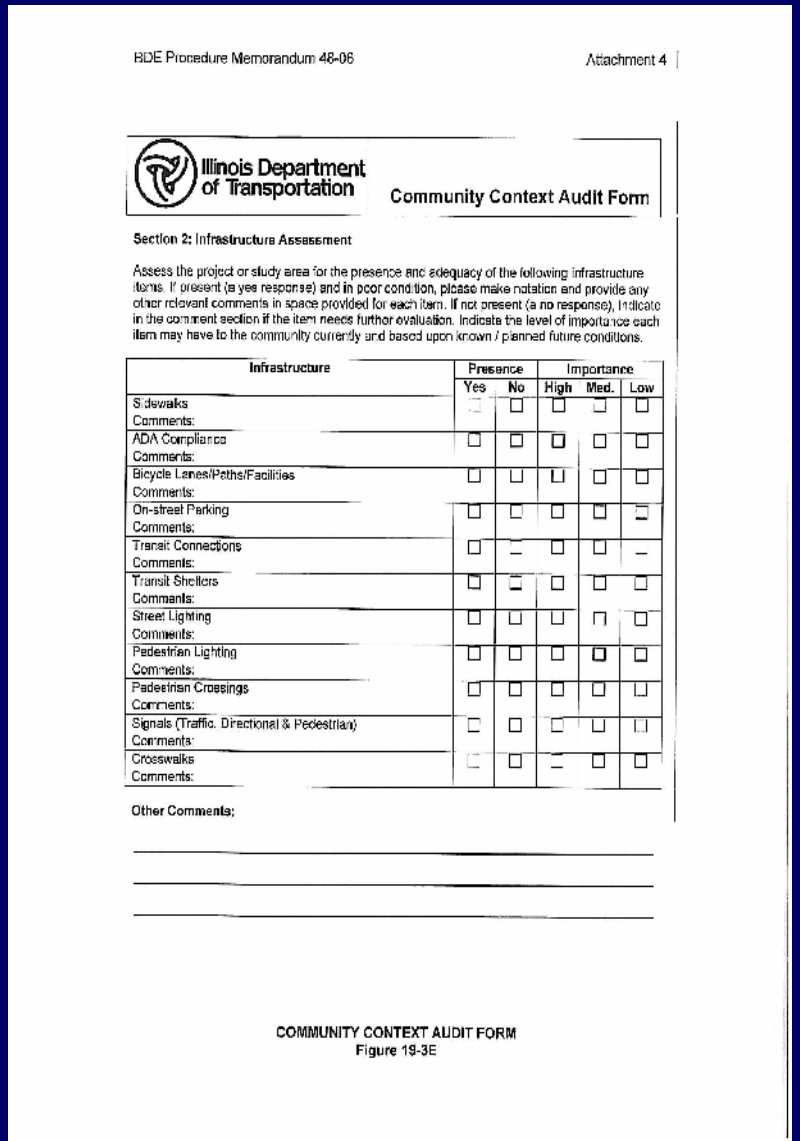
Community Context Audit Form

1) The Purpose
2) Help develop the Problem Statement
3) Ensure representation

The results will be summarized at the next CAG meeting



BDE Procedure Memorandum 48-06 Attachment 4

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Community Context Audit Form

Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Infrastructure	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks Comments:	☐	☐	☐	☐	☐
ADA Compliance Comments:	☐	☐	☐	☐	☐
Bicycle Lanes/Paths/Facilities Comments:	☐	☐	☐	☐	☐
On-street Parking Comments:	☐	☐	☐	☐	☐
Transit Connections Comments:	☐	☐	☐	☐	☐
Transit Shelters Comments:	☐	☐	☐	☐	☐
Street Lighting Comments:	☐	☐	☐	☐	☐
Pedestrian Lighting Comments:	☐	☐	☐	☐	☐
Pedestrian Crossings Comments:	☐	☐	☐	☐	☐
Signals (Traffic, Directional & Pedestrian) Comments:	☐	☐	☐	☐	☐
Crosswalks Comments:	☐	☐	☐	☐	☐

Other Comments:

COMMUNITY CONTEXT AUDIT FORM
Figure 19-3E

Problem Statement

- Part of the CSS Process
- The CAG will be developing the Problem Statement
- Helps in the development of the Purpose & Need

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Example of a PROBLEM STATEMENT

"The transportation problem in the City of Collinsville along Illinois Route 159 is the flow of vehicular and pedestrian traffic and safety within a highly urbanized and historically significant section of the community that promotes and sustains economic development and redevelopment of the Central Business District."

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GROUP EXERCISE

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Directions

1) Each table discuss key issues then write on flip chart
2) Each table have someone present their key issues
3) IDOT team members will collect key issues on to one flip chart in front of entire CAG
4) IDOT team members will categorize the key issues by placing the issue into one of the categories listed on next slide
5) Each member view key issues and categories
6) Each member fill out ballot to vote for their top 5 key categories
7) IDOT Team member(s) compile top 5 key categories on flip chart

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CATEGORIES

Social/Economic
Cultural
Natural Resources
Flood Plains/Wetlands
Parks/Natural Areas
Energy
Permits
Aesthetics
Roadway Characteristics
Roadway Capacity
Safety
Maintenance Cost

Agricultural
Air Quality
Water Quality
Special Waste
Noise
Mitigation Measures
Visual/Construction Impacts
Bicycle & Pedestrian
Structures
Access
Construction
Utilities

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Develop Problem Statement

- Present top five key issues identified from ballot results
- Develop Problem Statement

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Present Project Logo Concepts

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EXAMPLE

CONCEPT #1

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CONCEPT #2

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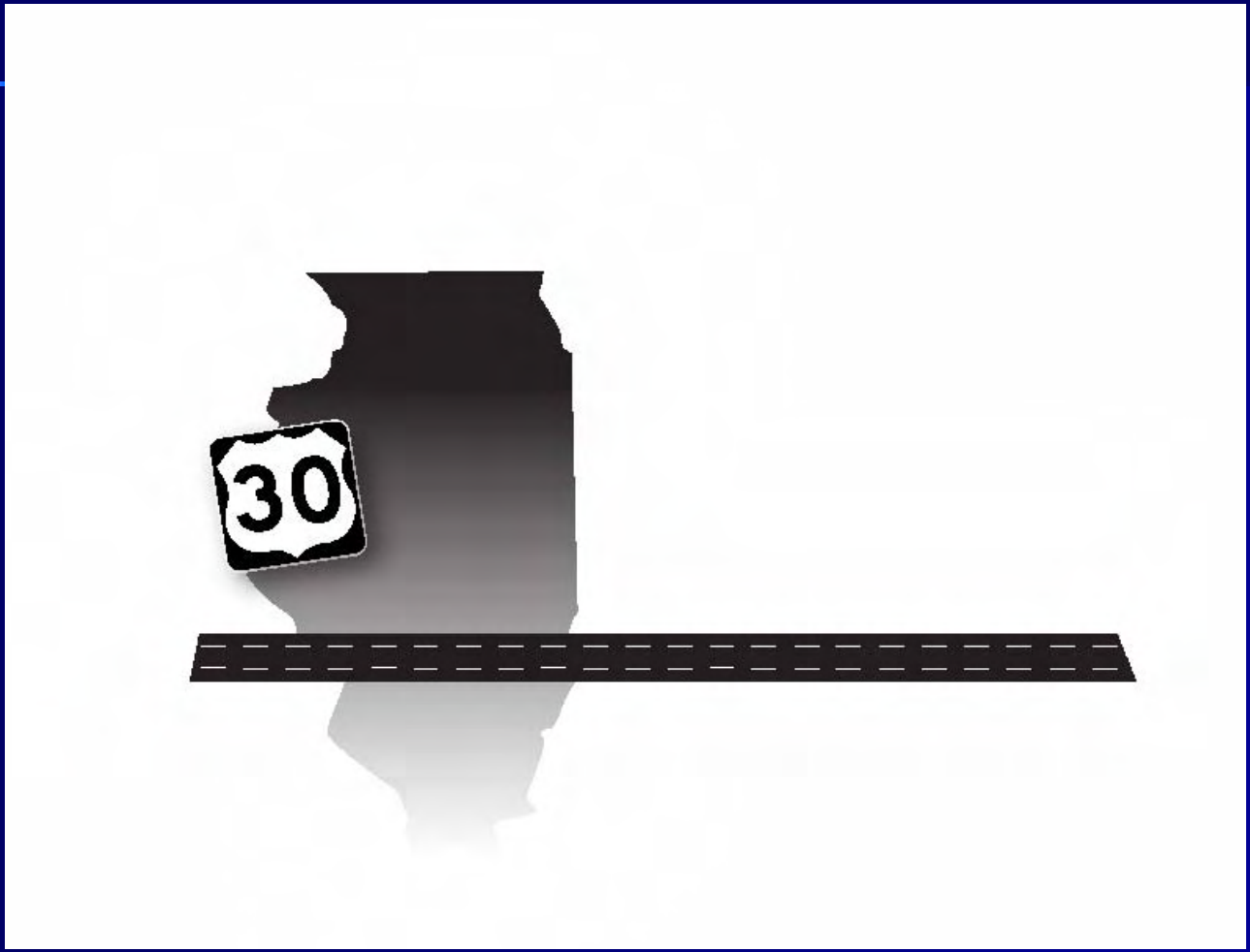
CONCEPT #3

Illinois Department of Transportation

CONCEPT #4



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CONCEPT #5

Next Meeting

- Provide results of Community Context Audit Form
- Consensus on Problem Statement
- Select Logo
- Evaluate & Refine Corridors
- Date, Time & Location

Illinois Department of Transportation

Community Advisory Group (CAG) Meeting
Odell Community Center
Wednesday, October 17, 2007

MEETING MINUTES

Community Advisory Group (CAG) Attendees:

William "Bill" Abbott (Whiteside County Board)
Randy Balk (City of Fulton)
Heather Bennett (Fulton Chamber of Commerce)
Allen Bush (Business Owner/Farmer Land)
Tom Determann (Iowa-Illinois Highway Partnership)
Roger Drey/ Barb Bees (City of Morrison)
Pamela Erby (Rock Falls Rotary Club)
Arlyn Folkers (Farmer)
Elisa Rideout (Whiteside Natural Area Guardians)
Eric Janvrin (Farmer)
Francis Kelly (Home Owner)
Gayla Kolb (Rock Falls Development Corporation)
Doug Kuehl (Farmer)
Glen Kuhlemeir (Blackhawk Hills RG&D Council)
Matt Lillpop (Whiteside County Farm Bureau)
Barbra Mask (Fulton Historical Society)
Karen Nelson (Home Owner)
Everett Pannier (Morrison Area Development Corporation)
Jerry Peterson (Illinois League of Bicyclist)
Phil Renkes (Morrison Rotary Club)
William "Bill" Shirk (Morrison Preservation Historic Commission)
Diane Rossiter (Illinois Lincoln Highway Coalition)
Scott Shumard (City of Sterling)
Dale Sterenberg (Farmer)
Jody Ware (Morrison School Superintendent)
Harvey Wiebenga (Illinois Lincoln Highway Association)
Doug Wiersema (Rock Falls Chamber of Commerce)

Special Guest

George Benson
Dean Huisingh
Robert Nowak
Nick Hughes
Beth Hughes
Robert Stone
Tim Keller

Special Guest - Continued

Tim Long (City of Morrison)
Stan Mitch (sp/Mitck)
Charlene J. Knudten
Eric Benson
Jim Edgmond
Randy Zuidena (Media)
Dale Belt
John Stoudt
Donald F. Blaies
Mr./Ms. Walters

Project Study Group Attendees:

Dawn Perkins (IDOT)
Rebecca Marruffo (IDOT)
Mark Nardini (IDOT)
Mike Hine (FHWA)
Vic Modeer (Volkert - JV)
Gil Janes (HR Green-JV)
Mike Walton (Volkert)
Jon Estrem (HR Green)
Bridgett Jacout (Volkert)
Jill Calhoun (Volkert)
Mary Lou Goodpaster (Goodpaster-Jaminson, Inc.)
Shelia A. Hudson (Hudson and Associates, LLC)

Agenda (See Attachment)

Handouts (See Attachments)

Meeting Purpose

On October 17, 2007 the US Route 30 Project Study Team hosted their second Community Advisory Group (CAG) meeting at the Odell Community Center in Morrison, Illinois. The purpose of the meeting was to review and garner consensus on the results from the Context Audit, as well as the revised Problem Statement that was developed after the first CAG meeting by the Project Study Group (PSG). In addition, the CAG would be identifying potential corridor alternatives. And finally, present conceptual ideas of a project logo.

Presentation

Becky Marruffo gave opening remarks on behalf of IDOT. She thanked CAG members for their on-going support and commitment to the CSS process. She reiterated the Department's commitment to the Context Sensitive Solutions (CSS) process; a policy designed to ensure that stakeholder involvement opportunities are created to allow the consideration of comments, issues and suggestions throughout the entire environmental and engineering planning phases of the study.

Vic Modeer introduced the joint venture partners and sub-consultants that were present; explained the agenda (see attachment) and handout materials (see attachments) for the meeting; then outlined the goals of the meeting. Vic highlighted the results from the Context Audit report and asked for consensus.

Bridgett Jacquot outlined key issues and presented a draft Problem Statement the CAG developed at their first meeting. She then shared with the committee a revised Problem Statement the PSG amended after the study team presented results from the first CAG meeting. After some discussion and grammatical changes, consensus was garnered on the Problem Statement.

Bridgett Jacquot and Mary Lou Goodpaster explained the definition of a Purpose and Need statement; then presented an example outline based on the NEPA process. They explained that the Problem Statement was to be an aid in the NEPA required Purpose & Need Statement. There were several comments given by CAG members about the Draft Purpose and Need outline. The majority of the comments were factors that were defined in the Problem Statement, such as safety, accessibility, increased traffic, the protection of farm land / property, and economic development. The team assured the members that the issues raised in both the Problem Statement and Purpose and Need will be issues considered as the project moves forward.

The second exercise for the CAG was to share with the study team their conceptual ideas of a logo. The study team had given a homework assignment at the first CAG meeting that required members to design artistic drawings and be prepared to share and discuss with the committee. Most CAG members did not illustrate a design. The few who did complemented on the various features they liked about concepts 1, 2, and 5. They also expressed a strong desire to see the logo encompass Whiteside County, since this was a regional project. The study team agreed to take these comments into consideration when developing a final concept that will be presented at the next CAG meeting.

The final group exercise was for CAG members to begin developing corridor alternatives based on knowledge shared by CAG discussions and issues, as well as engineering and environmental concerns as set by Federal Highway standards and explained by Jon Estrem and Bridgett Jacquot. Jon explained in-depth conditions that could eliminate a corridor during the screening process based on engineering and environmental fatal flaws. After responding to a few questions regarding engineering and environmental conditions, CAG members were given a project map along with tracing paper to begin drawing potential corridor alternatives. Jon explained that the next steps will be a multiple level screening of the various corridor ideas in order to narrow the focus to select corridors and to narrow the focus of the study. Factors in the screening process will include:

1. Critical Flaw Screening (to eliminate options that are determined to be unacceptable from an engineering or environmental standpoint)
2. CAG Corridor Criteria Screening

3. Problem Statement Screening
4. Engineering and Environmental Criteria Screening
5. Purpose and Need Screening.

The CAG members spent the remainder of the meeting drawing proposed alignments on tracing paper. Technical guidance was provided by the project team members when needed but the bulk of the alignment development was performed completely independently by the CAG members. These alignments were then collected at the conclusion of the meeting for further study by the consultant team and PSG.

Mike Walton closed the meeting by informing the CAG members that the next meeting will be some time after January 1, 2008; after the PSG has completed the screening process and before presenting the results to the public.

Next Steps

- Present Draft Purpose and Need
- Present Refined Corridor Alternatives
- Design a Project Logo

U.S. Route 30 Community Advisory Group (CAG)

Wednesday October 17, 2007

Odell Community Center/Public Library

Morrison, Illinois

Illinois Department of Transportation

U.S. Route 30
Community Advisory Group Meeting #2
October 17, 2007
6:30pm

AGENDA

1. Welcome

2. Review Key Issues & Problem Statements Previously Developed

3. Present Preliminary Problem Statement Subsequently Developed & Gain Consensus

4. Present Draft Purpose & Need Outline & Gain Consensus

5. Select Project Logo

6. Break

7. Explanation of Engineering Concerns in Corridor Selection

8. Explanation of Environmental Concerns in Corridor Selection

9. Corridor Development Exercise

10. Explanation of Next Steps (Screening Process)

KEY ISSUES

Economic Development

Property Loss

Safety

Access

Agriculture

Problem Statement
CAG Groups

- **Table 1**
- The transportation issue in Whiteside County in-between Fulton and Rock Falls is caused by increasing traffic, overloading existing facilities. An optimal solution is to develop and enhance Highway 30 focusing on safety and economic development while minimizing effects on agricultural and adjacent property owners.

- **Table 2**
- The transportation problem on Highway 30, through Whiteside County, is a two-lane highway that needs to be a four-lane highway for safety and economic issues.

- **Table 3**
- Enhance the economic development on the new Route 30 corridor and to provide improvements to safety and traffic flow while preserving agricultural access and assets.

- **Table 4**
- To safely enhance the economic development of the US Route 30 corridor in a socially sensitive way considering our agricultural heritage and stewardly management of our natural resources; and for the benefit of all communities of Whiteside County.

- **Table 5**
- Multi-Lane Route 30 development will enhance economic development and provide jobs while safely traversing Whiteside County and striving to conserve and preserve agricultural land recreational opportunities.

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Project Study Group Suggested Problem Statement

The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overload the existing traffic system and compromise the *safety* of the traveling public. There is a need for improved *access* and *economic development* within this *agriculturally significant* region.

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PURPOSE & NEED

- Part of NEPA Process

- One of the first, most important steps in identifying what transportation projects should be developed is making an assessment of the transportation needs. This helps identify what action is being pursued.
- It demonstrates problems that already exist or which will exist if a project is not implemented. In a sense, it can be seen as the justification for action, and it helps to define what constitutes practicable alternatives.
- Many different factors can go into shaping a statement of purpose and need for a project. It should clearly demonstrate that a "need" exists and should define the "need" in terms understandable to the general public. This discussion should clearly describe the problems which the proposed action is to correct.

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Draft Purpose & Need Outline

1.0 **Purpose & Need for Action**

1.1 Purpose

1.2 History

1.3 Project Location & Description

1.4 Need

- 1.4.1 **Existing Traffic Conditions & Capacity Deficiencies**
- 1.4.1.1. Existing & Projected ADT & LOS

  1.4.1.2. System Linkage
- 1.4.2 **Safety**
- 1.4.2.1. Crash Information
- a. Types & percentages of crashes
- b. K & A information
- c. Any 5% selected segments

  1.4.2.2 Safety for Farm Equipment

  1.4.2.3. Safety for School Buses
- 1.4.3. **Access**
- 1.4.3.1. Access for farm equipment
- 1.4.3.2. Access through town
- 1.4.3.3. Multi-modal access for bicycles, pedestrians, & railroads
- 1.4.4. **Economic Opportunities**
- 1.4.4.1. Minimize Property Impacts
- 1.4.4.2. Loss of Business/Avoid & Minimize Displacements
- 1.4.4.3. Stay Close to Morrison
- 1.4.4.4. Keep Business in Morrison
- 1.4.4.5. Future Industrial Development
- 1.4.4.6. Preserve Historical Aspect
- 1.4.5. **Agriculture**
- 1.4.5.1 Minimize agriculture impacts
-

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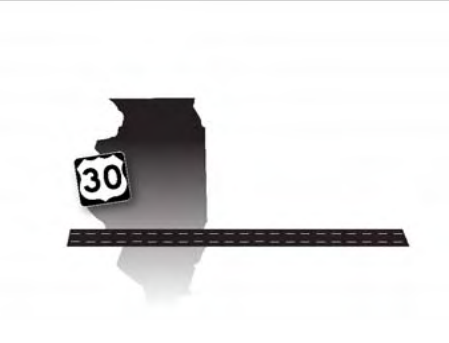
Project Logo

Concept #1

Concept #2

Concept #3

Concept #4



Concept #5

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CONCEPT #1

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CONCEPT #2

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CONCEPT #3

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CONCEPT #4

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CONCEPT #5

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BREAK

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Engineering Concerns

DESIGN ELEMENTS	GENERAL CONSIDERATIONS
Design for conditions 20 years from now	Traffic projections, pavement thickness, etc.
Design as an expressway	Partial Access Control
Traffic volumes dictate # of lanes	Anticipate 4 lanes based on past studies
Horizontal Alignment: No sharp turns (3,000' radius desirable) Avoid curves in same direction, abrupt reversals, etc. Avoid curves in vicinity of proposed interchanges	In general, avoid surprises & make curves gentle.
Vertical Alignment: Not too steep (3% maximum) Avoid deep cuts & high fills Make vertical curves gradual	In general, avoid hilly areas if possible & keep comfort & visibility (other cars & obstacles) in mind.

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Engineering Concerns Continued

Assumed cross section:	Total width: 220' minimum
Lane Widths: 4 @ 12'	
Shoulder Widths: 10' outside, 6' inside	
Median Width: 50' (includes shoulders)	
Outside Ditch Width: 40' minimum	
Maintenance Border Areas: 10'	
Access:	In general, each access point is a conflict point & a source of potential safety considerations. Goal is to minimize conflict & maximize safety by minimizing & properly spacing access points.
No direct commercial access.	
Space private/field entrances ≥ 500' apart (1/4 mi. average)	
Space median openings ≥ 1/2 mi. apart (1 mi. average)	
Build interchange if signals needed within 9 years	
Space interchanges ≥ 3 mi. apart (preferably 7.5 mi.)	
Minimize stream & river crossings.	Bridges = $$$$; Environmental Issues.
Countless rules to follow (Illinois DOT, AASHTO, Highway Capacity Manual, ITE Trip Generation, MUTCD, etc.)	In general, the goal of the rules is to maximize safety while striking a balance between cost & impacts to surrounding lane.

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Prairie Hill
RECYCLING & DISPOSAL FACILITY

NATURAL AREA GUARDIANS
WHITESIDE CO SWCD

SPEED LIMIT 30

LINCOLN
L
HIGHWAY
WEST
30

Environmental Concerns

Social/Economic
Historical/Archaeological
Noise
Natural Resources
Water Quality/Resources
Flood Plains
Nature Preserves
Endangered & Threatened Species
Mitigation Measures
Construction Impacts
Secondary & Cumulative Impacts
Agricultural
Air Quality
Energy
Special Waste
Parks
Natural Areas
Special Lands
Wetlands
Permits
Visual Quality

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Corridor Alternative Development Exercise

- Purpose of the exercise is to develop Corridor Alternatives on the maps sitting at your table
- Place tracing paper over the map
- Discuss potential corridor alternatives amongst your table
- Utilize knowledge of the area, CAG Criteria, and Engineering & Environmental Concerns
- Draw potential corridor alternatives
- IDOT or Consultant Team member will be at each table to answer any questions

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Corridor Alternative Development Exercise

To begin the exercise, please have a member of the CAG come to the front of the room and draw a potential corridor alternative on a map

Member of the consultant team can then identify issues associated with that corridor alternative

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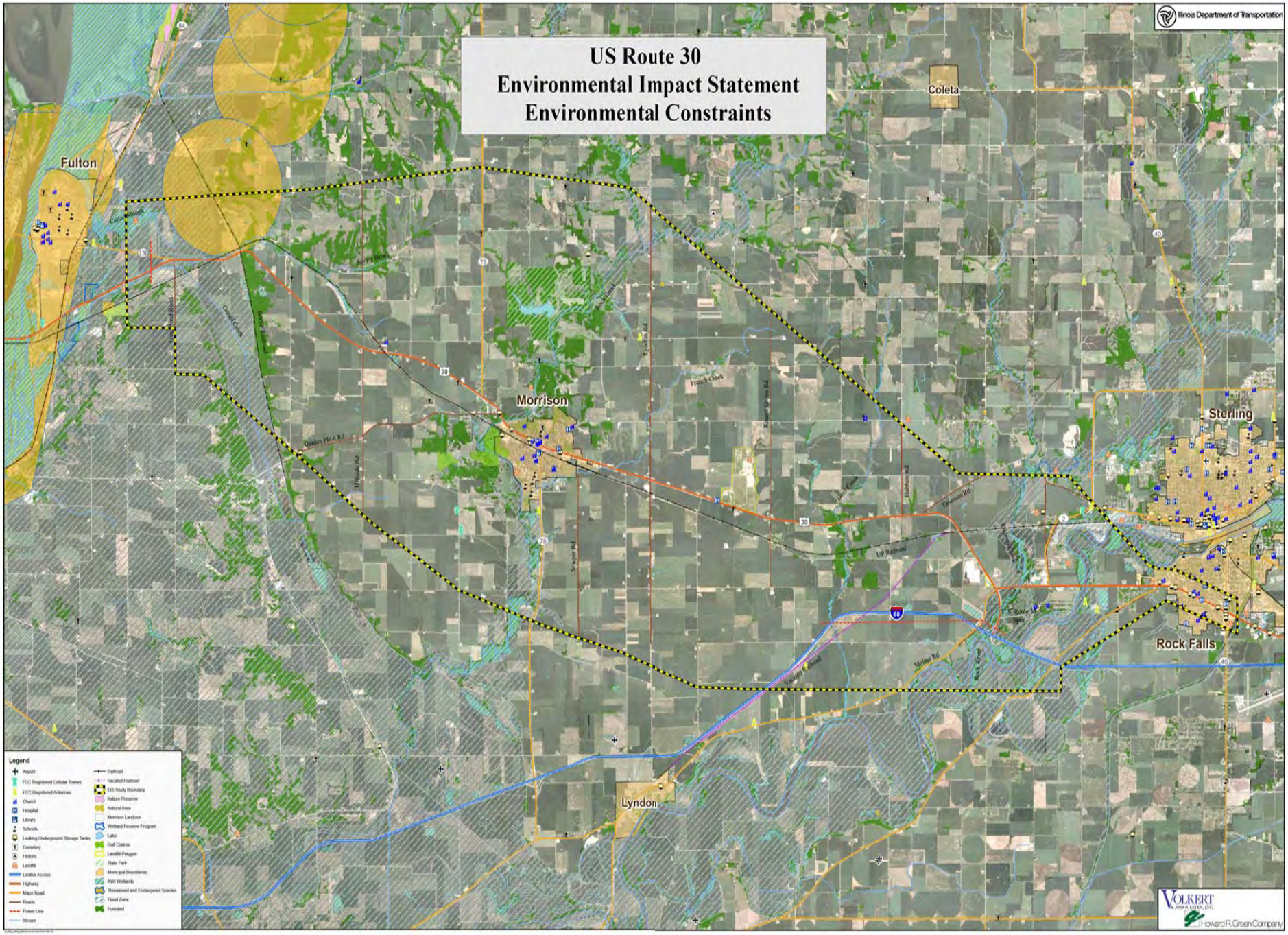
US Route 30
Environmental Impact Statement
Environmental Constraints
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Legend
Airport
FCC Registered Cellular Towers
FCC Registered Antennas
Church
Hospital
Library
Schools
Leaking Underground Storage Tanks
Cemetery
Historic
Landfill
Limited Access
Highway
Major Road
Roads
Power Line
Stream
Railroad
Vacated Railroad
EIS Study Boundary
Nature Preserve
Natural Area
Morrison Landuse
Wetland Reserve Program
Lake
Golf Course
Landfill Polygon
State Park
Municipal Boundaries
NWI Wetlands
Threatened and Endangered Species
Flood Zone
Forested
VOLKERT
Howard R. Green Company

NEXT STEP

SCREENING PROCESS

Multiple level screening process conducted by the Project Study Group (PSG) to evaluate corridor alternatives:

1. Critical Flaw Screen
2. CAG Corridor Criteria Screen
3. Problem Statement Screen
4. Engineering & Environmental Criteria Screen

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Next CAG Meeting

- Agenda could include:
  - Presentation of Draft Purpose & Need
  - Presentation of Refined Corridor Alternatives

Illinois Department of Transportation

US 30 Environmental Impact Statement and Phase I Design Report

Community Advisory Group Meeting
Odell Community Center
Thursday, May 8, 2008

MEETING MINUTES

Community Advisory Group Attendees

William "Bill" Abbott (Whiteside County Board)
Heather Bennett (Fulton Chamber of Commerce)
John Bishop (Home Owner)
Mike Challand (Morrison-Rockwood State Park)
Tom Determann (Iowa-Illinois Highway Partnership)
Daniel Dugal, Sr. (Farmer)
Arlyn Folkers (Farmer)
Russ Holesinger (Developer)
Eric Janvrin (Farmer)
Eric Johnson (US 30 Coalition)
Gayla Kolb (Rock Falls Development Corporation)
Glen Kuhlemeir (Blackhawk Hills RG&D Council)
Matt Lillpop (Whiteside County Farm Bureau)
Karen Nelson (Home Owner)
Everett Pannier (Morrison Area Development Corporation)
Phil Renkes (Morrison Rotary Club)
Elisa Rideout (Whiteside Natural Area Guardians)
William "Bill" Shirk (Morrison Preservation Historic Commission)
Scott Shumard (City of Sterling)
Ann Slavin (Friends of the Park/ Illinois League of Bicyclist)
Barbra Suehl-Janis (Fulton Kiwanis Club)
Fred Turk (Whiteside Natural Area Guardians)
Harvey Wiebenga (Kay Shelton/Illinois Lincoln Highway Association)

Special Guests

Dale Belt
Eric Benson
Gary Campbell
Beth Hughes
Leonard Janis
Carolyn Keller
Tim Keller
Robert D. Stone
Mary Wright
Gilbert Sholoe
Ervin Stuart
Chris Stanley
Garry Kopf

Media

None

Project Study Group Attendees

Dawn Perkins (IDOT)
Rebecca Marruffo (IDOT)
Mark Nardini (IDOT)
Dr. Cassandra Rodgers (IDOT)
Vic Modeer (Volkert)
Mike Walton (Volkert)
Jill Calhoun (Volkert)
Gil Janes (Howard R. Green)
Jon Estrem (Howard R. Green)
Mary Lou Goodpaster (Goodpaster-Jamison, Inc.)
Shelia A. Hudson (Hudson and Associates, LLC)

Agenda (See Attachment)

Handouts (See Attachments)

Meeting Purpose

On Thursday, May 8, 2008 the Illinois Department of Transportation (IDOT), hosted their third US 30 project, Community Advisory Group (CAG) meeting at the Odell Community Center in Morrison, Illinois. The purpose of the meeting was to bring the CAG up to date on the US 30 Project, acknowledge new members, select a project logo, and gather comments and concerns on the corridor screening process. Information presented at the meeting included an overall project progress report, highlights of the last CAG and PSG meetings, the revised SIP that has been approved by FHWA (CAG was asked to review at their leisure and contact the consultant team with any questions), an overview of the draft Purpose and Need Statement and the corridor screening process.

Presentation:

Opening Remarks

Dawn Perkins opened the meeting by expressing to the CAG the District's gratitude for their on-going commitment to the project. She went on to acknowledge the PSG, Federal Highway Administration and the Project Team, who have all been working diligently on a lot of efforts since the last CAG meeting to keep the project moving forward. Dawn highlighted some of the efforts that included: completing the Problem Statement, refining the Stakeholder Involvement Plan (SIP), reviewing the corridors proposed by the CAG, developing a corridor screening process to be approved by the PSG and FHWA, completing the Traffic Analysis report, further refining the Purpose and Need for FHWA review, and finalizing conceptual designs for a project logo based on the CAG's comments. She then turned the meeting over to Vic Modeer who presented an agenda overview.

Agenda Overview and Welcome to New CAG Members

Vic Modeer reviewed the Points of Order that have been adopted by the CAG for the benefit of the new members and special guests that were in attendance. He emphasized that final decisions are made by the PSG; that the process is transparent; and that all decisions must be presented in a clear manner with appropriate input from stakeholders. Vic explained that the CAG members represent the community and are active participants during the meeting, and that the ground rules

approved by the CAG require that members of the audience (or special guests) are welcome to observe but are not allowed to participate in this forum.

Vic welcomed two new members to the CAG and thanked all CAG members for their time and commitment to the process on behalf of the District and PSG. Vic explained the agenda (see attachment) and handout materials (see attachments) for the CAG meeting.

Project Progress

Mike Walton highlighted the project's progress to date. The PSG met in April to review and discuss the SIP which has been approved by FHWA, the traffic analysis and crash analysis reports; the Environment Impact Statement (EIS) time frame; the proposed corridor screening process; and the draft Purpose and Need that the CAG aided in developing. The traffic analysis report was completed in February 2008. The results of the traffic analysis will be used to assist in finalizing the Purpose and Need. He also informed the CAG that FHWA has approved the SIP and the EIS project timeline which extends to 2011. Mike reiterated the purpose of the SIP. The document is a blueprint for implementing the Context Sensitive Solutions (CSS) process and changes may occur as the project moves forward. He then stated that the crash analysis report is currently being revised after comments were submitted from IDOT and FHWA. In addition, the draft Purpose and Need Statement is being reviewed by FHWA. Mike presented a summary of the October CAG meeting. During the October meeting, the CAG sketched potential corridors, provided input to the Purpose and Need and project logo, and developed the Problem Statement for PSG review.

Project Logo

Shelia Hudson explained the process for selecting a project logo that will be recommended to the District for approval. She reminded the CAG members about their previous comments and suggestions for a project logo. These comments included a desire for the design to have a regional or county feel within the project area, and a representation of the area's historical significance. CAG members reviewed the logo choices and submitted their favorite, design number four (4), as the preferred logo concept. Shelia thanked the CAG for their patience, time and input during this process.

Purpose and Need

Mary Lou Goodpaster presented information on the draft Purpose and Need Statement that has been submitted to FHWA. She explained the importance of the Purpose and Need Statement in the NEPA process, including requirements of FHWA, Technical Advisory Notice T 6640.8A. FHWA and IDOT have agreed on the elements of the US 30 Purpose and Need Statement. These elements have been used to develop the draft Purpose and Need Statement. Both Mary Lou Goodpaster and Vic Modeer emphasized the fact that the no-action alternative is a consideration; and will continue to be a choice throughout the EIS process, in conformance with federal law. Mary Lou highlighted the steps for completing a final draft of the Purpose and Need Statement, which will then be presented to the NEPA/404 Concurrence Meeting in the summer of 2008. These steps include:

- Revise document based on FHWA comments
- Resubmit to FHWA for review
- Address any comments

- Present to NEPA/404 Meeting for concurrence from the environmental resource agencies including the Corps of Engineers, USEPA, USFWS and IDNR.

CAG Corridors

Jon Estrem recapped the corridor identification exercise that the CAG completed at the last CAG meeting in October 2007. The CAG identified 16 potential project corridors. Jon presented *general observations* on the corridors:

1) There are many similarities between the corridors.
   - The majority follow existing US 30 to some point west of Morrison then dip south to bypass Morrison along the west side of town.
   - Some connect directly to I-88 west of the existing interchange; some follow existing US 30 into Rock Falls.
2) Some ideas stand out as unique thoughts.
   - One corridor bypasses Morrison to the north of town.
   - One corridor follows IL 78 south to I-88.
   - One corridor leaves existing US 30 immediately west of Morrison & crosses the BNSF railroad far south of the existing overpass.
3) The consultant team suggested one modification.
   - The modified corridor stays north of the UP railroad until well east of the BNSF railroad.
   - The modified corridor may provide a more cost effective means of crossing the railroads.

Corridor Screening Process

The PSG will use a multiple-level process to evaluate corridors. The process involves the following steps:

1) Weigh each against the approved Purpose & Need. Any corridor that fails to meet the Purpose & Need will be dropped from further consideration.
2) Analyze each of the remaining corridors in sections to simplify the process & make it more flexible. Where one corridor might be less attractive than others in one area, it could be outstanding in another area. Dividing the corridors into sections will allow us to select the best pieces & reassemble them to create an improved corridor.
3) Corridors that are essentially similar will be consolidated to make effective use of time. The 1,400' width of each corridor & the plan to ultimately consider various alignments within the chosen corridor will help to maintain decision-making flexibility.
4) The redefined corridors within each section will be re-labeled (i.e. Corridor A in Section 1 might be labeled "A1").
5) The remaining corridors within each section would then be screened against the following criteria:
   - Traffic Operations / Congestion Relief
   - Corridor Utilization
   - Safety (*)
   - Agricultural Land Severance
   - Displacements
   - Property Impacts
   - Economic Sustainability
   - Section 4f / 6f Properties
   - Natural Areas
   - Nature Preserve
   - Floodplain
   - Water Resources

- Wetlands
- Threatened & Endangered Species & Habitat
- Special Waste
- Air Quality
- Construction Cost
- Land Acquisition Cost

(*) *Indicates a CAG priority.*

6) Quantitatively rank the various corridors against each other utilizing the measured impacts to the criteria listed above. Most criteria will be ranked using direct measurements of impact. Where that is not possible, a less quantitative measure will be used (e.g. assign a score of 0 to 5, with 0 being no impact and 5 being severe impacts).
7) Tally the rankings and use the results to select the corridors to be considered further. Typically, there will be one or two that stand out as clear choices, some that stand out as clear elimination choices & several that are more questionable. It is difficult to predict, so we will need to wait and see the results of the ranking.
8) Discuss the results of the screening process with PSG and Environmental Resource agencies and request consensus on the selected corridors.
9) Discuss results of the screening process with CAG and request that they select a preferred corridor.
10) Present the preferred corridor to the PSG and request concurrence.
11) Present the preferred corridor to the public at a Public Informational meeting.
12) Develop alignments within the preferred corridor to be studied in detail as part of NEPA Environmental Impact Statement process.

Next Steps

Gil Janes' highlighted the next steps in the study. They are:

- Await the ESR results to identify the locations of sensitive environmental resources within the study area
- Await preliminary P&N approval from FHWA (The P&N is not final until it is approved by the resource agencies at the NEPA/404 concurrence meeting)
- Begin screening process for CAG corridors
- Present results from the screening process to the PSG and garner consensus on corridors to be considered further.
- Present results from corridor screening process to the CAG and select a preferred corridor.
- Present the CAG recommendation to PSG
- Plan next Public Information Meeting

Comments, Question and Answers

1) Will CAG members receive copies of all the reports presented?

   Mike Walton indicated that all reports will be posted to the project website once documents have been approved by IDOT and/or FHWA.

2) Does approval of the Purpose and Need Statement automatically drive the selection of certain criteria?

   Mike/Mary Lou responded that the recommended corridor must meet the Purpose and Need. In addition, the No-Action alternative must be considered throughout the study.

3) CAG – Should the CAG have been provided the crash and traffic reports in advance of developing the Problem Statement for the project?

   Vic/ Mike responded that the Problem Statement represents the community's perception of the transportation problem within the Study Area. Those perceptions can then be compared against data such as traffic counts and crash statistics to develop the Purpose and Need Statement required under NEPA.

4) CAG - If the EIS is completed before 2011, will the project move ahead sooner? The main concern is funding and the reauthorization of the new transportation bill.

   Vic explained the process for federal ear markings as well as the level of priority this project has taken with the department. He noted that if the process is completed sooner than expected, followup actions can also be accelerated.

5) CAG – How will IDOT know how much money to request for final design and construction if the project is not completed prior to passage of the next transportation bill?

   Vic stated that in the near future the Department will request the consultants to prepare a cost estimate. The department will have the estimate well before the legislators request information from the department for the next federal transportation bill.

6) CAG – Have bike and pedestrian trails been considered?

   Mike responded that these concerns will be considered as a part of whatever corridor is selected. It is a state requirement that bicycle and pedestrian access be considered during the study.

7) CAG – Any preference to follow existing US 30 during construction?

   Jon emphasized that there are federal guidelines the consultants must adhere to during the study as well as the State's CSS process. With that being said, there are no preconceived ideas regarding what path the preferred corridor should follow. With respect to maintenance of traffic during construction, if the preferred corridor overlays the existing US 30, it would likely be a logical thing to utilize the existing highway for traffic while the new lanes are being constructed.

Illinois Department of Transportation

U.S. Route 30 Environmental Impact Statement & Phase I Design Report

Community Advisory Group Meeting

Thursday

May 8, 2008

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Points of Order

The CAG Ground Rules include:

- The PSG will make all final recommendations with a goal of seeking stakeholder consensus.
- All decisions must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and considered.
- Members of the media and others not in the CAG are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.

Community Advisory Group New Additions

Welcome!!!

- Barb Bees - The MAPPING Group
- Ann Slavin - Friends of the Park/League of Illinois Bicyclists
- Jerry Paulson - Natural Land Institute
- Fred Turk – Property Owner/Natural Area Guardian

AGENDA

Illinois Department of Transportation

U.S. Route 30
Community Advisory Group Meeting #3
May 8, 2008

30

AGENDA

1. Discuss Progress made to date
    a. Project Study Group (PSG) Meeting
    b. Traffic Analysis
    c. Crash Analysis
    d. Stakeholder Involvement Plan (SIP)
    e. EIS Timeframe
    f. Draft Purpose & Need

2. Summary of October 17, 2007 CAG Meeting

3. Summary of April 11, 2008 PSG Meeting

4. Stakeholder Involvement Plan (SIP)

5. Logos

6. Draft Purpose & Need
    a. NEPA Overview
    b. FHWA Guidance
    c. US 30 Purpose & Need
    d. Timeline

7. CAG Corridor Map

8. Corridor Screening Process
    a. Overview of Screening Process
    b. Comments and Concerns

9. Next Steps

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PROGRESS TO DATE

- PSG Meeting (April 11, 2008)
- Traffic Analysis
  - Completed Feb. 2008
- Crash Analysis
  - Has been submitted and is currently being revised to address IDOT and FHWA comments
- Stakeholder Involvement Plan (SIP)
  - FHWA approval April 24, 2008
- EIS Timeframe
  - Timeframe has been approved by FHWA;
    completion of Phase I Fall 2011
- Draft Purpose & Need

Summary of October CAG Meeting

- Developed Corridors
- Viewed possible logos & provided input
- Developed the Problem Statement

"The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, compromises safety, mobility and reduces the quality of life of the adjacent communities. There is a need for improved economic development and accessibility to the region while preserving agricultural and environmentally significant areas."

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Summary of April PSG Meeting

- Presented the Corridors developed by the CAG
- Consensus on the Corridor Screening Process

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Stakeholder Involvement Plan (SIP)

- Identifies stakeholders
- Identifies outreach program
- Set tentative schedule
- Set tentative ground rules
- Includes requirements of the SAFTEA-LU, NEPA, and CSS

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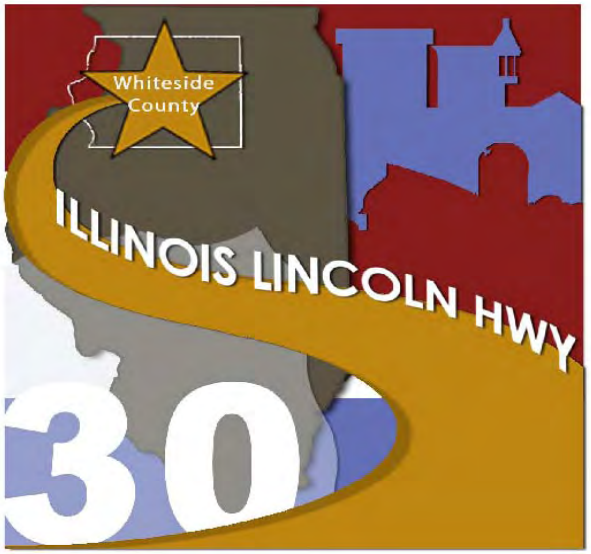
1



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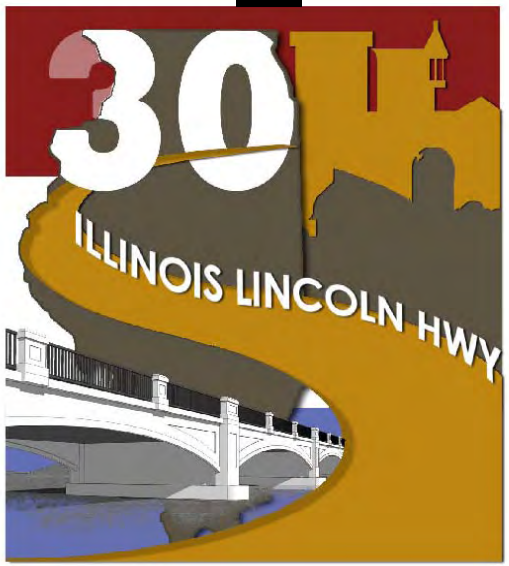

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4

FULTON
MORRISON
WHITESIDE COUNTY
STERLING
ROCKFALLS
ILLINOIS
LINCOLN HWY
30

5

FULTON
MORRISON
WHITESIDE COUNTY
STERLING
ROCKFALLS
ILLINOIS
LINCOLN HWY
30

Purpose & Need

- Part of the NEPA Environmental Impact Statement (EIS) process
- The purpose & need of a project plays an important role in three areas of the EIS:
  - Screening alternatives in order to identify those that will be studied in detail
  - Selecting the preferred alternative from those that will be studied in detail
  - Evaluating the No-Action alternative

FHWA Guidance (Technical Advisory T 6640.8A) PURPOSE & NEED

The following is a list of items which may assist in the explanation of the need for the proposed action

1) Project Status
2) Capacity
3) System Linkage
4) Transportation Demand
5) Legislation
6) Social Demands or Economic Development
7) Modal Interrelationships
8) Safety
9) Roadway Deficiencies

US 30 Purpose & Need

Outline developed by IDOT D2, BDE & FHWA stated the following would be used in the US 30 Purpose & Need:

1) **Project Status**
2) **Capacity**
3) **System Linkage**
4) **Transportation Demand**
5) **Legislation**
6) ~~Social Demands or Economic Development~~
7) ~~Modal Interrelationships~~
8) **Safety**
9) **Roadway Deficiencies**

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Summary of US 30 P&N

- Improve Traffic Capacity
  - Based on existing & projected LOS
- Reduce Traffic Congestion
  - Based on existing & projected traffic volumes
- Improve Safety
  - Based on crashes & roadway deficiencies
- Provide for an Increase in Transportation Demand
  - Not ideal for designation as a Class II Truck Route
- Establish Roadway Continuity
  - Provide system linkage in the northwestern portion of the State and within the local transportation network

Draft Purpose & Need Timeline

- Submitted to the IDOT District 2 & Central Office
- Have received comments
- Addressed comments
- Revised Draft has been submitted to FHWA
  Receive comments from FHWA May 7th
- P&N will go through another round of review and comment
- Present at NEPA/404 Merger Meeting in September 2008

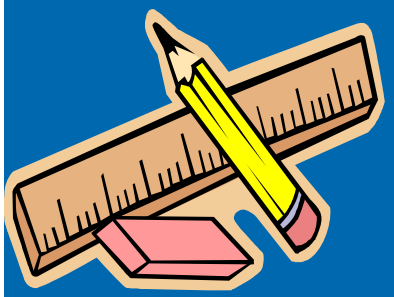
THOUGHTS?

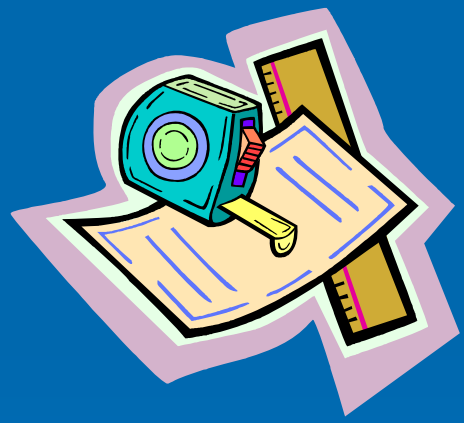
QUESTIONS?

DISCUSSION?

CAG CORRIDOR ALTERNATIVES

CORRIDOR SCREENING PROCESS





A tool to aid in the corridor selection process

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Corridor Screening Process*

- IDOT & the Consultant team will run the corridors developed by the CAG through a multiple level screening process to evaluate the corridors.
- Before the screening process takes place:

  1) PSG & CAG will provide input
  2) Receive ESR Results

**A tool that has been developed to aid in the corridor selection process*

Illinois Department of Transportation

CORRIDOR SCREENING PROCESS

Illinois Department of Transportation

CORRIDOR SCREENING PROCESS

Illinois Department of Transportation

Corridor Screening Process
U.S. 30
May 8, 2008

The Corridor Screening Process is a ***tool*** that has been developed in order to aid in the preferred corridor selection process. The Corridor Screening process will allow for the corridors developed by the CAG to be run through a multiple level screening process for evaluation.

The following must occur prior to the screening process:

- PSG and CAG consensus on this corridor screening process
  - Received consensus from the PSG on April 11, 2008
- Environmental Survey Request (ESR) Results have been completed

I. Screen the corridors against the Purpose & Need

- Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an increase in transportation demand
- Establish roadway continuity

II. Break project into sections for study purposes. The formulation of these sections provides for the evaluation of a manageable series of corridors to simplify the corridor selection process:

- **Section 1** – From the western study area terminus at IL 136/Frog Pond Road to Hillside Road
- **Section 2** – From Hillside Road to Lyndon Road
- **Section 3** – From Lyndon Road to Moline Road
- **Section 4** – From Moline Road to IL 40

III. Consolidate or Combine corridors that are similar within each Section.

IV. Establish corridor alternatives within each Section

This is accomplished by assigning nomenclature as follows:

- Section 1 = corridor alternatives A, B, C, D, etc.
- Section 2 = corridor alternatives A, B, C, D, E, F, etc.
- Section 3 = corridor alternatives A, B, C, D, etc.
- Section 4 = corridor alternatives A, B, C, D, etc.

V. Screen the corridor alternatives within each Section against the following environmental, engineering, and CAG corridor Criteria* for which quantitative data will be developed:

- Traffic Operations/Congestion Relief
- Corridor Utilization

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CORRIDOR SCREENING PROCESS

- Safety (CAG)
- Agriculture Land Severance (CAG)
- Displacements
- Property Impacts (CAG)
- Economic Sustainability(CAG)
- Section 4f /6f Properties
- Natural Areas
- Nature Preserve
- Floodplain
- Water Resources
- Wetlands
- T& E Species & Habitat
- Special Waste
- Air Quality
- Construction Cost
- Land Acquisition Cost

VI. Apply a ranking scale to establish which corridor alternatives within each section should be carried forward.

- This ranking scale will be based on the quantitative data associated with each of the screening criteria listed above and then ranked accordingly from the least impact to greatest impact. The outcome will be an average of these ranking scores to establish which corridor alternatives have the least impacts to the corridor alternatives with the greatest impacts.

VII. Establish corridor alternatives within each Section to be carried forward based on the outcome of the screening process and associated ranking scale. These corridor alternatives will be carried forward to the PSG and CAG.

VIII. PSG Meeting/Environmental Resource Agency Meeting - discuss the results of the screening process, associated ranking, and recommended corridor alternatives to be taken to the CAG.

IX. CAG Meeting - Take the recommended corridor alternatives and screening results to the CAG and allow them to select their preferred corridor by choosing corridor alternatives within each section. This preferred corridor will be the CAG recommendation to the PSG.

X. PSG Meeting - Take preferred corridor to the PSG for modification and/or approval.

XI. Public Information Meeting - Take the preferred corridor to a public information meeting

XII. Within this preferred corridor, develop alternative alignments that will be studied in-depth as part of the NEPA EIS process.

THOUGHTS?

QUESTIONS?

DISCUSSION?

Next Steps

- ESR Results
- FHWA approval of P&N
- Screening Process
- Corridor alternatives to be carried forward to the CAG
- CAG Corridor Recommendations
- PSG Determines Corridor(s) to be carried forward
- Discuss next Public Information Meeting

THANK YOU

QUESTIONS???

Community Advisory Group Meeting
Morrison Institute of Technology (MIT)
Thursday, November 6, 2008

MEETING MINUTES

Community Advisory Group Attendees
Randy Balk (City Administrator, City of Fulton)
Barb Bees (MAPPING Group)
John Bishop (Home Owner)
Allen Bush (Farmer)
Tom Determann (Iowa-Illinois Highway Partnership)
Roger Drey (Mayor, City of Morrison)
Daniel Dugal, Sr. (Farmer)
Arlyn Folkers (Farmer)
Steve Haring (Whiteside County Engineer)
Russ Holesinger (Developer)
Doug Kuehl (Farmer)
Glen Kuhlemeir (Blackhawk Hills RG&D Council)
Matt Lillpop (Whiteside County Farm Bureau)
Tim Long (City Administrator, City of Morrison)
Karen Nelson (Home Owner)
Everett Pannier (Morrison Area Development Corporation)
Richard Parkinson (Morrison Institute of Technology)
Jerry Paulson (Natural Land Institute)
Phil Renkes (Morrison Rotary Club)
Elisa Rideout (Whiteside Natural Area Guardians)
Kay Shelton (Illinois Lincoln Highway Association)
William "Bill" Shirk (Morrison Preservation Historic Commission)
Ann Slavin (Friends of the Park/ Illinois League of Bicyclist)
Dale Sterenberg (Farmer)
Betty Stienert (Whiteside County Economic Development Corporation)
Barbra Suehl-Janis (Fulton Kiwanis Club)
Fred Turk (Whiteside Natural Area Guardians)

Special Guests
Mike Vegter
Sandy Rideout
Gilbert-Renee

Media
Tara Becker (Daily Gazette)

Project Study Group Attendees
Dawn Perkins (IDOT)
Rebecca Marruffo (IDOT)
Mark Nardini (IDOT)
Dr. Cassandra Rodgers (IDOT)
Mike Hine (FHWA)
Vic Modeer (Volkert)
Mike Walton (Volkert)
Gil Janes (Howard R. Green)
Jon Estrem (Howard R. Green)
Mary Lou Goodpaster (Kaskaskia Engineering Group)
Shelia A. Hudson (Hudson and Associates, LLC)
Bridgett Willis (Hudson and Associates, LLC)
Debbie Allen (Hudson and Associates, LLC)

Agenda (See Attachment)

Handouts (See Attachments)

CAG Exercise – Table/group breakdown (See Attachments)

Meeting Purpose
On Thursday, November 6, 2008 the US Route 30 Project Study Group (PSG) hosted their fourth Community Advisory Group (CAG) meeting at the Morrison Institute of Technology (MIT) in Morrison, Illinois. The purpose of the meeting was to update the CAG on the US 30 corridor screening process and gather input and recommendations on the corridors identified by the Project Study Group (PSG) for further study. Information presented at the meeting included the corridor evaluation process outline and the corridor screening process results. The CAG members were also given an updated project timeline.

PRESENTATION:

Opening Remarks
Dawn opened the meeting by thanking the CAG for their ongoing participation and briefly explained the project status.

Agenda Overview
Vic followed by highlighting the meeting agenda and reitterating the meeting protocol for CAG members and guests.

Project Progress
Mike Walton announced that the team had received concurrence from IDOT and FHWA on the Purpose and Need (P&N) document. The final version is posted on the project website. Mike then explained the corridor screening process as well as the results of the first step in the screening process. This step involved determining whether the various corridors meet the approved P&N. He pointed out that the corridors failing to meet the P&N include 2I, 3A, 3F, 3H, 4A & 4C. Because these do not meet the P&N, they will not be considered further in the process. He then asked CAG members for comments but received none.

Jon Estrem then discussed the development of the screening matrix and explained that it makes use of several evaluation factors discussed briefly at the previous CAG meeting. The information measured for those factors included several sources such as various analyses, environmental field surveys, public web sources and Whiteside County's GIS system. The process and the information were reviewed and approved by IDOT, BDE, and FHWA. Jon further explained that the matrix information reflects the impacts of corridors that measure 1,400 feet in width. Because of this, many of the measurements that are reflected in the matrix are exaggerated since the actual roadway impacts would range from 200 to 300 feet. Mary Lou then explained the various evaluation factors and how they were considered in the screening process. Jon described the process used to compare and rank the various corridors with the measured information shown in the matrix.

After a break, Mike presented the results of the screening matrix process. He highlighted corridors that ranked well in the screening matrix and provided the list of corridors identified by the PSG for further study. Those corridors include 1A, 1C, 2E, 2L, 3B, 3C, 3D, 3E & 4B. Mike then asked the CAG to work on group exercisees at their assigned tables to gather input and recommendations regarding the PSG's recommendations. Each group then reported its

comments (see summary outline below). Mike reviewed each section with the CAG in an open forum to make sure all comments were documented, and attempted to garner consensus from the CAG to move forward (see summary outline below). All comments will be presented to the PSG for its consideration in selecting corridors to be studied further

CAG Member Input on Corridor Alternatives (Summary of Table Exercise)

Section 1

1A:

- Concern for farm equipment access
- Efforts should be made to minimize frontage takes from existing homes along US 30
- Less environmental impact
- Most direct route
- Minimizes encroachment on farmland and severance of farm property

1C:

- Just stops with no connector
- Follows streambed alignment and impacts of cuts and fills on a sensitive environment

CAG Consensus: Focus further study on Corridor 1A

Section 2

2E:

- Creates a problem bisecting the area. Takes prime residential development area
- Infrastructure for industry is already set up south of town
- Morrison would benefit from a railroad overpass on the east side of town closer in, The town is bisected by the railroad
- Disruptive to the covered bridge and forested areas
- Disconnect between town and the park
- Elevation and topography of the road next to the creek is a concern
- Not acceptable – difficult to accommodate non-compatible uses
- Affects less farmland, but affects future residential growth
- Stays on existing route 30 longer than 2L does
- Train traffic will be more of a problem in the future
- Morrison has targeted future land use to the north as residential. Would not want to cut through this area with a highway corridor
- Whiteside County has recently completed a trails plan. Most of these trails go to the north, which would be disrupted by the highway corridor. Betty Stienert is to provide a copy of the plan to the study team.

2L:

- Favor 2L, but IL 78 north should be tied into this corridor
- Avoids impacts to the state park, covered bridge and forested areas north of Morrison
- Consider extending US 30 closer to Morrison and then turn south. Less disruption of farm ground. Closer to IL 78 corridor
- Favored to serve the industrial park to the south of town
- Impacts more farms but benefits the community more
- Can not consider potential growth of the city to the south because of the absence of a comprehensive plan
- Proximity to industrial park is a plus

- There is a lot of charm and recreation area to the north
- Growth potential is to the south
- Helps with railroad crossing, emergency response, truck traffic on IL 78, and makes it easier to expand Morrison infrastructure
- South route does not address IL 78 traffic to the north
- Overpass to east of Morrison does not solve all the problems and is not 100% of the answer
- Not sure there is a lot of truck traffic on IL 78 to the north. Most of the traffic comes from the south
- Favor using 2I corridor to the west of Morrison – then combine with 2L around the south of town

CAG Consensus: Focus further study on Corridor 2L

- The overpass is something that is needed. It would provide better access for police and emergency vehicles. Concern: The West side of Morrison has zero access 4 to 5 miles around the overpass – is not a complete answer.

  Table 2 would prefer a route that comes closer to the West side of town – bringing it in closer to tie onto Highway 78. That is something we should mention to the PSG.

<u>Section 3</u>

3B:

- Takes traffic away from landfill which would limit access
- Favor 3B which follows the existing highway
- Is best – will not result in parallel highways
- Concern with cemetery
- Will the landfill be closed by the time the highway is built? Need to discuss further with the landfill
- Emerson road has a lot of local traffic

3C:

- Is preferred
- Follows the existing highway
- Concern about disrupting housing and restaurant
- 2L to 3C eliminates one more railroad crossing and the associated expense
- The landfill and Wal-Mart distribution center have all the traffic. Leave it there

3D:

- Appears to displace a number of farmsteads and houses
- Lyndon Prairie Nature Preserve would be disrupted unless overpass is installed
- Don't want 3D because it cuts through prime prairie habitat

3E:

- Diagonally cuts through farms
- Lyndon Prairie Nature Preserves would be disrupted unless an overpass is installed
- Don't want 3E because it cuts through prime prairie habitat

3F:

- The most direct route to I-88 is 3F in conjunction with 3D
- Preferred access to Morrison should be a consideration
- Route 88 crossing of Deer Creek – the bridge is bigger than others because the original route was supposed to go to Morrison on Route 3F
- There is less construction cost if use part of the I-88 corridor

No CAG Consensus, but 3B and 3C received general acceptance.

Section 4

- Save money by using I-88
- Does not solve any problems on US 30 into Rock Falls
- Bridge on Rock River would have to be replaced in the future anyway
- Would not need additional land to widen roadway at this time
- No need to bring four lanes into IL 40
- Rock Falls already has 3 connections to I-88
- Split discussion – get US 30 traffic to I-88 ASAP and improve US 30 to IL 40
- Prefer no-build. No expressway to Rock Falls. Major impact on river crossing. Right-of-way constrained by power lines and quarry
- Don't need Section 4 because of 3F connection to I-88
- No-build. Recommend as secondary phase because of trucks involved. People work in Morrison, Clinton, Wal-Mart which makes this a viable consideration.

It was noted several times during the table exercise discussions that the PSG will consider the CAG's input and recommendations but will make the final decisions. It was also explained for Section 2 that the PSG retained Corridor 2E in part because Environmental Survey Results were not yet available for that corridor. While the CAG's thoughts will certainly be shared, the PSG may continue to retain the corridor for that reason. It was also pointed out that one of the Corridor 3F which received positive comments from one individual does not meet the Purpose & Need, so it will not be considered for further study. Finally, the inclusion of Corridor 4B for further study does not mean that improvements will be recommended in that area. It simply means that the section will be studied to determine if improvements are necessary.

Next Steps:
Gil Janes then highlighted the next steps in the study. They will include:

- Take Recommendations to PSG
- PSG will select Preferred Corridors
- Notify CAG of Preferred Corridors
- Meet with Stakeholder Groups
- Public Meeting
- Study Alignments within Preferred Corridors

Comments

- **During the break, the Whiteside County Natural Area Guardians pointed out that the prairie located at the northern tip of the Lyndon-Agnew Natural Area is owned by the County, and is a 4(f) resource.**

  Team Response/Action: It was later determined that this resource is privately owned and the northern tip is publicly owned. However, neither one meets the definition of a 4(f) property.

- **Mike Boland is the Illinois State Transportation Representative. He should be here and kept up to date on the progress of this corridor.**

  Team Response/Action: We will be meeting with all key stakeholders after the next PSG and before going to the public to bring them up to date on the project status.

- **It's hard to feel the prairie could make a difference on the environmental issues.**

  Team Response/Action: Prairies were identified based on the INHS report, other available mapping and field observations. The corridor screening process considered all the property within the 1400-foot corridor as affected, but we should be able to avoid most sensitive resources when we get down to studying detailed alignments.

Question and Answers

Q: Land Severances-when the route follows the existing roadway, how is this considered?

A: Severances are already there – not counted.

Q: Will a 4-lane freeway cause significant access problems?

A: The number of lanes that would be constructed for a new facility has not been determined. The cost estimates for Corridor Screening were based on 4-lanes, but the number of lanes will be determined as part of this study. Becky Marruffo clarified that 4-lane and roadway classification (such as freeway or expressway) is not a foregone conclusion. This is a full study from scratch. The Illinois DOT wants to hear from you.

Q: It was said that the landfill could not get access to the highway, is that true?

A: If it is determined that the required improvements are an expressway; then direct commercial access can not be allowed. This would apply to the landfill. It must first, however, be determined if the necessary improvements would involve an expressway. As a part of this discussion the difference between expressways and interstates was described. In addition, it was pointed out that with expressways it is still possible to have direct access for non-commercial properties such as farms.

Q: Today there is the ability to cross the highway with farm equipment. With no access for commercial equipment, this will be a different story?

A: While the facility type has not been selected, it is highly unlikely that it would be a freeway facility with controlled access at interchanges. It is more likely that a new facility would be an expressway, with access allowed at most existing intersections and with field access allowed for agricultural implements. Alternative access locations may be required for some facilities (i.e. landfill), but an acceptable means of access would be provided for all existing uses. These details will be worked out during the alignment studies.

Q: CAG members asked how different corridors were assessed for reducing truck traffic on IL 78.

A. IL 78 traffic has only been assessed with respect to how this traffic impacts US 30, although all of the US 30 corridors have the potential to help address IL 78 truck traffic.

Q: How do you dismiss the IL 78 truck traffic through Morrison? The corridor does not address this issue.

A: Truck traffic on U.S. 30 was a factor in the corridor evaluation. While truck traffic on IL 78 was not specifically discussed/focused upon as part of the study; it may need to be evaluated in greater detail in future alignment studies. Corridors do have the opportunity to connect to the IL 78 north leg if the department wants to consider it.

Q: Explore and define the difference between a freeway and expressway.

A: A Freeway is an Interstate highway type design with no farm access and no at-grade intersections. An Expressway allows farm entrances and at-grade intersections at specified intervals.

Q: Will / does Lyndon-Agnew Natural Area "Rails to Trails" rights ultimately require reversion of property to railroad?

A: No.

Q: Orange area north of the Lyndon-Agnew Natural Area is owned by the County, so therefore is considered 4(f). Will this be corrected?

A: Just because this is owned by the county does not make this area a 4(f) property. Final determination must be done before it can be changed. This is already listed as a natural area which has greater protection than a 4(f) property.

Q: Are you really considering taking a northern route around Morrison through the State Park?

A: Corridor 2E is south of the park. This is one of the corridors developed by the CAG and is being considered equally with the other CAG corridors.

Q: Are overpasses/interchanges over environmentally sensitive areas being considered or ignored?

A: All environmental properties are and will continue to be considered during this process.

Illinois Department of Transportation

U.S. Route 30 Community Advisory Group (CAG)

Thursday November 6, 2008

Morrison Institute of Technology

Morrison, Illinois

U.S. Route 30
Community Advisory Group Meeting #4
November 6, 2008
6:00pm

AGENDA

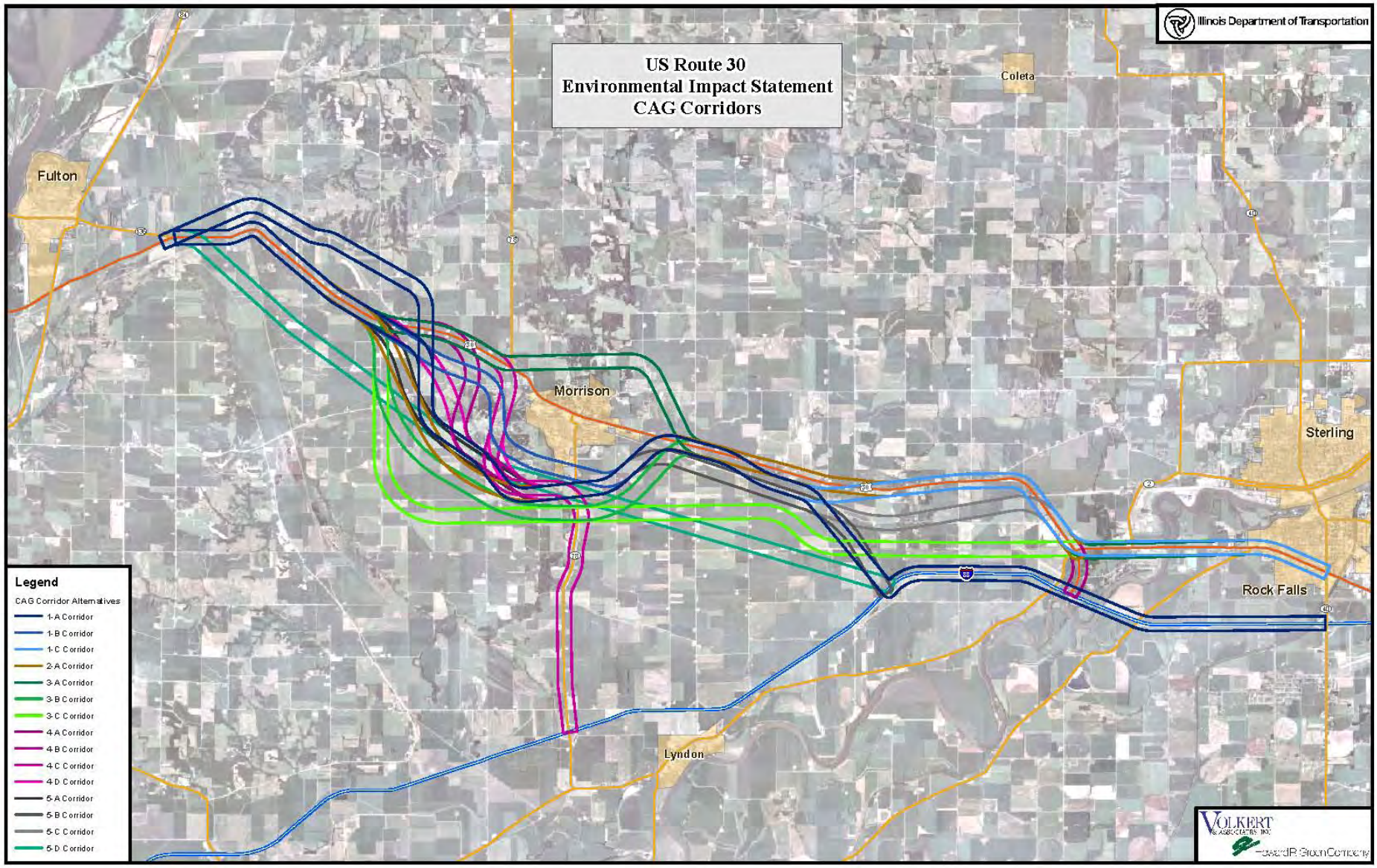
1. Purpose & Need Concurrence
2. Review CAG Corridors
3. Review Screening Process
4. Screening Process Results
5. Corridors Retained by Project Study Group
6. CAG Recommendations for PSG to consider
7. Next Steps
8. Updated Project Timeline

Purpose & Need Concurrence

- Received Concurrence on the P&N from the environmental resource agencies and Federal Highway Administration
- P&N available on the project website:

http://www.dot.il.gov/us30/index1.html

U.S. Fish & Wildlife Service
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
Illinois Department of Natural Resources
Illinois Department of Agriculture
Illinois Environmental Protection Agency
Illinois Historic Preservation Agency


Illinois Department of Transportation
US Route 30
Environmental Impact Statement
CAG Corridors
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Legend
CAG Corridor Alternatives
1-A Corridor
1-B Corridor
1-C Corridor
2-A Corridor
3-A Corridor
3-B Corridor
3-C Corridor
4-A Corridor
4-B Corridor
4-C Corridor
4-D Corridor
5-A Corridor
5-B Corridor
5-C Corridor
5-D Corridor
VOLKERT & ASSOCIATES, INC.

Corridor Screening Process

- Step 1 – Break the Project into sections
- Step 2 – Consolidate or Combine corridors that are similar
- Step 3 - Establish Corridors in each section
- Step 4 - Screen the Corridors against the P&N
- Step 5 – Screen the Corridors within each section against Environmental, Engineering and CAG corridor criteria
- Step 6 – Apply a Ranking Scale

Corridor Screening Process (Continued)

- Step 7 – Establish Corridor(s) in Each Section to be Carried Forward
- Step 8 – Meet with PSG to Discuss Corridor(s) to Carry Forward
- Step 9 – Meet with CAG to Discuss Corridors, Gather input and Recommendation on Corridor(s) to Advance
- Step 10 – Take CAG Recommendations to PSG, Discuss and Determine Preferred Corridor(s)
- Step 11 – Public Information Meeting

Steps Completed in the Corridor Screening Process

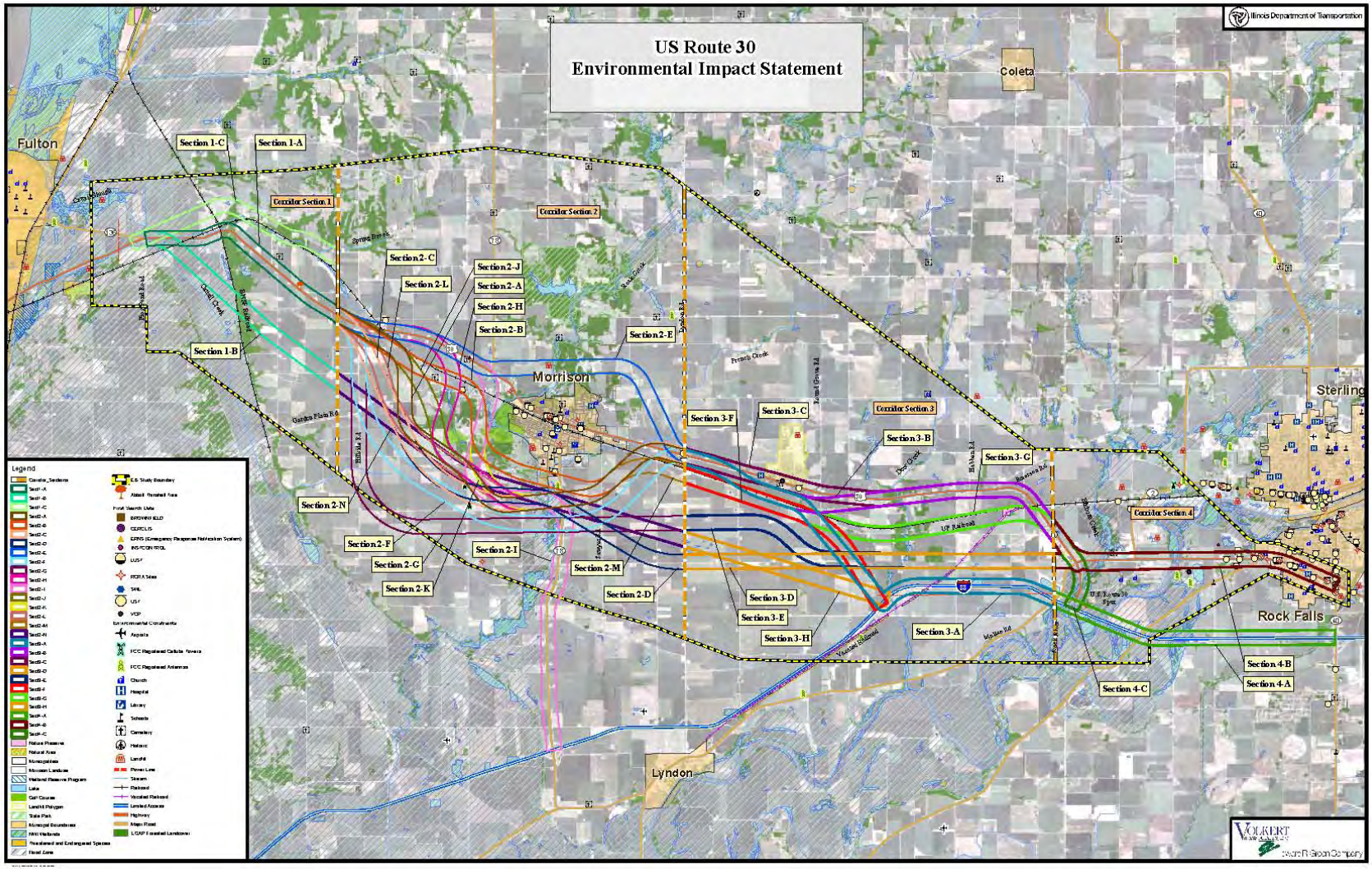
- Steps 1-8 have been completed
- Today want to complete Step 9:

Allow the CAG to select their preferred corridor (s) by selecting corridors within each section. This preferred corridor (s) will be the CAG recommendation to the Project Study Group.

Screening Process

(Result of Steps 1, 2, & 3)

Break Project into sections, Combine, Establish Corridors in each section



Step 4 - Screening Against P & N

In Screening the Corridors, the Key Elements of the Purpose and Need to be addressed were:

- To Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an Increase in Transportation Demand
- Establish Roadway Continuity

Corridors that did not meet the key elements of the P&N and thus were not carried through the screening process:

2I, 3A, 3F, 3H, 4A & 4C

Development of Screening Matrix

Step 5 of Screening Process

CORRIDOR SELECTION

- Corridor(s) are 1400 feet wide
- Alignments that will be approximately 200 feet wide will be developed within the corridor(s)

US Route 30 - Whiteside County
Corridor Evaluation
Information Summary

Evaluation Factor	Definition/Clarification	Indicators	SECTION 1			SECTION 2												
			1A	1B	1C	2A	2B	2C	2D	2E	2F	2G	2H	2J	2K	2L	2M	2N
Traffic & Safety																		
Traffic Operations / Congestion Relief	Evaluate corridors from a traffic operations standpoint based on Level of Service. LOS A to F correspond to point values 1 to 6. Point values then totalled for each corridor for comparison.	Roadway Segment LOS (points)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Corridor Utilization	Improve LOS along existing US 30 in design year.	Existing Roadway LOS in 2033 within Segment (points)	1	5	3	3	2	3	4	5	3	4	3	3	1	3	4	4
Potential for Crash Reduction	Evaluate proposed countermeasure effectiveness based on traffic volumes from US 30 Corridor OD study and average crash reduction rates as given in the FHWA study "Effects of the conversion of Rural Two-Lane Roadways to Four-Lane Roadways".	Crash Reduction Factor (points) Based on crashes on both new corridor and existing roadway resulting from proposed Corridor	50	67	61	60	60	60	70	71	61	70	59	60	59	60	70	79
Environmental Sensitivity - Social and Economic Criteria																		
Property Impacts	Evaluate potential property impacts.	Commercial / Industrial (acres)	4.43	0.87	7.51	13.61	49.55	16.10	6.30	15.64	16.94	0.00	23.19	18.28	43.55	11.38	2.57	0.00
		Public Facilities (acres)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.13	0.00	0.88	2.13	0.00	5.93	0.00	0.00	0.00
		Agricultural Ground (acres)	609.08	731.90	646.57	1,389.70	1,096.85	1,379.19	1,382.03	1,095.87	1,436.81	1,515.31	1,380.20	1,333.26	1,344.27	1,342.40	1,331.43	1,143.88
		Residential (acres)	25.47	10.50	23.95	37.27	188.22	32.98	36.87	117.10	70.07	86.81	91.76	47.83	108.19	40.48	37.19	41.70
		Total (acres)	**639.99**	**743.26**	**677.03**	**1,440.59**	**1,332.42**	**1,428.27**	**1,425.30**	**1,230.74**	**1,522.82**	**1,583.10**	**1,497.29**	**1,397.37**	**1,499.94**	**1,394.26**	**1,372.20**	**1,185.59**
Agricultural Land Severance	Evaluate corridors relative to Farm Severance.	Number of farms severed = longitudinal	0	0	0	3	0	0	3	1	1	7	1	0	0	0	1	0
		Number of farms severed = diagonal	0	7	4	9	9	14	11	3	10	2	9	12	6	11	11	10
Displacements	Evaluate potential displacements.	Churches (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Commercial / Industrial (each)	2	1	2	6	10	6	1	10	8	0	8	5	10	5	1	0
		Schools (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Public Facilities (each)	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0
		Farmsteads (each)	13	8	10	8	11	7	9	18	9	8	11	5	18	10	12	8
		Residential (each)	11	5	7	15	88	12	13	51	18	20	31	18	39	14	11	16
		Total (each)	26	14	19	29	107	25	23	78	33	28	51	28	68	29	24	24
Centennial Farm Impacts	Evaluate corridors re: disturbance to centennial farms.	Area of centennial farms affected (acres)	38.07	0.00	0.00	45.48	0.00	87.78	73.22	0.00	0.00	91.71	44.24	43.55	0.00	68.35	68.35	155.05
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	Requires ROW from Enterprise Zone (acres)	0.00	0.00	0.00	16.07	16.07	16.07	0.00	0.00	0.00	0.00	16.07	16.07	16.07	16.07	0.00	0.00
		Brings roadway closer to Enterprise Zone (Rank 1 to 5)	N/A	N/A	N/A	2	1	2	3	5	4	4	2	2	2	2	2	3
Environmental Sensitivity - Additional Criteria																		
Special Waste	Evaluate potential impact on special waste sites.	Number of sites affected (each)	0	0	0	2	3	2	0	3	2	0	2	2	3	2	0	0
Section 4(f)/6f Properties	Evaluate potential impact on 4(f)/6f properties (parkland, recreational land, historic sites).	Number of sites affected (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Floodplain	Evaluate potential impact on floodplains.	Area of floodplain affected - longitudinal (acres)	0.00	28.84	0.00	0.00	0.00	0.00	0.00	12.13	72.89	85.51	0.00	0.00	0.00	0.00	0.00	0.00
		Area of floodplain affected - diagonal (acres)	141.45	316.17	193.22	88.79	61.28	88.79	107.16	14.35	0.00	0.00	88.79	88.79	154.82	88.79	88.79	100.03
Natural Area	Evaluate potential impact to Natural Area.	Number of sites affected (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nature Preserve	Evaluate potential impact to Nature Preserve.	Number of sites affected (each)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Air Quality	Evaluate potential impact on air quality.	Total point value for LOS under "Traffic Operations/ Congestion Relief" criterion (points)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score. Point values assigned to each stream site based on HA score. Point values range from 1 to 4 with 1 being poor and 4 being excellent.	Habitat Assessment Score (number of times corridor crosses stream x assigned point value)	2	5	4	9	8	10	13	4	13	12	10	9	11	9	8	10
Wetlands	Evaluate potential impacts to wetlands using Floristic Quality Index (FQI). Point values assigned to each site based on FQI. Point values range from 1 to 4 with 1 being severely degraded & 4 being statewide significant natural area.	Area of sites affected (acres x assigned point value)	0.21	0.73	1.04	18.34	27.44	10.47	10.95	10.03	10.79	3.16	33.38	21.17	24.91	10.47	5.82	8.83
Threatened & Endangered Species and/or habitat	Evaluate potential impacts to T&E species by type.	State Threatened - Number of sites affected	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
		State Endangered - Number of sites affected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Federal Theatened - Number of sites affected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Federal Endangered - Number of sites affected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Forest Areas	Evaluate potential impact on forested areas.	Area of sites affected (acres)	11.09	58.82	104.85	10.07	137.18	10.07	21.16	80.81	23.41	17.83	90.81	32.91	60.85	10.07	10.07	25.98
Prairies	Evaluate potential impact on prairies.	Area of sites affected (acres)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	0.00	0.00	0.14	0.00	1.39	0.00	0.00	0.00
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types.	Area of sites affected (acres)	11.27	59.55	212.92	64.78	321.78	58.89	89.10	241.57	36.38	51.22	185.18	119.82	200.31	58.94	52.18	116.56
Cost																		
Construction Cost	Opinion of probable construction cost	Total Construction Cost	$51,800,000	$82,100,000	$44,300,000	$97,400,000	$100,500,000	$88,300,000	$82,600,000	$82,700,000	$111,000,000	$90,900,000	$128,800,000	$104,400,000	$145,100,000	$88,800,000	$77,900,000	$73,900,000
Land Acquisition Cost	Opinion of probable land acquisition cost	Single Family Homes	$886,880	$464,408	$828,482	$1,959,591	$11,012,873	$1,600,917	$1,430,995	$5,475,336	$1,889,813	$2,046,981	$3,165,298	$2,268,126	$4,523,879	$1,782,414	$1,269,386	$2,074,560
		Farm Buildings	$955,000	$493,900	$813,122	$496,647	$950,106	$475,077	$596,805	$1,468,719	$500,316	$459,246	$1,011,474	$425,804	$1,526,070	$797,754	$821,346	$571,794
		Commercial Buildings	$222,736	$162,832	$213,096	$321,942	$1,842,033	$355,809	$33,867	$547,779	$389,111	$0	$386,097	$321,942	$571,134	$321,942	$7,988	$0
		Residential Property Impacts	$151,977	$89,052	$134,949	$239,515	$1,364,723	$202,316	$214,890	$784,231	$292,436	$322,526	$543,969	$317,449	$667,186	$254,193	$232,051	$251,812
		Agricultural Property Impacts	$1,982,094	$1,737,052	$1,229,712	$4,232,266	$4,361,086	$4,266,621	$3,972,705	$4,038,822	$5,367,935	$5,008,455	$4,417,539	$3,939,126	$5,033,541	$3,961,436	$3,809,200	$2,765,290
		Commercial Property Impacts	$16,281	$8,601	$26,234	$55,868	$199,104	$88,021	$20,393	$81,709	$54,103	$0	$90,290	$61,977	$123,729	$50,746	$8,139	$0
		Total Land Acquisition cost	**$2,353,067**	**$1,965,537**	**$1,593,990**	**$4,849,379**	**$7,776,945**	**$4,879,766**	**$4,241,854**	**$5,450,641**	**$6,103,506**	**$5,330,981**	**$5,437,915**	**$4,840,494**	**$6,415,591**	**$4,498,317**	**$4,055,387**	**$3,017,103**
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles. Assumes a direct correlation between total lane miles & operational/maintenance costs.	Length of proposed corridor (lane miles)	16.52	17.91	16.64	34.59	32.29	33.95	33.90	30.01	36.15	38.08	36.28	33.54	36.45	33.40	32.96	29.48
		Length of resulting existing alignment not in corridor (lane mi.)	0.52	7.60	7.57	10.97	11.12	11.67	13.18	7.03	12.53	13.23	8.14	10.80	8.29	11.44	12.95	14.00
		Total Length (lane miles)	**17.05**	**25.52**	**24.21**	**45.56**	**43.40**	**45.63**	**46.98**	**37.04**	**48.67**	**51.30**	**44.42**	**44.34**	**42.74**	**44.84**	**45.91**	**42.49**

Development of Screening Matrix

- Evaluation Factors
  - Traffic & Safety
  - Environmental Sensitivity – Social & Economic Criteria
  - Environmental Sensitivity – Additional Criteria
  - Cost
- Sources
  - Traffic Analysis, Crash Analysis, Environmental Survey Request Results, Public web sources, Whiteside County GIS
- Reviewed and approved by IDOT, BDE, & FHWA

Evaluation Factors

TRAFFIC & SAFETY

- **Traffic Operations/Congestion Relief**
  - Level of Service
- **Corridor Utilization**
  - LOS in Year 2033
- **Potential for Crash Reduction**

SOCIAL & ECONOMIC

- **Property Impacts (acres)**
  - Commercial/industrial, public facilities, agricultural ground, &residential)
- **Agricultural Land Severance**
  - Longitudinal, Diagonal
- **Displacements (each)**
  - Churches, commercial/industrial, schools, public facilities, farmsteads, residential
- **Centennial Farms (acres)**
- **Economic Sustainability**
  - Requires ROW from Enterprise Zone (acres)
  - Brings roadway closer to Enterprise Zone (Rank 1 to 5)

Evaluation Factors cont'd

ENVIRONMENTAL

- **Special Waste** (each site)
- **Section 4f/6f properties** (each site)
  - Parkland, recreational land, historic sites
- **Floodplain** (acres)
  - Longitudinal, Diagonal
- **Natural Area** (each site)
- **Nature Preserve** (each site)
- **Air Quality**
  - LOS
- **Water Resources**
  - Habitat Assessment Score assigned a point value x the # of times a corridor crosses a stream
- **Wetlands**
  - Point value (based on Floristic Quality Index) x acres
- **Threatened & Endangered Species**
- **Forest Areas** (acres)
- **Prairies** (acres)
- **Wildlife Habitat** (acres)

COST

- **Construction Cost**
- **Land Acquisition Cost**
  - Single family homes, farm buildings, commercial buildings, residential property impacts, agricultural property impacts, commercial property impacts
- **Operational & Maintenance Costs (lane miles)**
  - Length of proposed corridor, length of resulting existing alignment not in corridor

Apply a Ranking Scale

Step 6 of Screening Process

US Route 30 - Whiteside County
Corridor Evaluation
Rankings

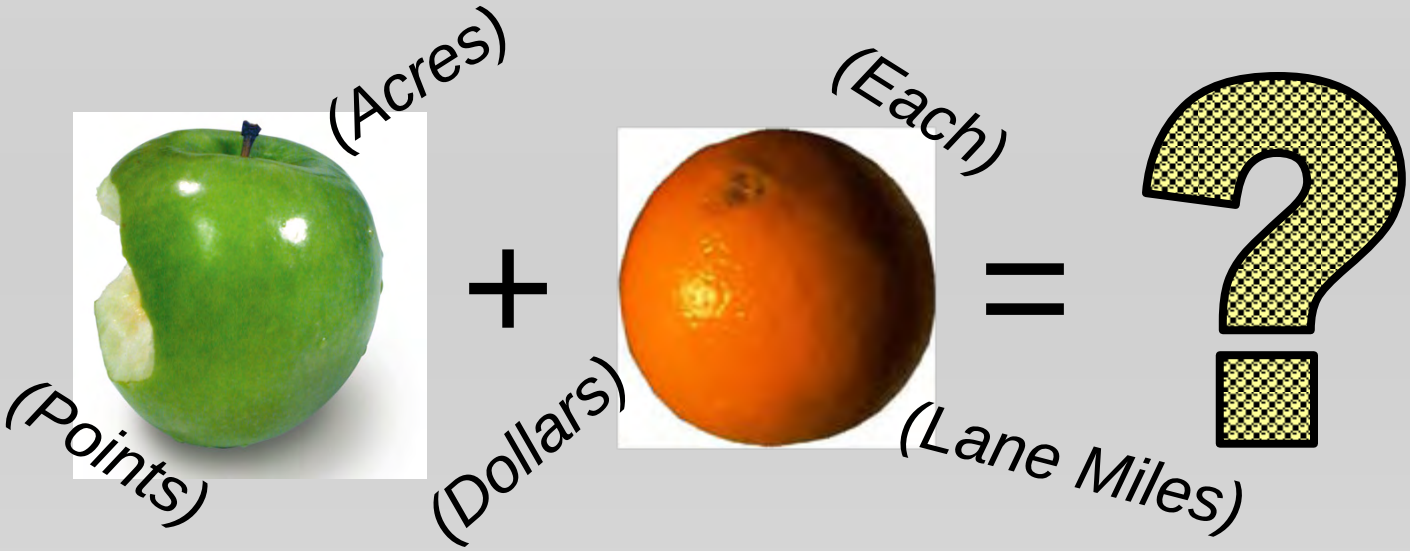
Evaluation Factor	Definition/Clarification	SECTION 1			SECTION 2											
		1A	1B	1C	2A	2B	2C	2D	2E	2F	2G	2H	2J	2K	2L	2M
Traffic & Safety		250.00	133.00	189.00	190.00	215.00	190.00	155.00	129.00	189.00	155.00	191.00	190.00	242.00	190.00	155.00
		Rank: 1	Rank: 3	Rank: 2	Rank: 4	Rank: 2	Rank: 4	Rank: 9	Rank: 13	Rank: 8	Rank: 9	Rank: 3	Rank: 4	Rank: 1	Rank: 4	Rank: 9
Traffic Operations / Congestion Relief	Evaluate corridors from traffic ops standpoint using LOS. LOS point values (1-6) totalled for each corridor.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Corridor Utilization	Reduction of ADT along existing US 30 in design year.	100.00	0.00	50.00	50.00	75.00	50.00	25.00	0.00	50.00	25.00	50.00	50.00	100.00	50.00	25.00
Potential for Crash Reduction	Evaluate based on crash reduction factors. Point values totalled for each corridor.	50.00	33.00	39.00	40.00	40.00	40.00	30.00	29.00	39.00	30.00	41.00	40.00	42.00	40.00	30.00
Environmental Sensitivity - Social and Economic Criteria		314.03	346.15	378.69	302.57	294.41	299.84	234.11	356.50	315.82	228.97	307.80	328.90	357.86	319.31	253.95
		Rank: 3	Rank: 2	Rank: 1	Rank: 7	Rank: 9	Rank: 8	Rank: 12	Rank: 2	Rank: 5	Rank: 13	Rank: 6	Rank: 3	Rank: 1	Rank: 4	Rank: 10
Property Impacts	Evaluate magnitude of property acquisitions by type.	14.03	0.00	8.91	9.00	15.83	9.78	9.97	22.26	3.81	0.00	5.42	11.73	5.25	11.93	13.32
Agricultural Land Impacts	Evaluate corridors relative to Longitudinal Farm Severance	100.00	100.00	100.00	57.14	100.00	100.00	57.14	85.71	85.71	0.00	85.71	100.00	100.00	100.00	85.71
	Evaluate corridors relative to Diagonal Farm Severance	100.00	0.00	42.86	35.71	35.71	0.00	21.43	78.57	28.57	85.71	35.71	14.29	57.14	21.43	21.43
Displacements/Structural Impacts	Evaluate displacements/structural impacts by type.	0.00	46.15	26.92	72.90	0.00	76.64	78.50	27.10	69.16	73.83	52.34	73.83	38.32	72.90	77.57
Centennial Farm Impacts	Evaluate corridors relative to disturbance of centennial farms	0.00	100.00	100.00	70.67	100.00	56.29	52.78	100.00	100.00	40.85	71.47	71.91	100.00	55.92	55.92
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	100.00	100.00	100.00	57.14	42.86	57.14	14.29	42.86	28.57	28.57	57.14	57.14	57.14	57.14	0.00
Environmental Sensitivity - Additional Criteria		1,079.29	845.10	758.89	1,024.23	816.59	1,042.59	1,054.74	879.27	972.62	1,079.43	872.65	982.07	734.26	1,050.27	1,132.34
		Rank: 1	Rank: 2	Rank: 3	Rank: 7	Rank: 12	Rank: 6	Rank: 4	Rank: 10	Rank: 9	Rank: 2	Rank: 11	Rank: 8	Rank: 13	Rank: 5	Rank: 1
Special Waste	Evaluate potential impact on special waste sites.	100.00	100.00	100.00	33.33	0.00	33.33	100.00	0.00	33.33	100.00	33.33	33.33	0.00	33.33	100.00
Section 4f/106 Properties	Evaluate potential impact on 4(f)/6f properties (parkland, recreational land, historic sites).	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Floodplain	Evaluate potential impact on floodplains - longitudinal.	100.00	0.00	100.00	100.00	100.00	100.00	100.00	83.36	0.00	10.11	100.00	100.00	100.00	100.00	100.00
Floodplain	Evaluate potential impact on floodplains - diagonal.	55.26	0.00	38.89	42.58	60.38	42.58	30.69	90.72	100.00	100.00	42.58	42.58	0.00	42.58	42.58
Natural Area	Evaluate potential impact to Natural Area	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Nature Preserve	Evaluate potential impact to Nature Preserve	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Air Quality	Evaluate potential impact on air quality.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score.	60.00	0.00	20.00	30.77	38.46	23.08	0.00	69.23	0.00	7.69	23.08	30.77	15.38	30.77	30.77
Wetlands	Evaluate potential impacts to wetlands using Floristic Quality Index (FQI).	79.92	29.27	0.00	45.02	17.75	68.62	67.17	69.94	67.65	90.54	0.00	36.55	25.33	68.62	82.54
Threatened & Endangered Species and/or Habitat	Evaluate potential impacts to T&E species by type	0.00	100.00	0.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Forest Areas	Evaluate potential impact on forested areas	89.41	43.80	0.00	92.66	0.00	92.66	84.56	41.10	82.94	87.00	41.09	76.01	55.79	92.66	92.66
Prairies	Evaluate potential impact on prairies	100.00	100.00	100.00	100.00	100.00	100.00	100.00	0.00	100.00	100.00	90.12	100.00	0.00	100.00	100.00
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types.	94.71	72.03	0.00	79.87	0.00	82.32	72.31	24.93	88.70	84.08	42.45	62.83	37.75	82.30	83.79
Cost		69.01	0.00	50.52	41.41	41.50	40.64	49.15	81.29	25.20	34.32	21.80	39.15	16.69	42.10	54.57
		Rank: 1	Rank: 3	Rank: 2	Rank: 7	Rank: 6	Rank: 8	Rank: 4	Rank: 1	Rank: 11	Rank: 10	Rank: 12	Rank: 9	Rank: 13	Rank: 5	Rank: 3
Project Cost	Opinion of probable cost for construction & land acquistion.	35.82	0.00	45.41	30.21	26.10	29.58	40.73	53.49	20.07	34.32	8.38	25.58	0.00	29.50	44.06
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles.	33.19	0.00	5.11	11.20	15.40	11.06	8.42	27.81	5.13	0.00	13.42	13.57	16.69	12.59	10.51
CORRIDOR OVERALL RANK TOTALS		6 Rank Pts	10 Rank Pts	8 Rank Pts	25 Rank Pts	29 Rank Pts	26 Rank Pts	29 Rank Pts	26 Rank Pts	33 Rank Pts	34 Rank Pts	32 Rank Pts	24 Rank Pts	28 Rank Pts	18 Rank Pts	23 Rank Pts
OVERALL CORRIDOR RANK		Rank: 1	Rank: 3	Rank: 2	Rank: 4	Rank: 9	Rank: 5	Rank: 9	Rank: 5	Rank: 12	Rank: 13	Rank: 11	Rank: 3	Rank: 7	Rank: 1	Rank: 2

Max Normalized Score: 100

10/21/2008

Results & Ranking

- First we need to find a way to compare different types of things with a similar type of score.



- Then we can compare scores to see how one corridor ranks against the others.

NORMALIZING

- "*Normalization*" is a statistical method of converting different types of numbers into a common scale.
- In other words, normalization converts apples to apples & oranges to apples.
- Allows us to objectively compare different things in a meaningful way.
- Think of normalized scores as percentages.
- The worst score is 0 …. the best possible is 100.

NORMALIZED SCORES IN THE MATRIX

Evaluation Factor	Definition/Clarification	Indicators	INFORMATION SUMMARY: SECTION 1			RANKINGS SHEET: SECTION 1		
			1A	1B	1C	1A	1B	1C
Agricultural Land Severance	Evaluate corridors relative to Farm Severance	# Severed (Diagonal)	0	7	4	100.00	0.00	42.86
Floodplain	Evaluate potential impact on Floodplains	Area Affected (Acres)	141.45	316.17	193.22	55.26	0.00	38.89

Rankings for 4 Categories

Environmental Sensitivity - Social and Economic Criteria		1A	1B	1C
		314.03	**346.15**	**378.69**
		Rank: 3	**Rank: 2**	**Rank: 1**
Property Impacts	Evaluate magnitude of property acquisitions by Type.	14.03	0.00	8.91
Agricultural Land Impacts	Evaluate corridors relative to Longitudinal Farm Severance	100.00	100.00	100.00
Agricultural Land Impacts	Evaluate corridors relative to Diagonal Farm Severance	100.00	0.00	42.86
Displacements/Structural Impacts	Evaluate displacements/structural impacts by Type.	0.00	46.15	26.92
Centennial Farm Impacts	Evaluate corridors relative to disturbance of Centennial Farms	0.00	100.00	100.00
Economic Sustainability	Evaluate potential to sustain the economic Viability of the Communities	100.00	100.00	100.00

Highest Score is #1

Add Scores to get Category Scores

Corridor Rankings

	1A	1B	1C
Traffic & Safety	**Rank: 1**	**Rank: 3**	**Rank: 2**
Environmental Sensitivity - Social and Economic Criteria	**Rank: 3**	**Rank: 2**	**Rank: 1**
Environmental Sensitivity - Additional Criteria	**Rank: 1**	**Rank: 2**	**Rank: 3**
Cost	**Rank: 1**	**Rank: 3**	**Rank: 2**

Add Ranks to get Corridor Rank Totals

CORRIDOR OVERALL RANK TOTALS	**6 Rank Pts**	**10 Rank Pts**	**8 Rank Pts**
OVERALL CORRIDOR RANK	**Rank: 1**	**Rank: 3**	**Rank: 2**

Lowest Rank Total is #1

BREAK

SCREENING PROCESS RESULTS, SCORES, & RANKING

Section 1

- 1A –ranked #1 (6 points)
- 1C –ranked #2 (8 points)
- 1B –ranked #3 (10 points)

Corridors Showing Distinct Advantages

- ❑Corridors 1A & 1C

Section 2

- 2L ranked #1 (18 points)
- 2M, 2J & 2A ranked #2, 3, & 4 (23, 24 & 25 points)
- 2C & 2E ranked #5 (26 points)
- The remaining corridors in Section 2 had 28 points and higher

Corridor Showing Distinct Advantages

- ❑Corridor 2L

Section 3

- 3C , 3D, & 3E all ranked #1 (10 points)
- 3B ranked #4 (11 points)
- 3G ranked #5 (16 points)

Corridors Showing Distinct Advantages

- ❑Corridor 3B, 3C, 3D & 3E

Corridors Retained by the PSG for further consideration and input by the CAG

Steps 7 & 8

- Section 1 – 1A & 1C
- Section 2 –2L & 2E
- Section 3 – 3B, 3C, 3D & 3E
- Section 4 – 4B

CAG Exercise
Discussion of Corridors

- Preferred Corridor(s)
  - Primary Reasons
  - Remaining Concerns
  - Additional Issues to address
- Group Discussion

The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, compromises safety, mobility and reduces the quality of life of the adjacent communities. There is a need for improved economic development and accessibility to the region while preserving agricultural and environmentally significant areas.

Consensus on CAG Preferred Corridor(s) to Recommend to PSG

Next Steps

- Take Recommendations to PSG
- PSG will select Preferred Corridor(s)
- Notify CAG of Preferred Corridor(s)
- Meet with Stakeholder Groups
- Public Meeting
- Study Alignments within Preferred Corridor(s)

Project Timeline

1 - Study Area reduced to Select Corridors
2 - Environmental & Design Report Initiated
3 - Preferred Corridor(s) Selected
4 - Alternative Alignments Developed
5 - Preferred Alignment Selected
6 - Environmental & Design Report Complete

July 2003

Corridor Study

November 2008

We are Here

PHASE I
Preliminary Design and Environmental Study
(Estimated Completion time 60 Months)

March 2012

1 2 3 4 5 6

Project Complete

Community Advisory Group Participation

First Public Informational Meeting

Second Public Informational Meeting December 2008

Third Public Informational Meeting Mid 2009

Open House Public Hearing Mid 2010

PHASE II
Final Design and Construction Bid Documents
Not – yet funded

PHASE III
Construction
Not – yet funded

PHASE IV
Maintenance
Upon Project Completion

Illinois Department of Transportation

Thank You For Your Ongoing Support!

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Community Advisory Group Meeting
Odell Community Center / Public Library
Wednesday, June 10, 2009

MEETING MINUTES

Community Advisory Group Attendees
Randy Balk (City Administrator, City of Fulton)
Barb Bees (MAPPING Group)
John Bishop (Home Owner)
David H. Blanton (Mayor, City of Rock Falls)
Allen Bush (Farmer)
Tom Determann (Iowa-Illinois Highway Partnership)
Arlyn Folkers (Farmer)
Russ Holesinger (Developer)
Darryl Houge (Morrison Community Unit School District)
Roger Johnson (Business Owner)
Gayla Kolb (Rock Falls Community Development Corporation)
Doug Kuehl (Farmer)
Glen Kuhlemeir (Blackhawk Hills RG&D Council)
Tim Long (City Administrator, City of Morrison)
Karen Nelson (Home Owner)
Everett Pannier (Morrison Area Development Corporation)
Jerry Paulson (Natural Land Institute)
Phil Renkes (Morrison Rotary Club)
Elisa Rideout (Whiteside Natural Area Guardians)
Kay Shelton (Illinois Lincoln Highway Association)
William "Bill" Shirk (Morrison Preservation Historic Commission)
Scott Shumard (City Administrator, City of Sterling)
Ann Slavin (Friends of the Park/ Illinois League of Bicyclist)
Dale Sterenberg (Farmer)
Barbara Suehl-Janis (Fulton Kiwanis Club)
Fred Turk (Whiteside Natural Area Guardians)

Special Guests
Leonard Janis
Michael Hastings
John Cox

Media
None

Project Study Group Attendees
Dawn Perkins (IDOT)
Bridgett Jacquot (Volkert)
Mark Nardini (IDOT)
Dr. Cassandra Rodgers (IDOT)
Vic Modeer (Volkert)
Mike Walton (Volkert)
Gil Janes (Howard R. Green)
Jon Estrem (Howard R. Green)
Mary Lou Goodpaster (Kaskaskia Engineering Group)
Shelia A. Hudson (Hudson and Associates, LLC)

Agenda (See Attachment)

Handouts (See Attachments)

Meeting Purpose
On Wednesday, June 10, 2009 the US Route 30 Project Study Group (PSG) hosted their fifth Community Advisory Group (CAG) meeting at the Morrison Community Center in Morrison, Illinois. The purpose of the meeting was to update the CAG on the US 30 corridor public meeting, results from the environmental survey, alignment adjustments and evaluation results, potential environmental impacts, and next steps. Also, the CAG was presented with information about the outcome of the February NEPA/404 Merger meeting and the upcoming September NEPA/404 meeting.

PRESENTATION:

Opening Remarks
Dawn Perkins opened the meeting by thanking the CAG for their ongoing participation and briefly explained that the purpose of the meeting was to update them on various tasks and meetings the Project Study Group (PSG) has been involved with since the last CAG meeting in November.

Agenda Overview
Vic Modeer followed by highlighting the meeting agenda and reiterating the meeting protocol for CAG members and guests.

Project Progress

Environmental Survey Results:
Mary Lou Goodpaster highlighted the results from the Environmental Survey. She went on to explain that "there were no Federal or State listed threatened or endangered species collected during the studies. However, there are historic records of federally listed species for the study area and the project team will continue to coordinate with US Fish & Wildlife Service. There are Illinois listed threatened or endangered species present within the study area.

Special Note: *For informational purposes, two additional Myotis individuals (a post-lactating female and a juvenile) exhibited some, but not all, the diagnostic feature characteristics of the Indiana bat. Although a definitive identification was not made, it is possible that an Indiana bat maternity colony inhabits the riparian corridor or island on the west side of the Rock River. No Indiana bats were caught at this site in 2008. We have to assume they are present.*

Under "Wetlands" she indicated that approximately 80 wetlands had been confirmed in the Study Area. Based on the vegetation present within the wetlands, there are no "high quality" wetlands. The better quality wetlands in the Study Area are sedge meadows.

Special Note: *After the meeting it was determined that there are three sedge meadows and one wet meadow that are considered high quality wetlands.*

Mary Lou Goodpaster closed by stating that the team will continue to evaluate the results from the study. In addition they will begin analyzing agriculture, air, noise, floodplains, and socio-economic impacts.

Public Informational Open House Results/Purpose of NEPA 404 Meeting:
Mike Walton highlighted the information the public viewed at the Public Informational Open House held on January 29th in Morrison, Illinois. Information presented included the sixteen corridors developed by the CAG, corridors created by the CAG and PSG (or final corridors) as a result of the consultant team evaluation process, potential environmental impacts, and the next steps.

As a result, there were 237 people in attendance and the public's main concern was the impacts to agricultural land, development, and environmental disturbance. Mike informed the CAG that most the comments leaned in favor of the southern corridor and a strong sentiment voiced concern about the northern corridor.

Mike explained that the purpose and goals of the NEPA/404 merger meetings are to meet with the environmental regulatory agencies such as US Environmental Protection Agency and the Corps of Engineers to either gain concurrence on chapters of the EIS or provide them with a project update. In addition he highlighted what information the PSG will present at the September 2009 NEPA/404 merger meeting.

Initial Alignments/ Evaluation Results:
Jon Estrem explained to the CAG how six alignments have been created based on engineering and environmental assessments, technical input from the CAG and PSG, as well as public comments following the public informational open house. In addition, the alignments were created with the mind-set to avoid or minimize as many impacts to properties, the environment, and historically significant structures. He went on to explain how each alignment was screened against 23 factors within four major categories: traffic and safety, social and economic, environmental impacts, and cost. The alignments were scored and ranked - based on preliminary data – and the results to date indicate Alternatives 4 and 5 ranked 1st; Alternative 6 ranked 3rd, Alternative 1 ranked 4th and Alternatives 2 and 3 ranked 5th. Jon closed by informing the CAG that the team will continue to evaluate all six alignments to determine the preferred alignment.

Potential Environmental Impacts:
Bridgett Jacquot explained the potential environmental impacts of the six alignments. She presented maps that highlighted agricultural land, Centennial Farms, personal property displacements, and wetlands. Another map highlighted, special waste, parks, potential historic properties, nature preserves, and natural areas. A final map highlighted forested areas, wildlife habitats, and prairies. In closing, Bridgett emphasized that the study team will continue to refine the alignments to avoid as many environmental impacts as possible.

Closing Remarks

Gil Janes closed the meeting by highlighting some of the key points made during the presentation. He thanked the CAG for their on-going commitment to the project and its process. The floor was then open for comments and questions.

Question and Answers:

Q: Why were areas added back into the study?
A: The project was presented to the NEPA/404 Merger Agencies, which include the Federal Highway Administration, Corps of Engineers, USEPA, US Fish & Wildlife Service, Illinois Department of Agriculture and Illinois Department of Natural Resources. These agencies did not want to remove corridors from study until we had the field verified data on environmental resources. We now have that data.

Q: Is Alternate 6 too far south of Morrison to serve existing traffic?
A: One of the criteria for evaluating alternatives is to what extent the proposed route would draw traffic from the existing route.

Q: At what point will drainage impacts be addressed?
A: Differing aspects of drainage issues are addressed throughout the study, design, construction and maintenance process. For example, floodplains, erodible soils and water quality are addressed in the EIS; detailed hydraulic studies of streams and rivers are conducted after the EIS prior to design; subsurface drainage (field tiles) is addressed during design, land acquisition, and construction; and stormwater runoff is addressed during design, construction, and operation. Each of these steps will also consider opportunities to mitigate existing drainage issues during construction of the new facility. A drainage and hydraulic report will be submitted as part of the Phase I design report.

Q: How will the connection to IL 136 be handled?
A: Several different options are available and will be evaluated as the study progresses. One potential solution is construction of a roundabout at this location. The pros and cons of roundabouts were discussed. IDOT will be improving the intersection next summer as a separate project.

Q: What about overall US 30 system continuity – what is Iowa doing about its sections of two-lane US 30?
A: The Major Investment Study had been concluded for Clinton, which concluded that additional lanes should be added to the US 30 Mississippi River crossing when traffic levels justify it.

Q: What's the time line on the environmental study?
A: June 2012

Q: Will the study look at secondary road impacts?
A: The study will need to consider the connectivity of a proposed improvement to the secondary roadways. At this time it appears that most of the intersections will be at-grade. The study will also include the benefits to safety and traffic impacts.

Illinois Department of Transportation

U.S. ROUTE 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

COMMUNITY ADVISORY GROUP MEETING

June 10, 2009

AGENDA

1) Environmental Survey Results
2) CAG Recommended Corridor
3) Public Informational Open House
4) NEPA/404 Merger Meeting
5) Corridors to Alignments
6) Initial Alignments
7) Alignment Adjustments
8) Evaluation Matrix for Alternatives
9) Alignment Evaluation Results
10) Potential Environmental Impacts
11) Timeline

Environmental Survey Results to be discussed in the EIS

- Cultural
  - 27 structures have been deemed potential NRHP eligible by IHPA
  - Section 4f/6f sites include historic sites, Morrison State Park, and City parks
  - Centennial Farms
- Special Waste
  - Preliminary Waste Assessment Reports have been completed
  - Seven sites identified as sites with special waste concerns
- Biological
  - Creeks & Rivers - 22 stream sites
    - 19 sites are poor, 3 sites are fair, None were ranked good or excellent
  - Floodplain: 100 year and 500 year
  - No Threatened & Endangered species or habitat
  - Nature Preserve/Natural Areas
- Wetlands
  - 114 wetland site determinations; 293 acres of wetland; 75 wetland sites
    - Majority are Marshes; severely degraded
    - Four high quality wetland meadows

Other Environmental Issues to be discussed in the EIS

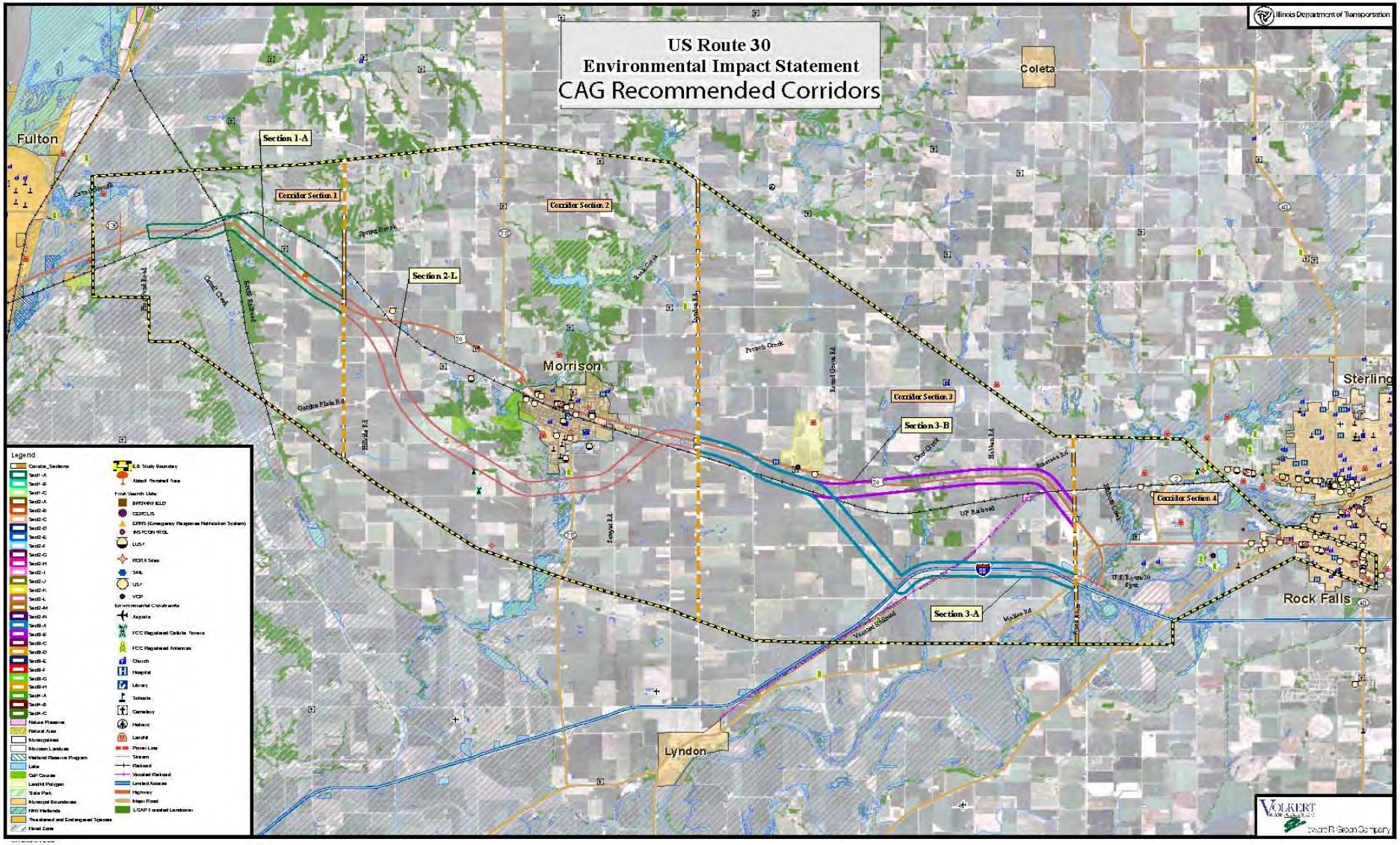
In addition to the environmental issues discussed on the previous slide:

- Agriculture
- Socio-Economic
- Air
- Noise
- Floodplains

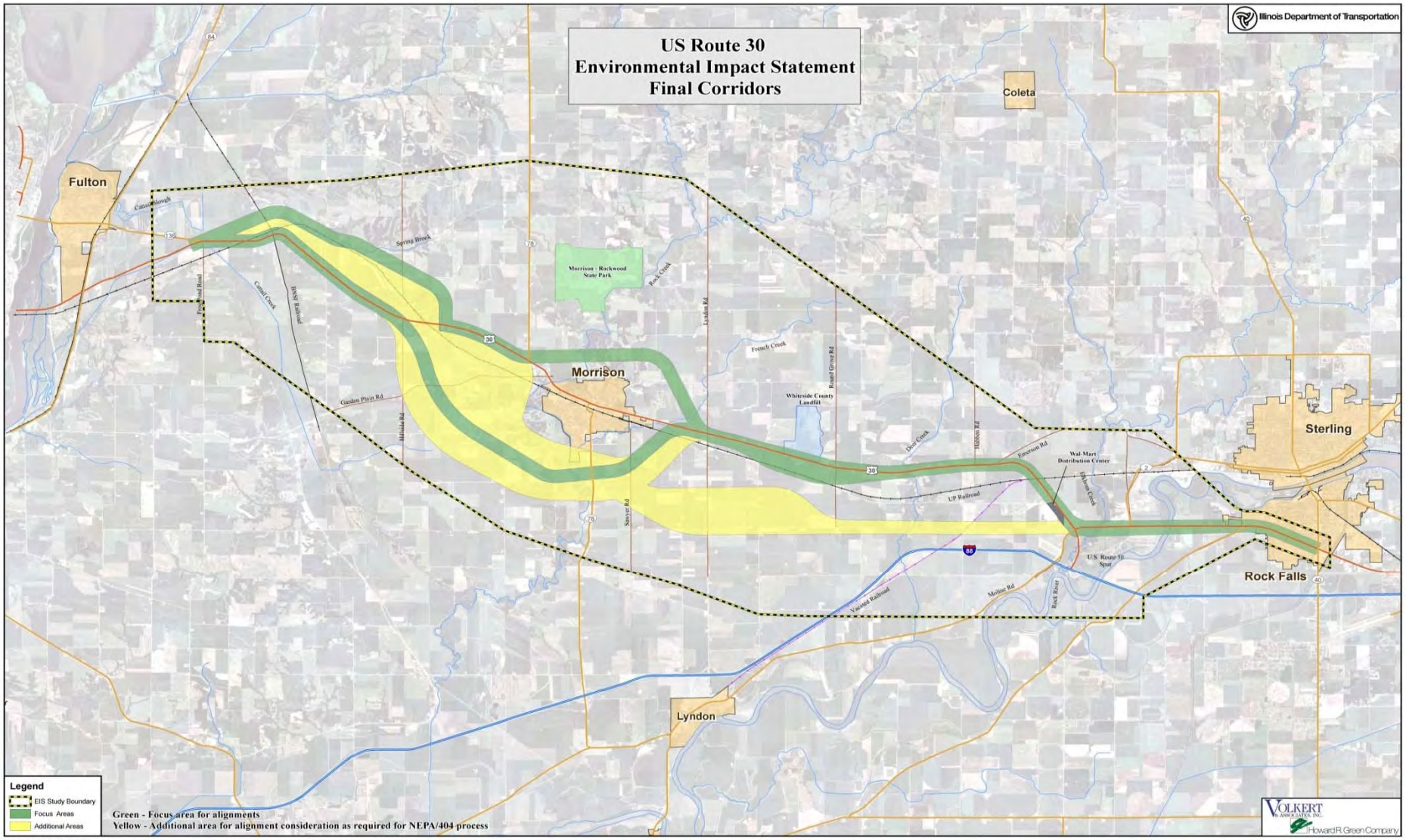
Where are we in the project and how did we get there?

The remainder of the presentation is going to explain how the project has progressed since meeting with the CAG in November 2008.

CAG Recommended Corridors - November 2008



Corridors Presented at the Public Informational Open House January 2009



Summary of Public Informational Open House

- January 29, 2009; 1:00-7:00pm; Morrison
- 237 people attended
- Presented Environmental Issues, Schedule, CAG Corridors & Final Corridors
- Public's main concerns:
  - Agricultural Land
  - Environmental Concerns
  - Many Prefer South Corridor
  - Route to the North not preferred by many
  - Development

CAG, Public & Stakeholder Comments on Corridors

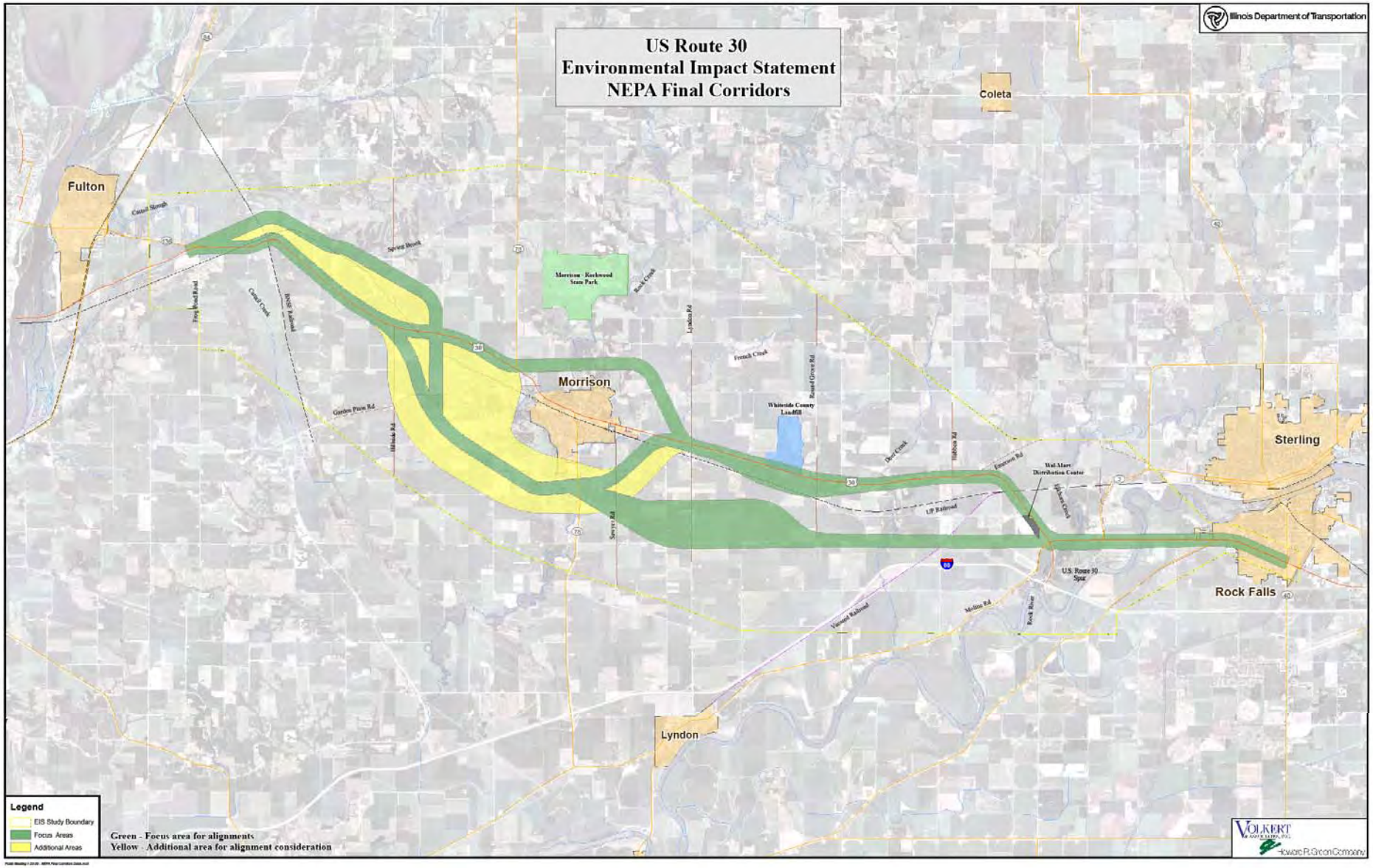
- The majority of the comments were from those in favor of a south route and against a north route
- Some comments against project all together
- Some stated to use as much of the existing roadway as possible
- Major concerns were agriculture, displacements, and development

ILLINOIS NEPA/404 MERGER MEETING

February 3, 2009

- Purpose of this meeting was to update the environmental regulatory agencies (US EPA, IEPA, IDNR, CORPS, USFWS, FHWA) on the corridor selection process.

Final Corridors



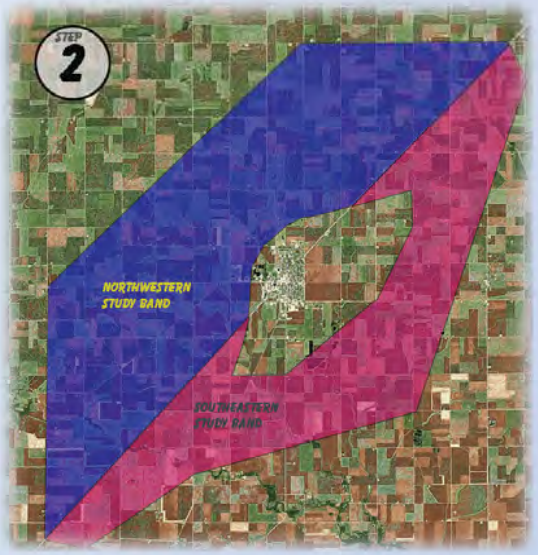
Corridors (1400 feet wide) to Alignments (200 feet wide)

EXAMPLE OF PROCESS

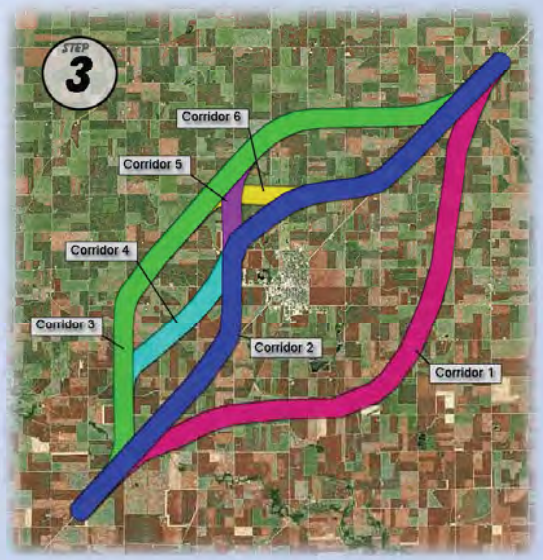
HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

THE EXAMPLE BELOW ILLUSTRATES THE PROCESS OF SELECTING A FINAL ROADWAY ALIGNMENT ONCE A NEED HAS BEEN SHOWN FOR ITS CONSTRUCTION.

Local officials work in coordination with the Illinois Department of Transportation to initiate roadway improvement studies. Traffic congestion and safety concerns for an existing roadway (highlighted with a red dashed line) prompt a need to study alternative transportation improvements.



The study bands define the outer limits of possible transportation improvement. Based on the information collected, potential transportation corridors can be identified within one or both of these bands.



Study Corridors are defined within the study bands. Numerous corridors are studied to define and narrow available options. Information collected for the study bands is further refined at this point. From this, potential impacts of construction of a transportation improvement within each corridor can be determined and compared.

Alternative Alignments are developed within the study corridors that offer the least relative impacts while achieving the greatest transportation benefits. The alignments represent the actual location of a proposed roadway. The information is refined further still to determine the specific impacts each roadway could have. Additionally, this phase includes the detailed analysis of construction costs of the highway. From these alignments, one will be selected to move forward to the final design phase for construction.

Alignments Created

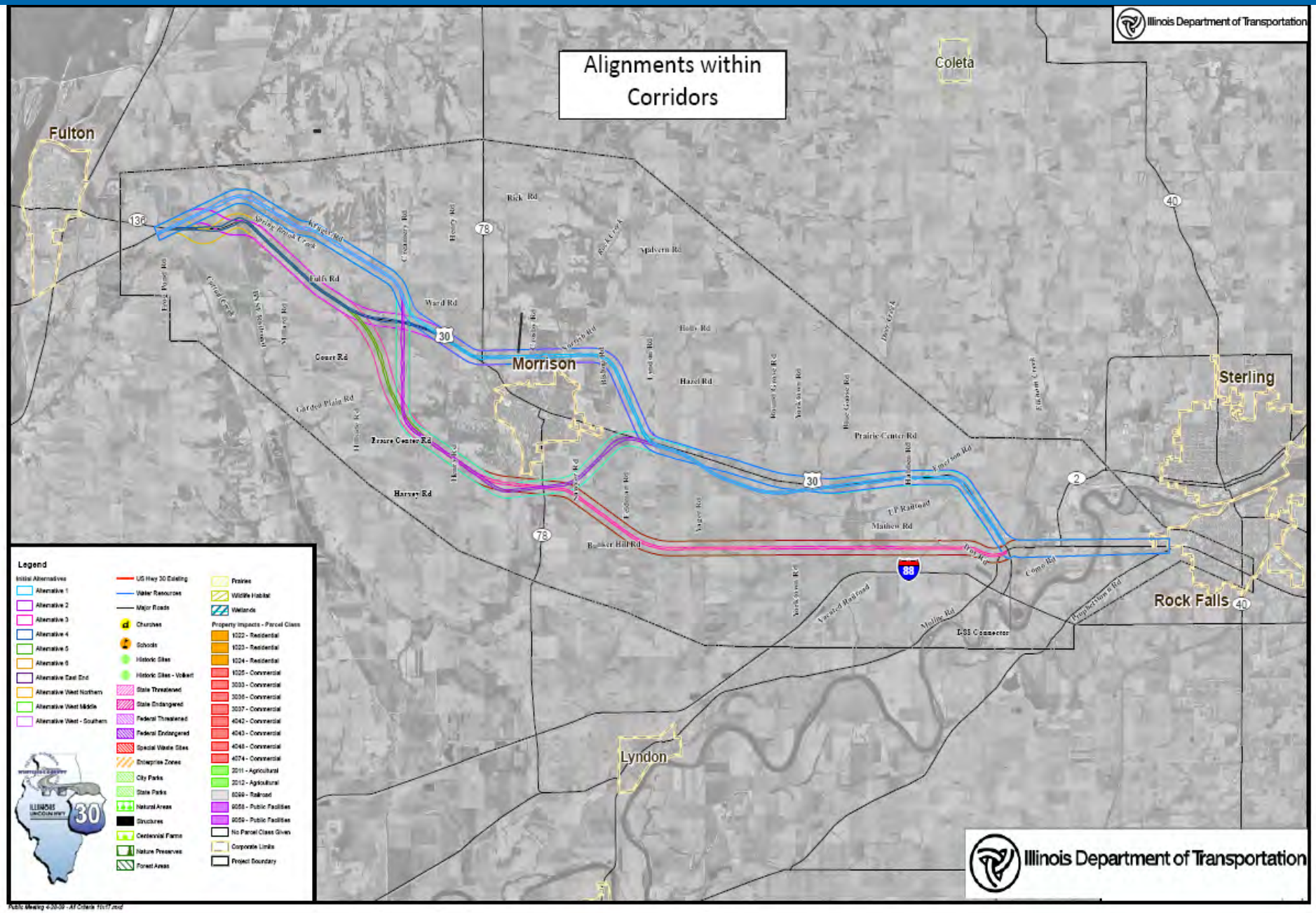
Six (6) Initial Alignments Created within the Corridors

Each alignment as described below starts on the west end of the project at IL 136/Frog Pond Road and continues east to the Moline Road intersection.

- The alignments west of Morrison go either north of U.S. 30 or stay on existing U.S. 30
- The alignments continue and go either north or south of Morrison
- The alignments east of Morrison go either south of U.S. 30 or stay on existing U.S. 30 until Moline Road
- From the Moline Road intersection, all alignments continue on existing U.S 30 to the IL 40 intersection.

Alignment #1 North, North, Existing
Alignment #2 North, South, Existing
Alignment#3 North, South, South
Alignment #4 Existing, North, Existing
Alignment #5 Existing, South, Existing
Alignment#6 Existing, South, South

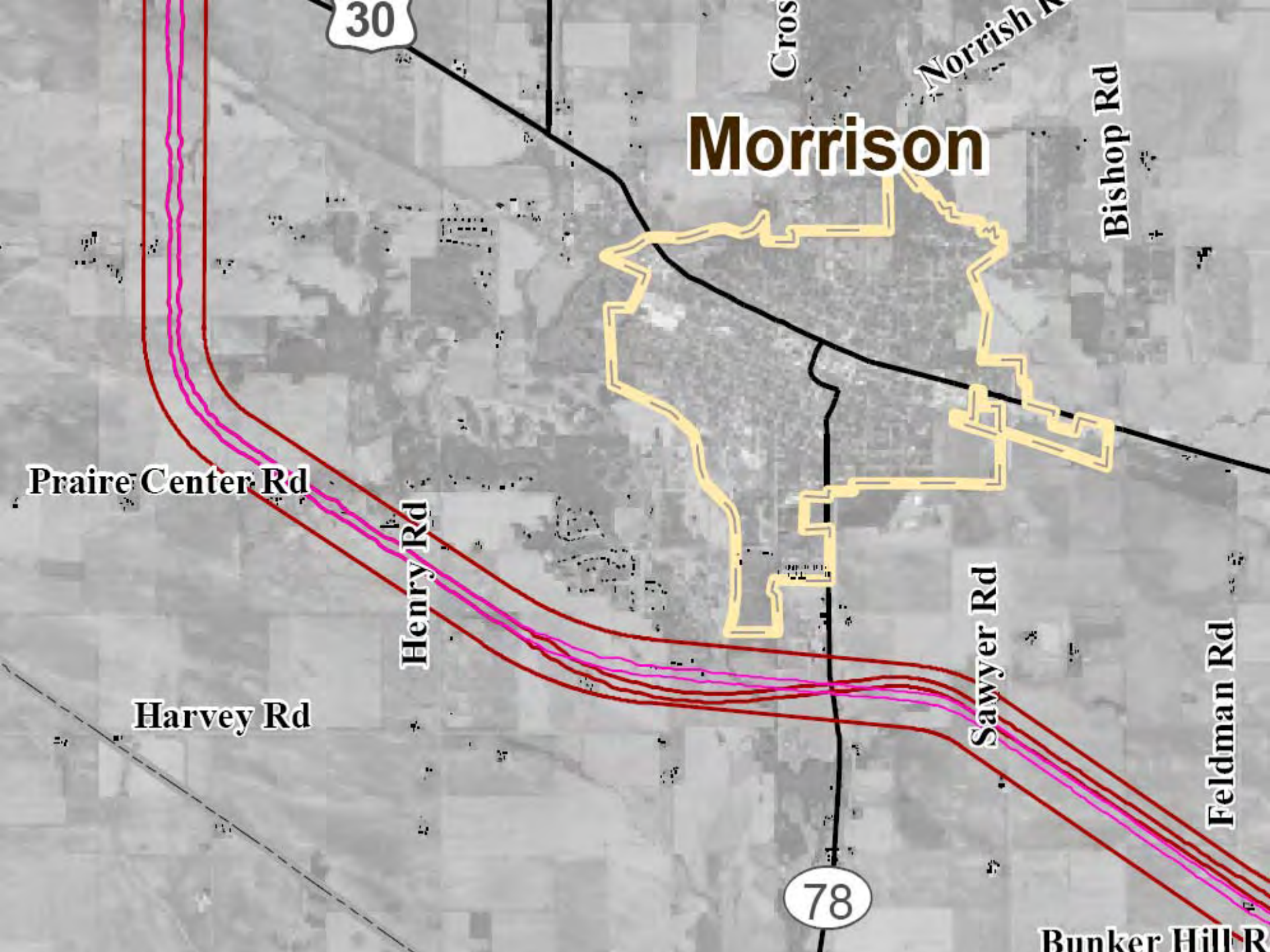
Map on next slide illustrates the six initial alignments with the corridors


Alignments within Corridors
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Rick Rd
Malvern Rd
Ward Rd
Hazel Rd
Prairie Center Rd
Court Rd
Harvey Rd
Bunker Hill Rd
Mahnes Rd
Como Rd
I-88 Connector
Legend
Initial Alternatives
Alternative 1
Alternative 2
Alternative 3
Alternative 4
Alternative 5
Alternative 6
Alternative East End
Alternative West Northern
Alternative West Middle
Alternative West - Southern
US Hwy 30 Existing
Water Resources
Major Roads
Churches
Schools
Historic Sites
Historic Sites - Volkert
State Threatened
State Endangered
Federal Threatened
Federal Endangered
Special Waste Sites
Enterprise Zones
City Parks
State Parks
Natural Areas
Structures
Centennial Farms
Nature Preserves
Forest Areas
Prairies
Wildlife Habitat
Wetlands
Property Impacts - Parcel Class
1022 - Residential
1023 - Residential
1024 - Residential
1025 - Commercial
3033 - Commercial
3036 - Commercial
3037 - Commercial
4042 - Commercial
4043 - Commercial
4048 - Commercial
4074 - Commercial
2011 - Agricultural
2012 - Agricultural
8099 - Railroad
9058 - Public Facilities
9059 - Public Facilities
No Parcel Class Given
Corporate Limits
Project Boundary
Illinois Department of Transportation

Adjustments to Initial Alignments to Avoid or Minimize Impacts

- Assumed Cross Section: Divided 4-Lane
- Initial Alignments: Center of Each Corridor
- Initial Adjustments: Use of Existing Highway & ROW
- Other Adjustments:
  - Environmental Resources
  - Houses, Farms & Businesses
  - Potential Historic Properties
  - Cemeteries
  - Use of Existing Bridges
  - Improved Locations for Stream Crossings
- The entire length of each alignment was studied to find potential adjustments.

Map on next slide shows an example utilizing Alternative 3


30
Cros
Norrish R
Morrison
Bishop Rd
Praire Center Rd
Henry Rd
Sawyer Rd
Feldman Rd
Harvey Rd
78
Bunker Hill R

West End Options

- Four (4) west end alternatives were studied:
  1. Over both railroads - BNSF and UP
  2. Over both railroads - BNSF and UP
  3. Over both railroads - BNSF and UP; requires significant grade change
  4. Over the UP RR and under the BNSF RR utilizing the existing underpass on U.S. 30

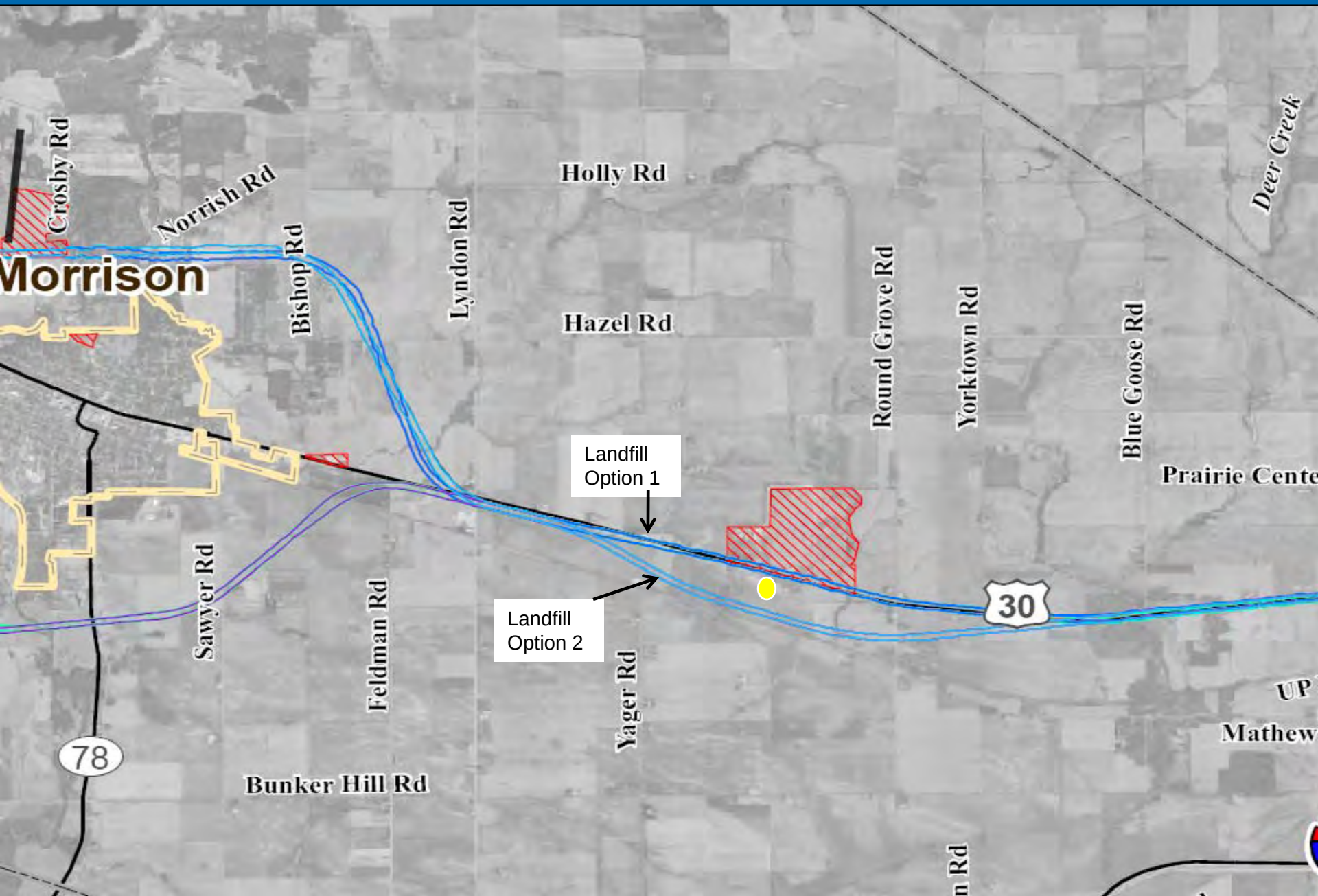
* Map on next slide illustrates the four alternatives*

Fulton
West End Option 1
West End Option 2
West End Option 3
West End Option 4
136
UP Railroad
Spring Brook Creek
Kruger Rd
Creamery Rd
Fulfs Rd
Frog Pond Rd
Cattail Creek
BNSF Railroad
Millard Rd
Ward
30
Court Rd

Landfill Options

- Two (2) alternatives were studied in the landfill area:
  1. Uses existing U.S. 30 for eastbound lanes
  2. Goes south of the cemetery and County Highway Department

Map on the next slide illustrates the alternatives


Crosby Rd
Norrish Rd
Morrison
Bishop Rd
Lyndon Rd
Holly Rd
Hazel Rd
Round Grove Rd
Yorktown Rd
Blue Goose Rd
Deer Creek
Prairie Cente
Landfill Option 1
Landfill Option 2
30
Sawyer Rd
Feldman Rd
Yager Rd
UP
Mathew
78
Bunker Hill Rd

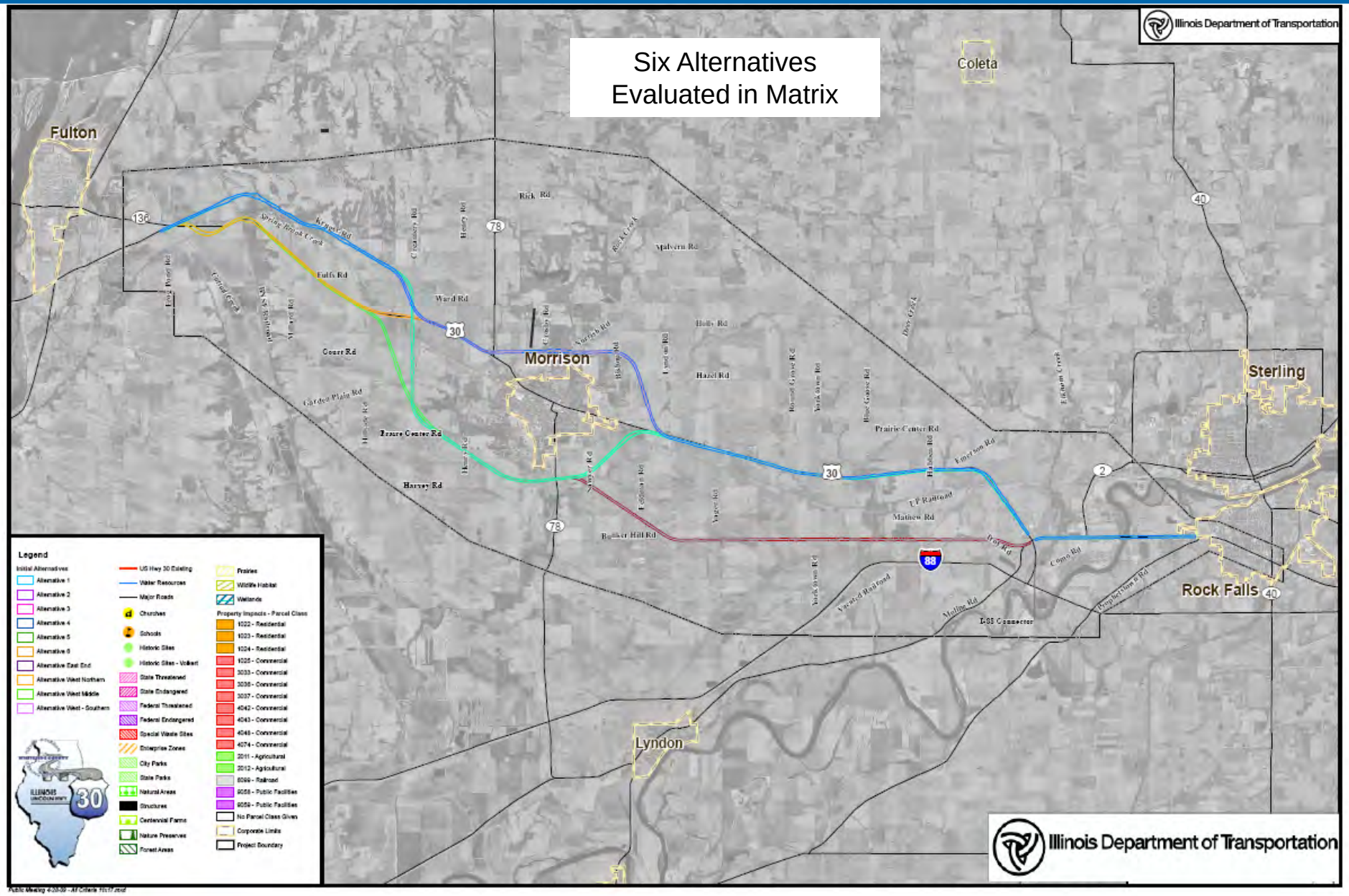
BREAK

Alternatives Evaluated in Matrix

- Six (6) Alternative alignments were screened against 23 factors within four (4) major categories:
  - Traffic & Safety
  - Social & Economic
  - Environmental
  - Cost
- The alignments were then scored and ranked

Map on next slide illustrates the six (6) alternative alignments screened in the matrix

Six Alternatives Evaluated in Matrix



INFORMATION SUMMARY

US Route 30 - Whiteside County
Information Summary

Evaluation Factor	Definition/Clarification	Indicators	ALTERNATIVES					
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Traffic & Safety								
Traffic Operations / Congestion Relief	Evaluate alternatives from a traffic operations standpoint based on Level of Service. LOS A to F correspond to point values 1 to 6. Point values then totalled for each alternative for comparison.	Roadway Segment LOS (points)	1	1	1	1	1	1
Utilization of Improvements	Improve LOS along existing US 30 in design year.	Existing Roadway LOS in 2033 within Segment (points)	1.92	1.75	2.76	1.69	1.52	2.36
Potential for Crash Reduction	Evaluate proposed countermeasure effectiveness based on traffic volumes from US 30 Corridor OD study and average crash reduction rates as given in the FHWA study "Effects of the conversion of Rural Two-Lane Roadways to Four-Lane Roadways"	Crash Reduction Factor (points) based on crashes on both new roadway and existing roadway resulting from proposed alternative.	66	61	70	64	60	68
Environmental Sensitivity - Social and Economic Criteria								
Property Impacts	Evaluate potential property impacts	Commercial / Industrial (acres)	4.93	7.94	1.01	4.45	6.34	0.24
		Public Facilities (acres)	10.47	9.44	0.59	10.44	9.44	0.59
		Agricultural Ground (acres)	351.19	422.46	497.94	258.38	340.62	414.38
		Residential (acres)	34.93	15.01	23.60	31.58	13.79	22.33
		Total (acres)	**401.32**	**454.85**	**523.94**	**304.83**	**370.17**	**437.54**
Agricultural Land Severance	Evaluate alternatives relative to Farm Severance	Number of farms severed = longitudinal	18	0	0	12	2	4
		Number of farms severed = diagonal	21	32	31	0	29	25
Displacements	Evaluate potential displacements	Churches (each)	0	0	0	0	0	0
		Commercial / Industrial (each)	1	4	1	2	3	0
		Schools (each)	0	0	0	0	0	0
		Public Facilities (each)	0	0	0	0	0	0
		Farmsteads (each)	13	10	7	11	12	9
		Residential (each)	19	8	6	19	7	5
		Total (each)	**32**	**22**	**14**	**32**	**22**	**14**
Centennial Farm Impacts	Evaluate alternatives re: disturbance to centennial farms	Area of centennial farms affected (acres)	3.38	7.57	11.85	6.57	13.50	17.73
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities.	Requires ROW from Enterprise Zone (acres)	15.66	20.47	2.39	15.66	20.43	2.37
		Brings roadway closer to Enterprise Zone (Rank 1 to 5)	5	1	1	5	1	1
Environmental Sensitivity - Additional Criteria								
Special Waste	Evaluate potential impact on special waste sites.	Number of sites affected (each)	3	1	0	5	2	1
Section 4(f)/6(f) Properties	Evaluate potential impact on 4(f)/6(f) properties (parkland, recreational land, historic sites).	Number of sites affected (each)	3	2	0	5	2	0
Floodplain	Evaluate potential impact on floodplains.	Area of floodplain affected - longitudinal (acres)	2.66	0.00	0.00	33.07	30.45	45.49
		Area of floodplain affected - diagonal (acres)	27.95	37.43	48.54	14.24	23.95	11.97
Natural Area	Evaluate potential impact to Natural Area	Number of sites affected (each)	0	0	0	0	0	0
Nature Preserve	Evaluate potential impact to Nature Preserve	Number of sites affected (each)	0	0	0	0	0	0
Air Quality	Evaluate potential impact on air quality.	Total point value for LOS under "Traffic Operations/ Congestion Relief" criterion (points)	1	1	1	1	1	1
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score. Point values assigned to each stream site based on HA score. Point values range from 1 to 4 with 1 being poor and 4 being excellent.	Habitat Assessment Score (number of times alternative crosses stream x assigned point value)	14	17	19	14	17	18
Wetlands	Evaluate potential impacts to wetlands using Floristic Quality Index (FQI). Point values assigned to each site based on FQI. Point values range from 1 to 4 with 1 being severely degraded & 4 being statewide significant natural area.	Area of sites affected (acres x assigned point value)	0.95	2.39	1.10	0.47	1.48	0.19
Threatened & Endangered Species and/or habitat	Evaluate potential impacts to T&E species by type	State Threatened - Number of sites affected	1	1	1	1	1	1
		State Endangered - Number of sites affected	0	0	0	0	0	0
		Federal Threatened - Number of sites affected	0	0	0	0	0	0
		Federal Endangered - Number of sites affected	0	0	0	0	0	0
		Total	**1**	**1**	**1**	**1**	**1**	**1**
Forest Areas	Evaluate potential impact on forested areas	Area of sites affected (acres)	35.34	26.09	31.64	11.23	1.96	7.46
Prairies	Evaluate potential impact on prairies	Area of sites affected (acres)	0.00	0.00	0.00	0.00	0.00	0.00
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types.	Area of sites affected (acres)	42.55	39.28	44.78	20.82	14.25	19.84
Cost								
Construction Cost	Opinion of probable construction cost	Total Construction Cost	$219,925,000	$253,749,000	$227,561,000	$223,026,000	$233,200,000	$221,092,000
Land Acquisition Cost	Opinion of probable land acquisition cost	Single Family Homes	$1,452,222	$650,923	$698,458	$1,537,353	$659,496	$749,021
		Farm Buildings	$797,100	$558,120	$251,050	$894,570	$996,830	$691,580
		Commercial Buildings	$60,264	$190,096	$60,264	$91,684	$129,922	$0
		Residential Property Impacts	$178,845	$134,702	$115,435	$184,769	$149,747	$179,888
		Agricultural Property Impacts	$1,755,940	$2,112,257	$2,489,689	$1,393,569	$1,703,106	$2,173,682
		Commercial Property Impacts	$16,341	$32,460	$5,270	$17,092	$28,074	$969
		Total Land Acquisition cost	**$4,260,711**	**$3,684,548**	**$3,610,166**	**$4,209,058**	**$3,666,875**	**$3,794,130**
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles. Assumes a direct correlation between total lane miles & operational/maintenance costs.	Length of proposed alignment (lane miles)	80.28	86.38	83.80	79.20	82.15	78.66
		Length of resulting existing roadway not in alternative (lane mi.)	20.15	22.01	37.55	9.83	15.57	31.11
		Total Length (lane miles)	**100.43**	**108.38**	**121.35**	**89.03**	**97.72**	**110.77**

5/27/2009

US Route 30 - Whiteside County
Rankings

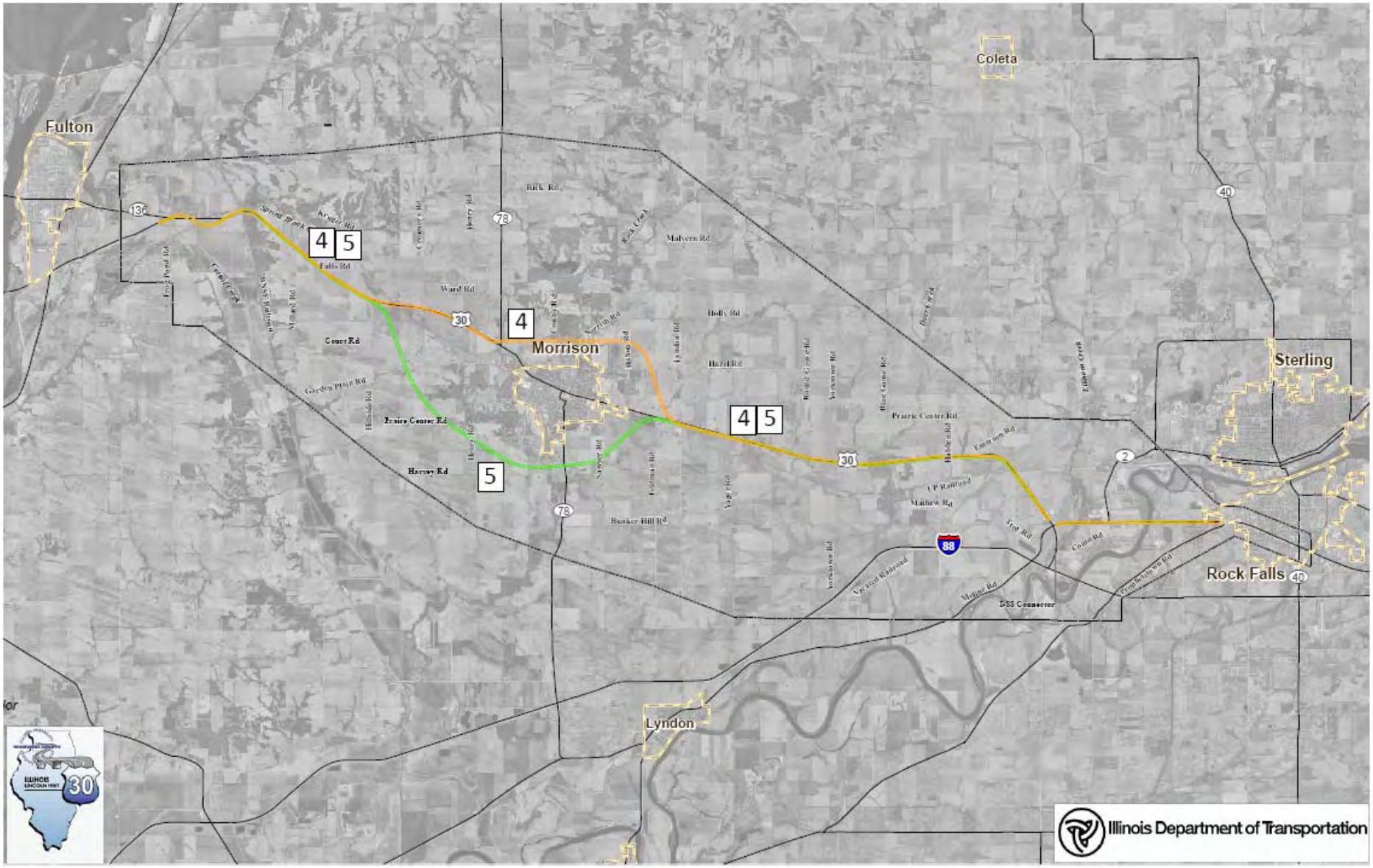
RANKINGS

Evaluation Factor	Definition / Clarification	ALTERNATIVES					
		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Traffic & Safety		215.60	224.00	194.80	222.20	229.60	204.80
		Rank: 4	Rank: 2	Rank: 6	Rank: 3	Rank: 1	Rank: 5
Traffic Operations / Congestion Relief	Evaluate alternatives from traffic ops standpoint using LOS. LOS point values (1-6) totalled for each alternative.	100.00	100.00	100.00	100.00	100.00	100.00
Utilization of Improvements	Reduction of ADT along existing US 30 in design year.	81.60	85.00	64.80	86.20	89.60	72.80
Potential for Crash Reduction	Evaluate based on crash reduction factors. Point values totalled for each alternative.	34.00	39.00	30.00	36.00	40.00	32.00
Environmental Sensitivity - Social and Economic Criteria		152.01	207.30	248.05	251.40	235.95	272.39
		Rank: 6	Rank: 5	Rank: 3	Rank: 2	Rank: 4	Rank: 1
Property Impacts	Evaluate magnitude of property acquisitions by type.	23.40	13.19	0.00	41.82	29.35	16.49
Agricultural Land Impacts	Evaluate alternatives relative to Longitudinal Farm Severance	0.00	55.56	55.56	33.33	88.89	77.78
	Evaluate alternatives relative to Diagonal Farm Severance	34.38	0.00	3.13	100.00	12.50	21.88
Displacements/Structural Impacts	Evaluate displacements/structural impacts by type.	0.00	31.25	58.25	0.00	31.25	58.25
Centennial Farm Impacts	Evaluate alternatives relative to disturbance of centennial farms	80.95	57.31	33.16	62.96	23.85	0.00
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	13.28	50.00	99.97	13.29	50.11	100.00
Environmental Sensitivity - Additional Criteria		792.66	791.65	864.58	816.77	900.03	977.70
		Rank: 5	Rank: 6	Rank: 3	Rank: 4	Rank: 2	Rank: 1
Special Waste	Evaluate potential impact on special waste sites.	40.00	80.00	100.00	0.00	80.00	80.00
Section 4f/106 Properties	Evaluate potential impact on 4(f)/6f properties (parkland, recreational land, historic sites).	40.00	80.00	100.00	0.00	80.00	100.00
Floodplain	Evaluate potential impact on floodplains - longitudinal.	94.15	100.00	100.00	27.30	33.07	0.00
Floodplain	Evaluate potential impact on floodplains - diagonal.	31.06	7.67	0.00	64.87	40.92	70.48
Natural Area	Evaluate potential impact to Natural Area	100.00	100.00	100.00	100.00	100.00	100.00
Nature Preserve	Evaluate potential impact to Nature Preserve	100.00	100.00	100.00	100.00	100.00	100.00
Air Quality	Evaluate potential impact on air quality.	100.00	100.00	100.00	100.00	100.00	100.00
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score.	22.22	5.56	0.00	22.22	5.56	0.00
Wetlands	Evaluate potential impacts to wetlands using Floristic Quality Index (FQI).	60.31	0.00	54.10	80.22	37.88	92.20
Threatened & Endangered Species and/or Habitat	Evaluate potential impacts to T&E species by type	100.00	100.00	100.00	100.00	100.00	100.00
Forest Areas	Evaluate potential impact on forested areas	0.00	26.18	10.48	68.22	94.44	78.90
Prairies	Evaluate potential impact on prairies	100.00	100.00	100.00	100.00	100.00	100.00
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types.	4.93	12.24	0.00	53.93	68.16	56.12
Cost		30.16	10.69	6.32	38.36	27.46	21.06
		Rank: 2	Rank: 5	Rank: 6	Rank: 1	Rank: 3	Rank: 4
Project Cost	Opinion of probable cost for construction & land acquistion.	12.91	0.00	6.32	11.73	7.99	12.33
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles.	17.24	10.69	0.00	26.63	19.48	8.72
OVERALL RANK TOTALS		17 Rank Pts	18 Rank Pts	18 Rank Pts	10 Rank Pts	10 Rank Pts	11 Rank Pts
OVERALL RANK OF ALTERNATIVE		Rank: 4	Rank: 5	Rank: 5	Rank: 1	Rank: 1	Rank: 3

5/27/2009

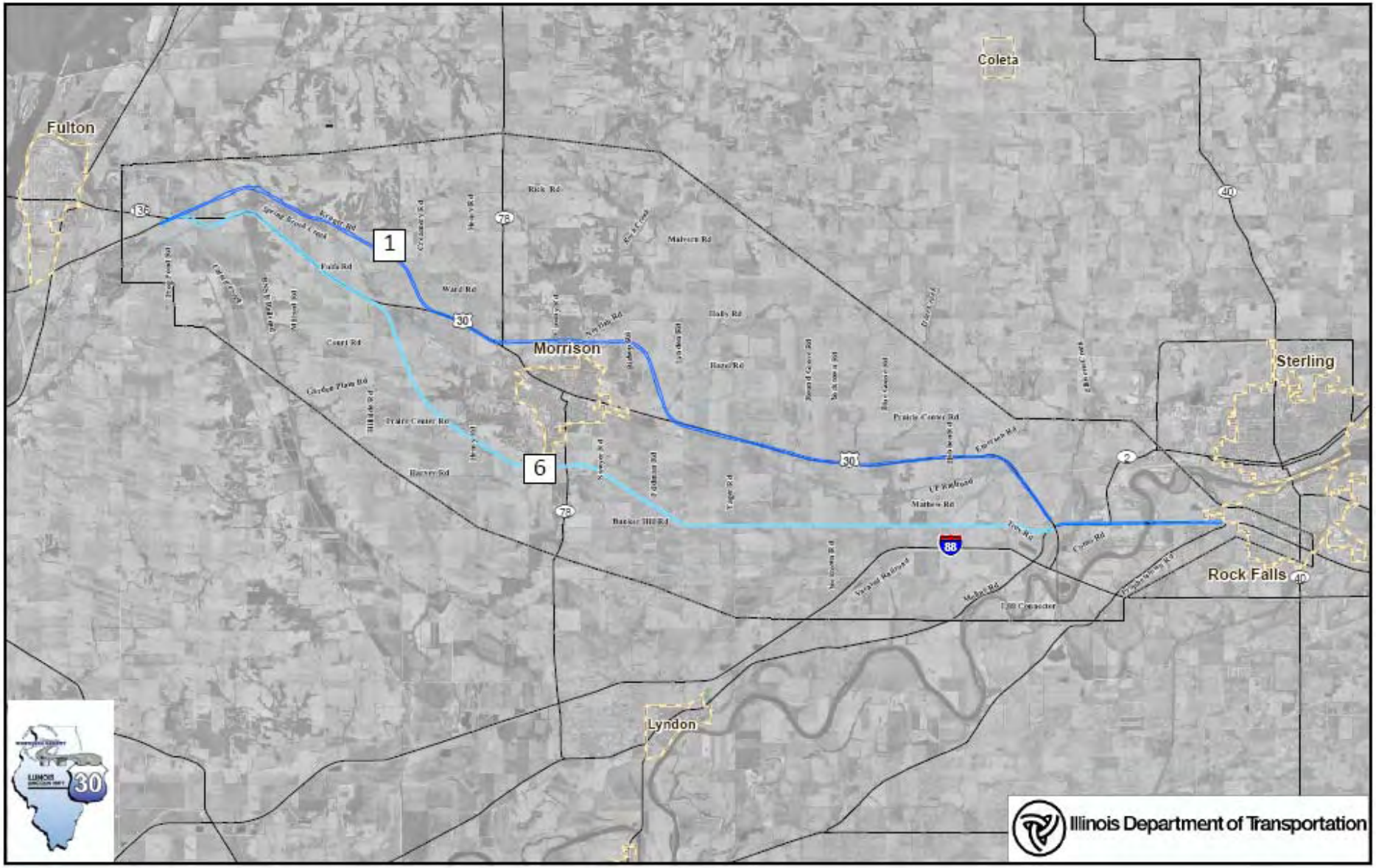
Alternative 4 ranked #1

Alternative 5 Ranked #1



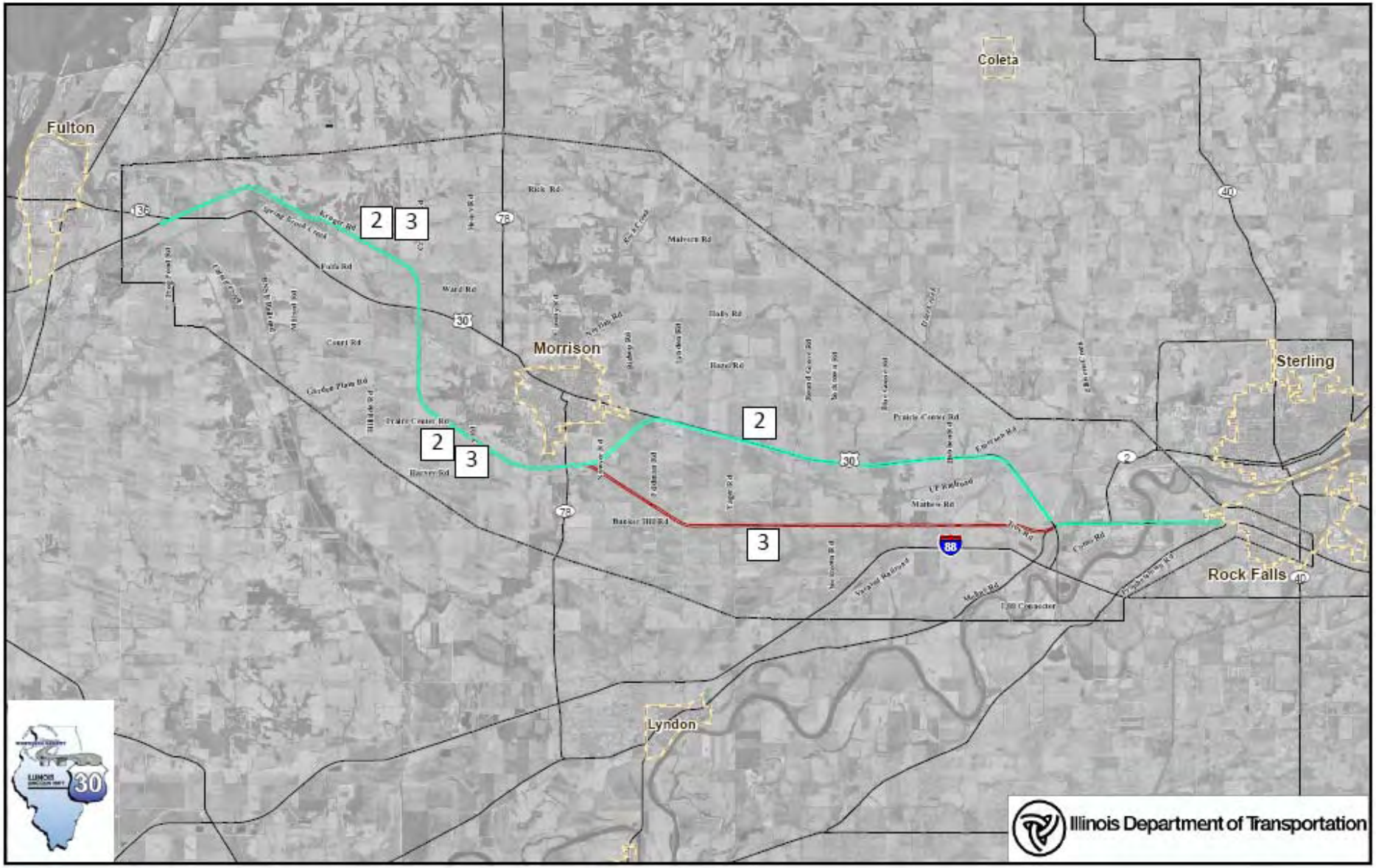
Alternative 6 ranked #3

Alternative 1 Ranked #4



Alternative 2 ranked # 5

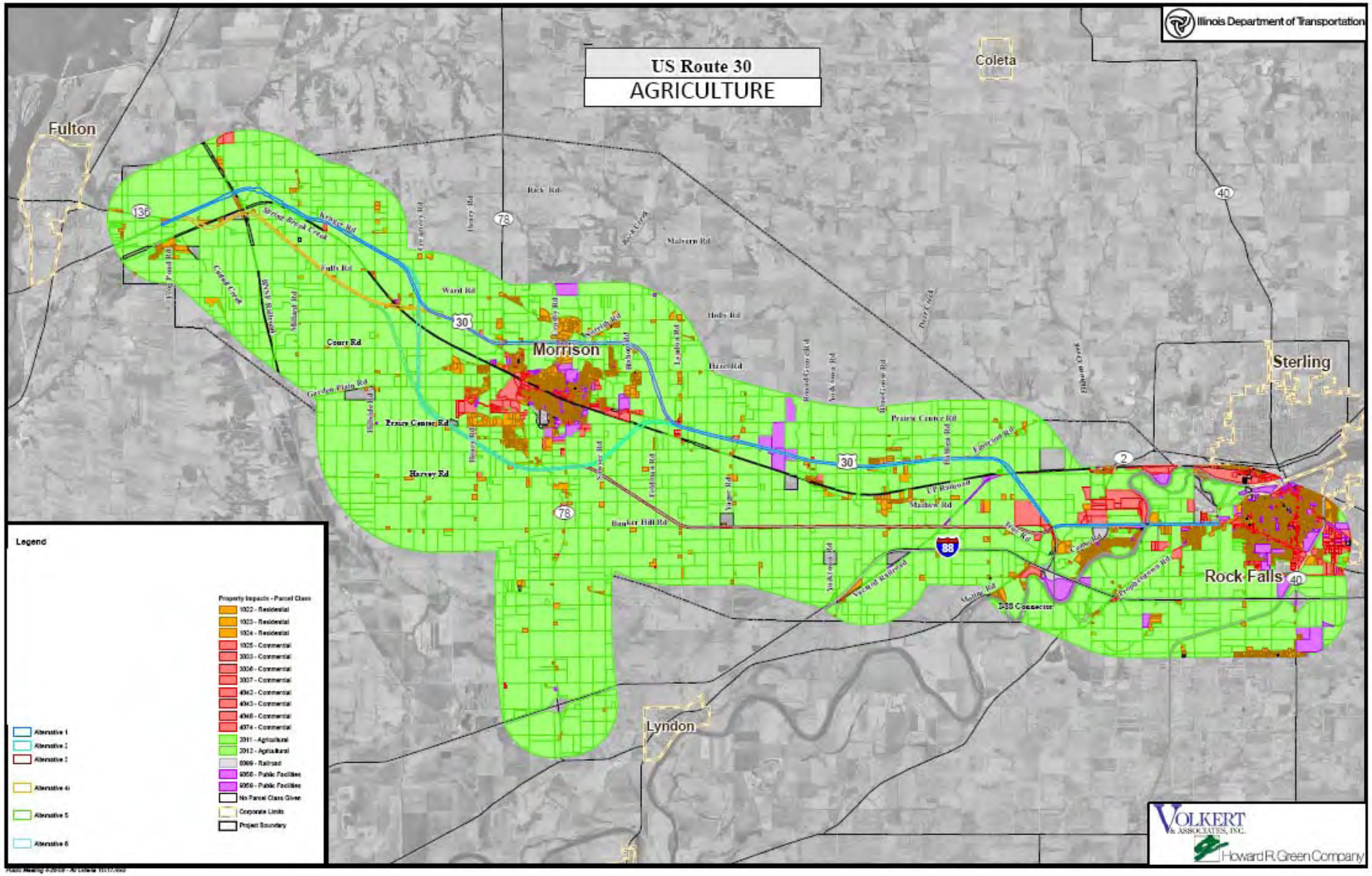
Alternative 3 ranked #5



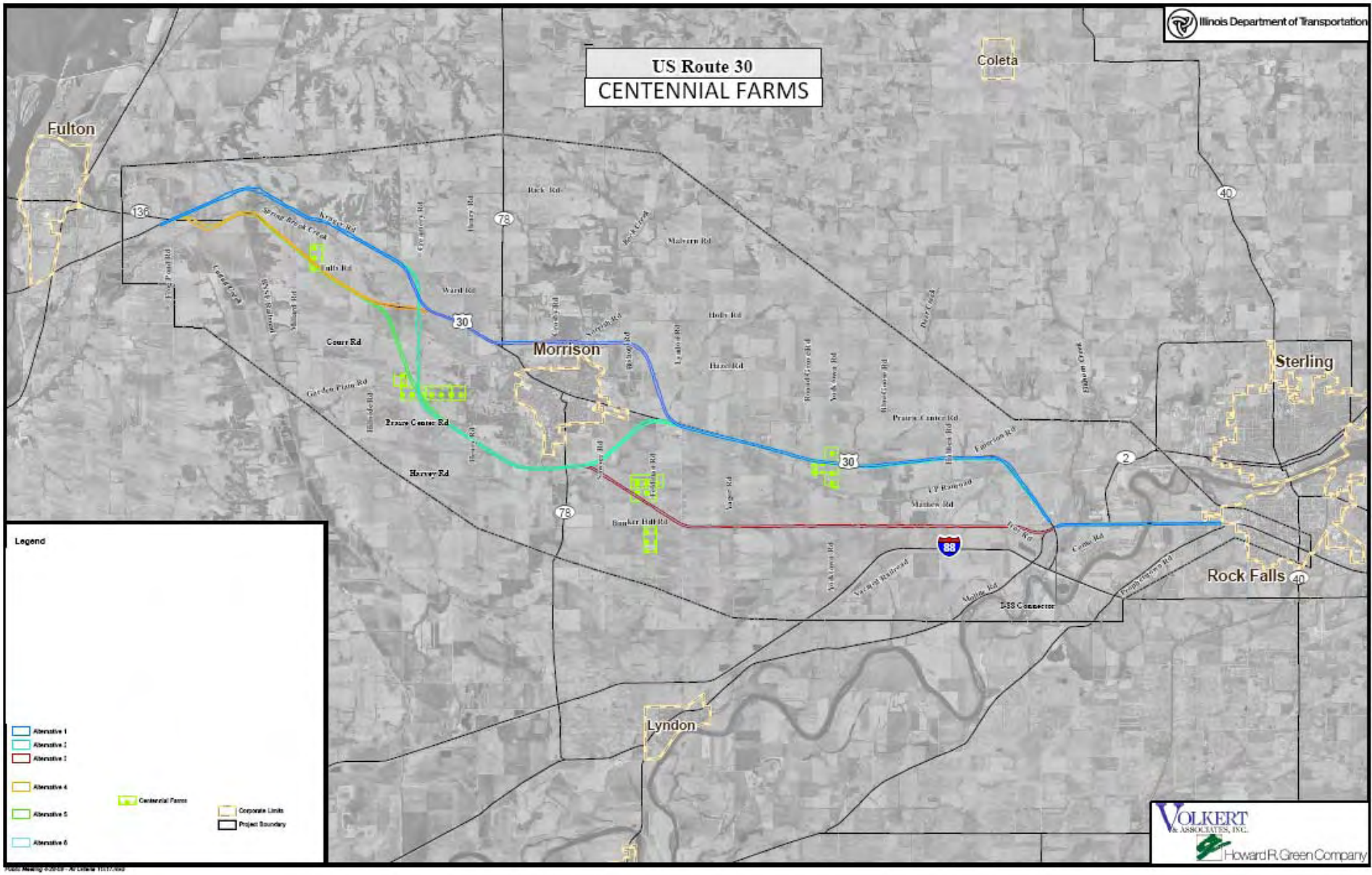
Potential Environmental Impacts

- Alignments have been adjusted to avoid and minimize environmental impacts.
- As alignments move forward in the study, they will continue to be refined to avoid as many environmental impacts as possible.

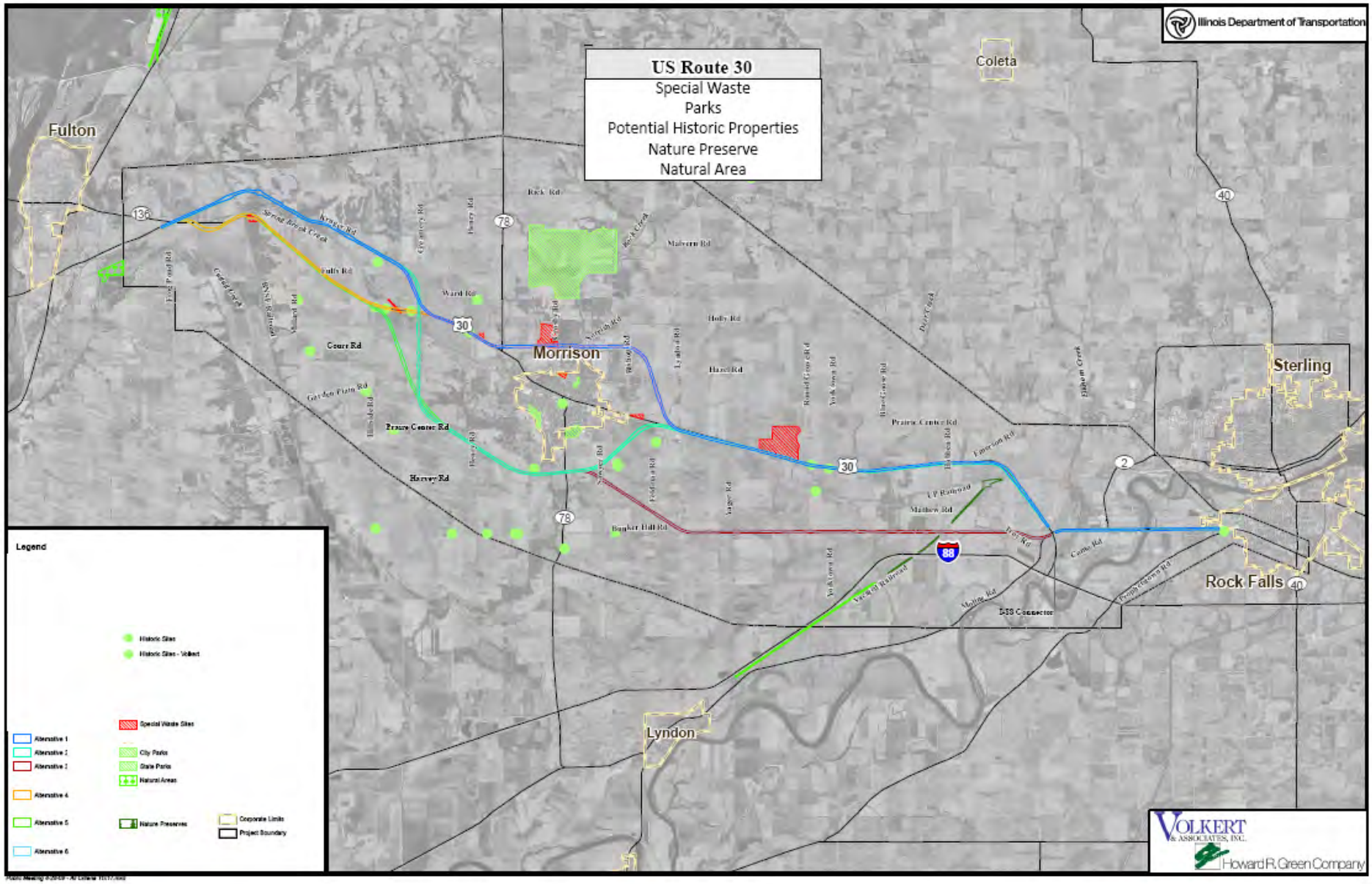
Agriculture



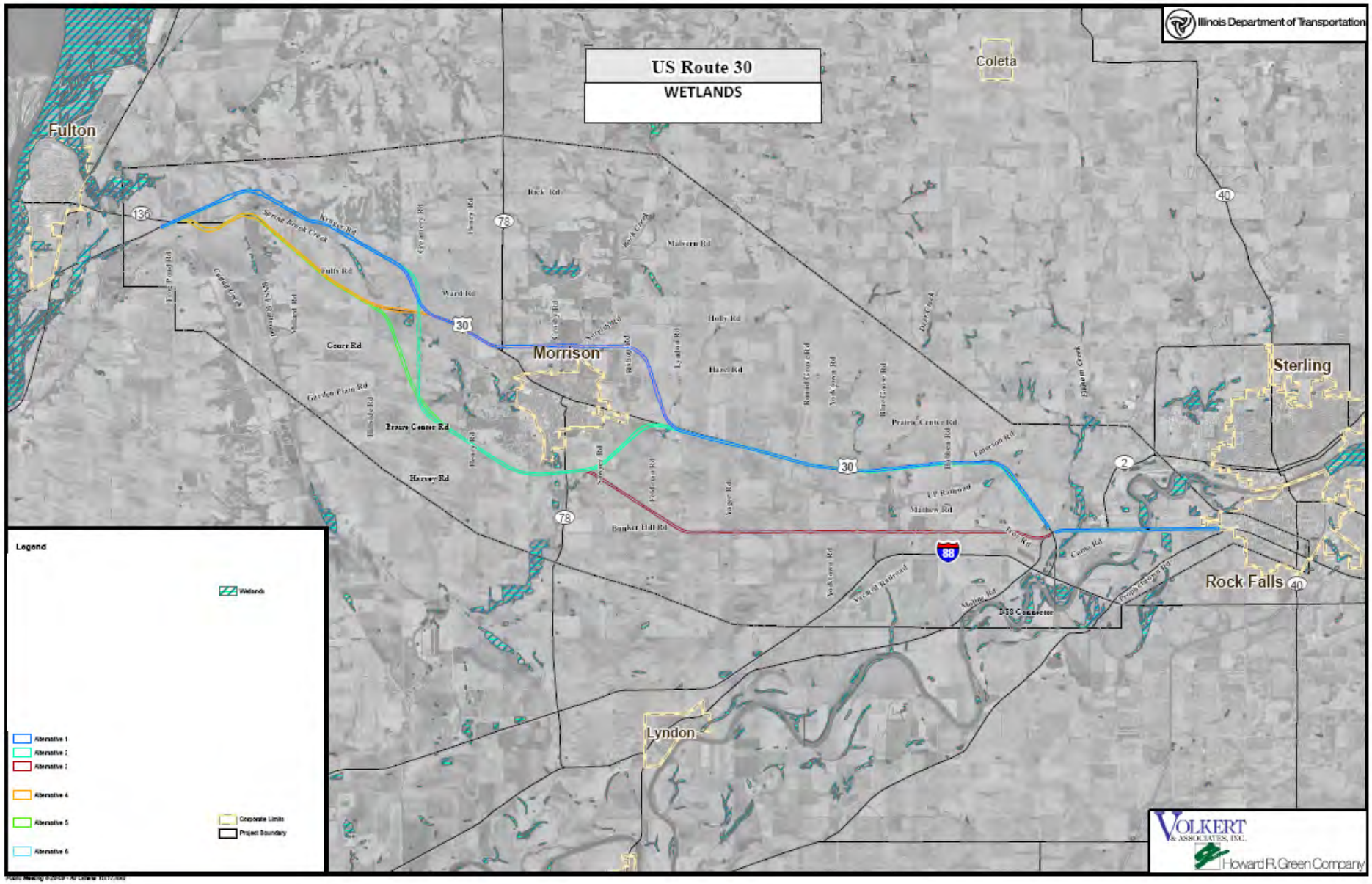
Centennial Farms



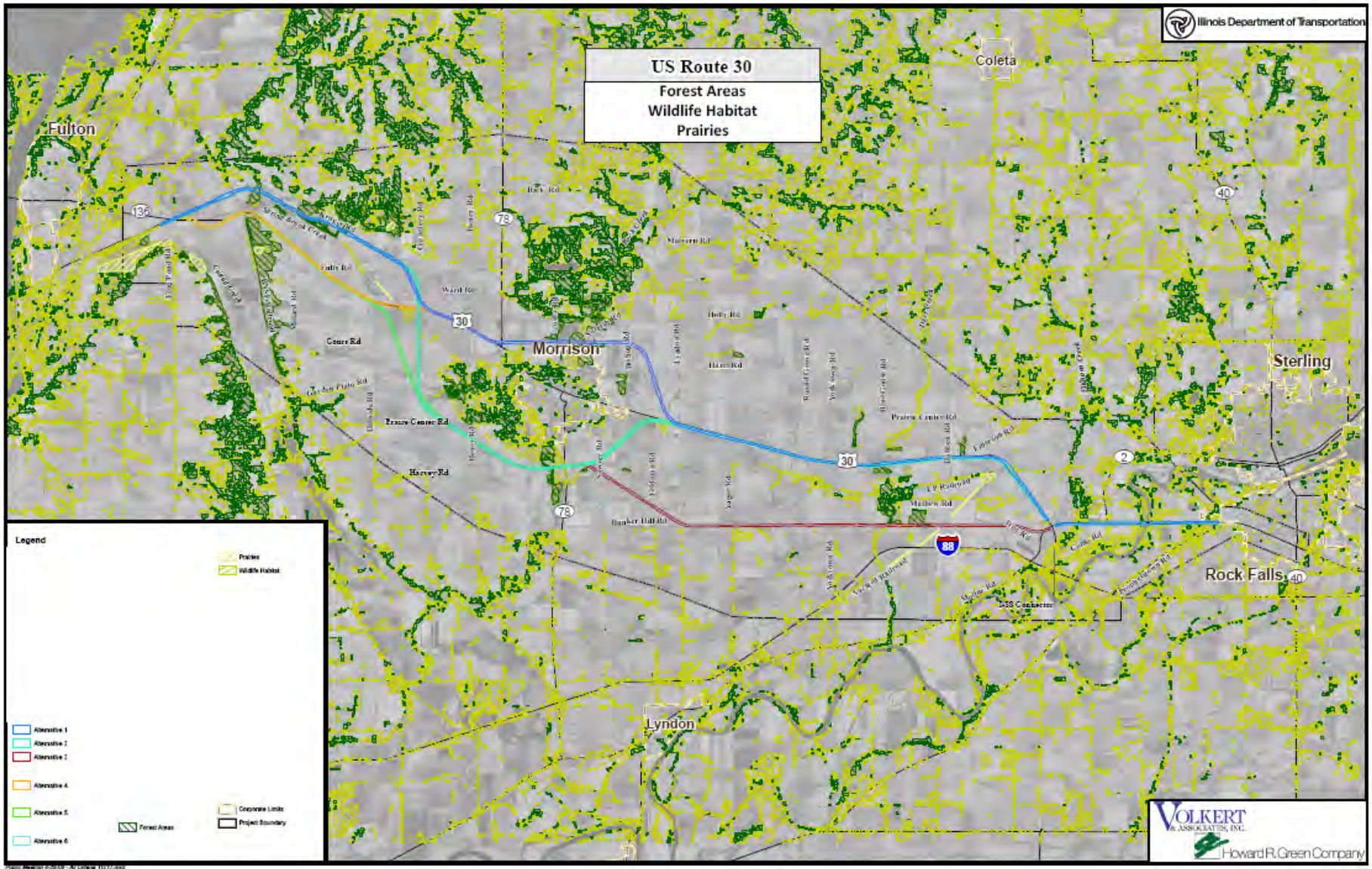
Special Waste/Parks/Potential Historic Properties/ Nature Preserves/Natural Areas



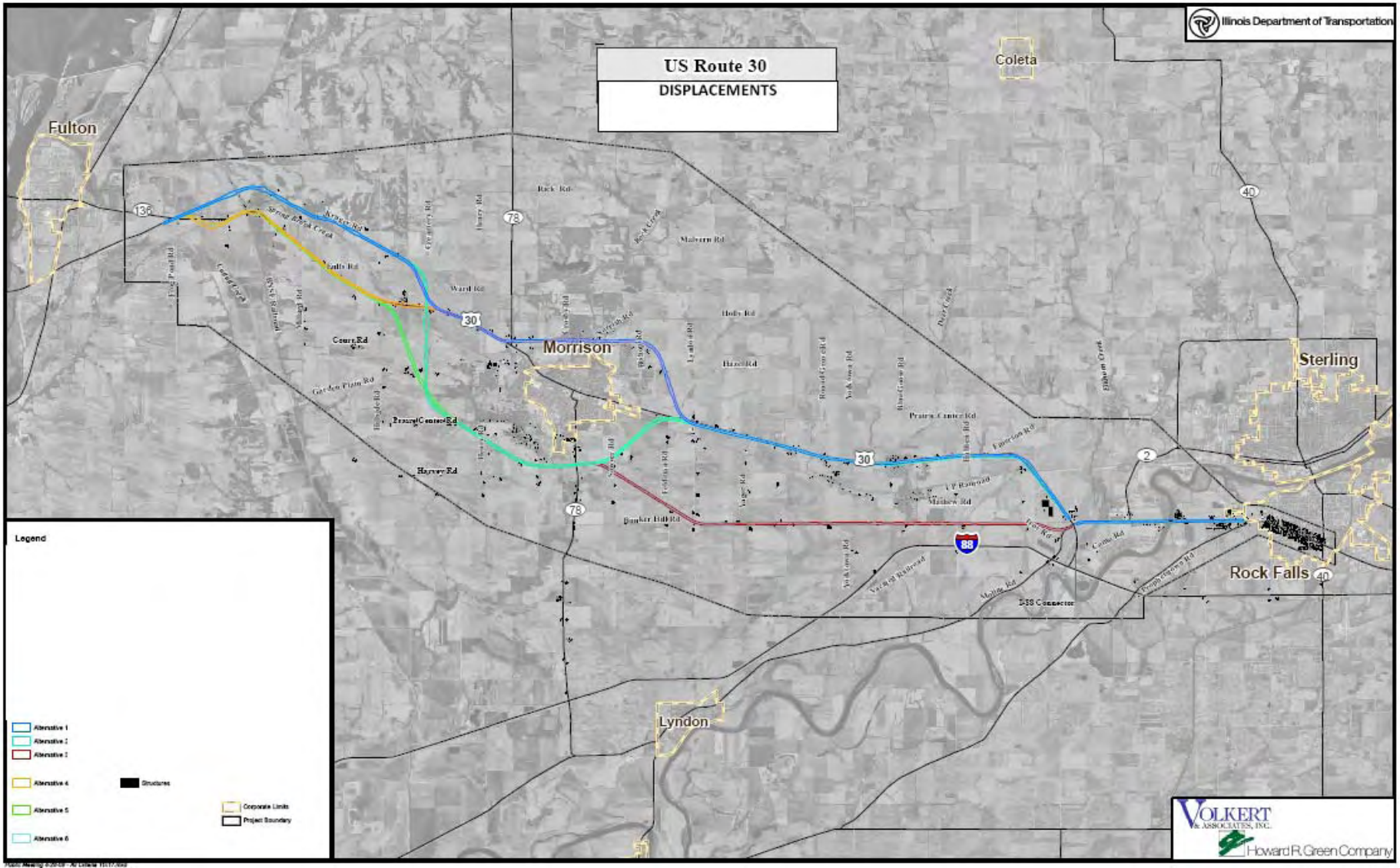
Wetlands


Illinois Department of Transportation
US Route 30
WETLANDS
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Legend
Wetlands
Alternative 1
Alternative 2
Alternative 3
Alternative 4
Alternative 5
Alternative 6
Corporate Limits
Project Boundary
VOLKERT & ASSOCIATES, INC.
Howard R. Green Company

Forest/Wildlife Habitat/Prairies



Displacements



Timeline

- Begin in-depth study of six alternative alignments: June 2009
- DEIS Chapters on Affected Environment and Alternatives to IDOT: July 2009
- NEPA/404 Merger Meeting: September 2009
- PSG & CAG Identify Alternative for Detailed Study: Nov 2009
- Public Informational Open House #3: January 2010
- NEPA/404 Merger Meeting: February 2010
- DEIS signed: October 2010
- Public Hearing: January 2011
- FEIS signed: January 2012
- ROD signed: June 2012

Thank You
for your Continued Support !!!!

Community Advisory Group Meeting
Odell Community Center/Public Library
Wednesday, June 2, 2010

MEETING MINUTES

Community Advisory Group Attendees

William "Bill" Abbott	(Whiteside County Board of Commissioners)
Eric Anderson	(Natural Land Institute)
Barbra Bees	(MAPPING Group)
Heather Bennett	(City of Fulton, Chamber of Commerce)
John Bishop	(Home Owner)
Hon. David Blanton	(Mayor, City of Rock Falls)
Allen Bush	(Farmer)
Tom Determann	(Iowa-Illinois Highway Partnership)
Steve Haring	(Whiteside County Engineer)
Russ Holesinger	(Land Developer)
Roger Johnson	(Home Owner)
Glen R. Kuhlemeir	(Blackhawk RG&D Council)
Matt Lillpop	(Whiteside County Farm Bureau)
Barbara Mask	(Fulton Historical Society)
Everett Pannier	(Morrison Development Corp.)
Phillip Renkes	(Morrison Rotary Club)
Randy Balk, designee	(City of Fulton)
Kay Shelton	(Illinois Lincoln Highway Association)
Betty Steinert	(Whiteside County Economic Development Corp.)
Barbra Janis-Suehl	(Fulton Kiwanis Club)
Fred Turk	(Whiteside County Natural Area Guardians')
Luke Vander Bleek	(Business Owner)
Bob Vaughn	(Morrison Business Advisory Group)
Doug Wiersema	(Rock Falls Chamber of Commerce)

Project Study Group Attendees

Becky Marruffo	(IDOT)
Jennifer Williams	(IDOT)
Cassandra Rodgers	(IDOT)
Mark Nardini	(IDOT)
Jim Allen	(FHWA)
Gil Janes	(H.R. Green)
Jon Estrem	(H.R. Green)
Mary Lou Goodpaster	(Kaskaskia Engineering Group)

Project Study Group Attendees (continued)

Shelia Hudson	(Hudson and Associates)
Mike Walton	(Volkert)
Bridgett Jacquot	(Volkert)

Handouts

The handout was a copy of the presentation.

Agenda

1. Bypass Study
2. Introduction of New CAG Members
3. Progress of Project to Date
4. Six Alternatives
5. CAG Exercise
6. Project Timeline
7. Questions

Meeting Purpose

On Wednesday, June 2, 2010, the U.S. Route 30 Project Study Group (PSG) hosted their sixth Community Advisory Group (CAG) meeting at the Odell Public Library Community Center in Morrison, Illinois. The purpose of the meeting was to update the CAG on the progress of the U.S. 30 Environmental Impact Statement and Phase I Design Report and to gather input regarding the six alternatives identified for analysis.

PRESENTATION:

Opening Remarks

Ms. Becky Marruffo of IDOT opened the meeting by thanking the CAG for their attendance and provided an overview of the agenda. In addition, Ms. Marruffo introduced Ms. Jennifer Williams, the new Project Liaison for the U.S. 30 project.

Bypass Study

Ms. Marruffo stated that since the last time the CAG met, concerns have been expressed by the members of the Morrison business community regarding the potential impacts of a U.S. 30 bypass. It was explained that a stakeholder meeting was held with the businesses of Morrison on April 15th in order to address their concerns and answer their questions. At this stakeholder meeting, business representatives were informed that IDOT will assess the impacts of a potential bypass on the City of Morrison. The results of this analysis will be presented in the Draft Environmental Impact Statement (DEIS) as part of the overall socio-economic analysis of the project.

New CAG Members

Ms. Marruffo introduced the new CAG members to the audience. The Project Study Group (PSG) decided to add two (2) new members to the CAG in response to numerous concerns raised by the Morrison business community that their interest was not represented on the CAG. Mr. Bob Vaughn of the Morrison Area Business Development Alliance and Mr. Luke Vander Bleek, a Morrison business owner, were added to the CAG.

Progress of Project to Date

Mr. Jon Estrem next provided a brief overview of the project's progress to date. The last time the CAG met, the project team had just received the results of the Environmental Survey Request (ESR) which identify the environmental resources within the project study area. The project study team uses this information in order to avoid impacts to these environmental resources. In addition, the January 2009 Public Informational Open House and the February 2009 NEPA/404 Merger meeting were discussed. The NEPA/404 Merger meeting is a gathering of agencies, such as, the U.S. Fish and Wildlife Service, U.S. EPA, Federal Highway Administration, Illinois Department of Natural Resources, and the U.S. Army Corps of Engineers. At the last NEPA/404 Merger meeting, the project's progress was provided and IDOT received input on the project from these various agencies. The initial alignments and their potential environmental impacts were discussed.

Mr. Estrem then reviewed the progress of the project from how initial corridors were established to the point we are at today. The summary started with an illustration of the map of the corridors the CAG created in October 2007. The development of these corridors and subsequent alignments within recommended corridors was described and is illustrated in the attached handouts.

Six Alternatives

The project team developed approximately 200 foot wide alternative alignments within these retained corridors. The alignments were initially developed by going down the center of the corridors and then were modified to eliminate or reduce impacts. With these modifications, there are six (6) alternatives. A map of these six alternatives was provided to the CAG.

As these alternatives were being developed, a number of meetings were held with IDOT, FHWA, and various stakeholder groups. The issues discussed included topics such as: access, geometrics, content of the DEIS, schedule, process, and environmental issues.

Next Ms. Bridgett Jacquot described the alternatives and their associated impacts. The impacts of the six alternatives are based on a preliminary analysis using an approximately 220 foot wide footprint. The resulting measurements are approximate. The impacts (acreage, etc.) that are being presented at this meeting will be revised for the alternatives recommended for in-depth study in the Environmental Impact Statement. Based on the analyses to date, it is believed that two construction alternatives will be evaluated in the Draft EIS. The No-Build Alternative will also be evaluated as required by the National Environmental Policy Act.

To simplify comparisons, the project was broken up into a western section, central section, eastern section, and a section from Moline Road to IL 40 on the far eastern end of the project. The following summarizes of the alternatives:

Description		***Alternative***					
		1	**2**	**3**	**4**	**5**	**6**
Western Portion (*IL 136 to west of Morrison)*	**North of U.S. 30**	**X**	**X**	**X**			
	Stays on U.S. 30				**X**	**X**	**X**
Central Portion *(Bypass around Morrison)*	**North of Morrison**	**X**			**X**		
	South of Morrison		**X**	**X**		**X**	**X**
Eastern Portion (East of Morrison to Moline Road)	**South of U.S. 30**			**X**			**X**
	Stays on U.S. 30	**X**	**X**		**X**	**X**	
Moline Road to IL 40	**Stays on Existing U.S. 30**	**X**	**X**	**X**	**X**	**X**	**X**

Next, a table showing a summary of the estimated environmental impacts of the six alternatives was provided and discussed. Four main categories were evaluated: agricultural, environmental, land use/socio-economic, and other factors. Within each category, evaluation factors were established as follows:

AGRICULTURAL

- Number of Farms Affected
- Farmsteads Displaced
- Centennial Farms Affected
- Farmland Area Converted

ENVIRONMENTAL

- Wetland Sites
- Threatened & Endangered Species
- Stream Crossings
- Floodplain Encroachments
- Forest Blocks
- Special Waste Sites

LAND USE/SOCIOECONOMIC

- Relocations (Business)
- Relocations (Residential)

OTHER FACTORS

- Total Length
- Total Area Converted to ROW

A table providing these evaluation factor impacts of the six alternatives was provided. It was explained that the CAG would use this table during the upcoming exercise where they would be discussing the alternatives.

Ms. Jacquot explained that an overall review yielded Alternatives 4 and 5 as the front runners. With that in mind a table with the various evaluation factors for the six alternatives was shared. Highlighted for Alternatives 4 and 5 as follows were discussed.

Alternative 4:

- Least number of farms affected (30)
- Least amount of farmland areas converted to ROW (375 acres)
- No businesses displaced
- Shortest route (24 miles)
- Least amount of area converted to ROW (422 acres)

Alternative 5

- Only Alternative 4 requires less farmland (432 ac)
- No businesses displaced
- Only Alternative 4 is shorter in length (26 miles)
- Only Alternative 4 requires less area to be converted to ROW (467 acres)

The environmental impacts of all the alternatives are minimal and therefore, do not provide a distinction amongst the alternatives. Overall, Alternatives 4 and 5 have the least impacts and the highest benefit.

In addition to the environmental impacts, engineering factors were also evaluated. Mr. Mike Walton described the engineering factors that have been evaluated. One of the goals of the Purpose and Need is to reduce traffic congestion. Traffic congestion is evaluated by assessing the Level of Service (LOS). LOS is expressed by a scale ranging from “A” to “F.” “A” represents the best traffic condition with no backups and a free flow condition. “F” represents a total breakdown in traffic operations accompanied by extensive delays and gridlock.

Mr. Walton explained that a four-lane expressway is required to be designed to provide at least Level of Service (LOS) “B.” In fact, each of the alternatives is projected to operate at a LOS “A”. It was then explained it is also necessary to consider the LOS at which the traffic remaining on existing U.S. 30 will operate if the various expressway alternatives are constructed. The following table was provided to the CAG. It indicates the projected LOS for *existing* U.S. 30 if a new expressway were constructed.

Description	Alternatives						
	No-Build	1	2	3	4	5	6
Western Portion	D	B	B	B	A	A	A
Central Portion	D to E	C	B to C	C	C	B to C	B to C
Eastern Portion	C to E	A	A	C	A	A	C
Moline Road to IL 40	B to C	A	A	A	A	A	A

This table demonstrates that all of the alternatives will provide an improved LOS as compared to the No-Build Alternative. Alternatives 4 and 5 show the highest benefit.

Another one of the goals of the Purpose and Need is to improve safety. A way to measure if a project is enhancing safety is to determine the crash reduction rate. The following table was provided:

Estimated Crash Reduction Rate for the Six Alternatives & No-Build							
Description	**Alternatives**						
	Percentage of Crash Reduction/ Reduction in Number of Crashes						
	No-Build	**1**	**2**	**3**	**4**	**5**	**6**
Western Portion	0	39%	39%	39%	50%	50%	50%
		24	24	24	30	30	30
Central Portion	0	23.8%	33%	25.2%	24.2%	33%	25.7%
		38	53	41	39	53	42
Eastern Portion	0	47.5%	47.5%	30.3%	47.5%	47.5%	30.3%
		51	51	33	51	51	33
Moline Road to IL 40	0	13%	13%	13%	13%	13%	13%
		30	30	30	30	30	30
Total	0	25%	28%	23%	26%	29%	24%
		143	158	128	150	164	135

This table indicates that, with the exception of the No-Build, all alternatives will enhance safety. The primary difference in the figures presented above relates to differences in the number of vehicles diverted from existing U.S. 30 to the new expressway. In general, alternatives that attract a higher number of vehicles away from the existing highway will yield higher levels of safety. The table illustrates that Alternatives 5 provides a slightly higher reduction in crashes on the existing highway than the other alternatives.

Mr. Walton explained that as the project progresses, the project team will look at each intersection and evaluate whether those intersections need no improvement, signals, or even an interchange.

Mr. Walton stated that after reviewing the environmental impacts and engineering factors, Alternatives 4 and 5 appear to be the alternatives with the least impact and highest benefit overall.

CAG Exercise

CAG members at each of the six tables were then asked to discuss the six alternatives and note concerns, questions and opinions. Each table was provided a map showing environmental resources and the six alternatives. Upon conclusion of these discussions each table shared its comments, concerns, and questions with the entire CAG group. These are summarized as follows:

Table 1: Started off by stating that they appreciated the diversity of the interests represented at the table.

a) Important Considerations
   - Take less farmland out of production
   - Close proximity to Industrial Park & Morrison
   - Prime residential development corridors near Morrison
   - Concerns about trucks and access to landfill
   - Concern about losses of homes

b) Favor Alternates 4, 5, & 6 on the West end.

c) Favor Alternates 4 & 5 in the Central section.
   - Alternative 4:
     - Residential growth is a positive effect
     - Concerned about potential impacts to the terrain and character north of Morrison
     - May remove natural land from use – should be kept in natural state for future
     - Cuts access to Rockwood State Park – consideration of alternate routes and crossings for recreational/wildlife/special access.
     - North of Morrison is prime residential growth area or prime preservation area. This could pose a land use conflict in the community
     - Takes out less farm land
     - Better access to park- may open up markets for residential/recreational
   - Alternative 5:
     - Closer to industrial park and business growth.
     - Avoids wetland area
     - Suggested that if possible shift the alignment to the north where it crosses Illinois 78 to bring it closer to the industrial park and take less farmland.

d) Favor Alternates 1, 2, 4 & 5 on the east end.
   - Do not like Alternatives 3 & 6 because they cross a natural area and would create a kill zone for deer.

- Alternatives 3 & 6 also take the most farmland out of production

Tables 2 & 3 (combined):

a) No Build is not an option; any alternative would be beneficial
   - Mr. Gil Janes explained that the No Build option must be carried through the entire process

b) <u>North Option (Central)</u>
   - Stronger access to Rockwood State Park
   - Both options would cause construction delays over existing U.S. 30.
   - Will the covered bridge be affected?
   - Concerned it may deter residential growth on north side
   - Morrison businesses (retail) may be negatively impacted.
   - Suggested the use of signage to direct motorists to old route (Lincoln Highway)

c) <u>South Option (Central)</u>
   - Advantageous for growth and industrial park access
   - Concerned that a second EMS station may be required – Who will pay?
   - Morrison businesses (retail) will have possible negative impacts.
   - Suggested the use of signage to redirect motorists to old route (Lincoln Highway)
   - New overpass over railroad east of Morrison may lessen EMS concerns regarding access back to the south

Table 4:

a) When will Union Pacific Railroad be involved in this process?
b) What will be the impact of Alternate 4 on residential growth north of Morrison and the covered bridge?
   - Mr. Estrem explained the covered bridge will not be affected with Alternative 4.
c) Alternate 5 provide advantage with its proximity to the industrial park.
d) Noted the lack of an IL 78 bypass around Morrison with any of the alternatives.
e) Alternate 4 & 5- no new overhead overpass
   - Mr. Estrem noted there are three railroad overpasses with Alternates 4 & 5. Alternate 4 has a new overpass west of Morrison. Alternate 5 has a new overpass east of Morrison.
f) Concerned about the impact on Morrison's business community
g) No-Build not an option

Table 5:

a) Concerns with following existing U.S. 30 because of cost of railroad overpasses.
b) Suggested it would be beneficial to pursue Alternatives 3 & 6 and connect directly to Interstate 88. This would result in a shorter alternative.
c) Expressed concern regarding displacement of residential properties near Deer Creek.
d) Northerly route around Morrison is a concern because of topography and the State Park.
e) Like the southerly route around Morrison because it is closer to Morrison and allows for future development and growth.
f) No concerns on west for Alternatives 4 & 5.
g) Voiced the importance of the Forest Inn and urged that it not be displaced.

Table 6:

a) Alternatives 1 & 4
   a. Concerned with proximity to residential properties and topography on the north side of Morrison.
   b. May cut off pedestrian and cyclist access to Rockwood State Park from Morrison.
   c. Aesthetics are also a concern.
   d. Concerned about the roadway being near the covered bridge.
   e. Heavy truck traffic to Morrison Industrial Park would still use existing U.S. 30 for access unless on I-88.

b) All Alternatives
   - Morrison's current sales tax structure and local government funding could be affected. Auto and fuel use tax could also be affected.
   - May result in a decrease in Morrison's property tax base for school districts.
   - Ms. Barbara Suehl-Janis offered the following:
     - Recommended Alternative 3 because it affects the least farmsteads, centennial farms, and residential properties.
     - Alternative 3 would only affect one business, four residential properties and one overpass.
     - Is not in favor of a northern alternative
     - Encouraged members to talk to government officials
     - Need to compare cost of construction to that of displacing homes and farms.
     - Noted that in Maquoketa & Dewitt schools, industries and business are now flourishing after a bypass was built.

Mr. Janes summarized the common concerns/comments:

1) No-Build Alternative is not an option
2) Preserve farmland – Stay on existing U.S. 30 as much as possible.
3) Concerns regarding sustainability & viability of Morrison businesses
4) Proximity to the industrial park would allow for better economic development growth opportunities.
5) Quality of life in the area should be a concern.
6) Concern about the north alignment restricting development and compatibility with surroundings
7) Environmental sensitivity/prudence.

The CAG was told that their input would be shared with the PSG and would aid them in determining which alternatives will be carried forward for further study.

QUESTIONS/COMMENTS

- Mr. Steve Haring – Asked that the team strongly consider any impacts to the Forest Inn. It is a local landmark, and he believes there would be outcry if the property was impacted.
- Mr. Luke Vander Bleek – Expressed concern about the cost of this project. He wanted to know if the team had explored the cost of railroad crossings and overpasses as well as the cost of buying farmland versus residential land?
- Mr. Bob Vaughn – Expressed concern about residential growth in the area. He suggested that a "Land Use Plan" needs to be developed by the city. If new businesses are developed, then new residential areas will develop. If the southern route is completed then a new industrial base may emerge and the business strategy may change.
- Mr. Bill Abbott – Stated if you build it they will come. Also noted concern about taking farm ground out of production because of the tax money that is earned by Whiteside County from farming operations.
- Mr. Roger Johnson – Strongly suggested that something be done. He went on to state that if nothing is done, the area stands a chance of losing out on business growth. A solid transportation system is what stimulates growth in your area. Without improvements, businesses will look elsewhere.
- Mr. Matt Lillpop- Expressed concern that the timing for CAG meetings conflicts with farmers' schedules. He suggested the turnout of farmers at each of the meetings has been very low for that reason. He asked the consultant team to take his concern into consideration when planning any future meetings. Mr. Walton responded that farmers' schedules were taken into consideration and this is why the CAG was held on this date.

COMMUNITY ADVISORY GROUP

WEDNESDAY, JUNE 2, 2010

U.S. ROUTE 30
ENVIRONMENTAL IMPACT STATEMENT
&
PHASE I DESIGN REPORT

Illinois Department of Transportation

AGENDA

1. Bypass Study
2. Introduction of new CAG Members
3. Progress of Project to Date
4. Six Alternatives
5. CAG Exercise
6. Project Timeline
7. Questions

Bypass Study

- Concerns have been expressed by the members of the Morrison Business Community regarding the potential impacts of a U.S. 30 Bypass.
- Stakeholder meeting held April 15th with the businesses of Morrison.
- IDOT is assessing the impacts of a potential bypass on the City of Morrison.
- The results of is analysis will be presented in the Environmental Impact Statement (EIS) as part of the overall socio-economic analysis of the entire project study area.

New CAG Members

- Bob Vaughn
  (Morrison Area Business Development Alliance)

- Luke Vander Bleek
  (Morrison Business Owner)

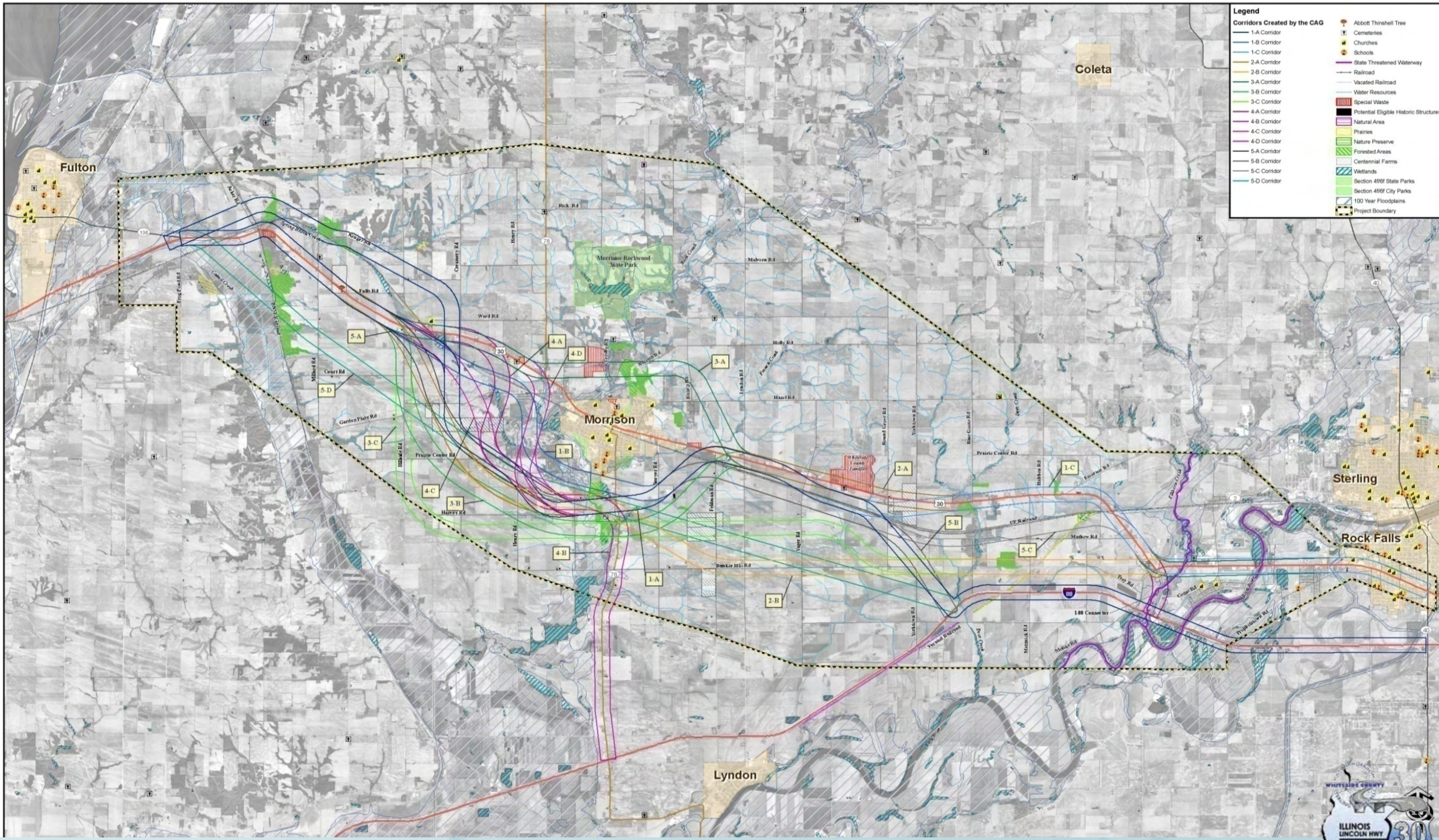
Progress of Project to Date

Last CAG Meeting was June 10, 2009

- Discussed the results of the Environmental Survey Request
- Discussed the Public Informational Open House and NEPA 404 Merger Meeting
- Discussed the Initial Alignments and Potential Environmental Impacts

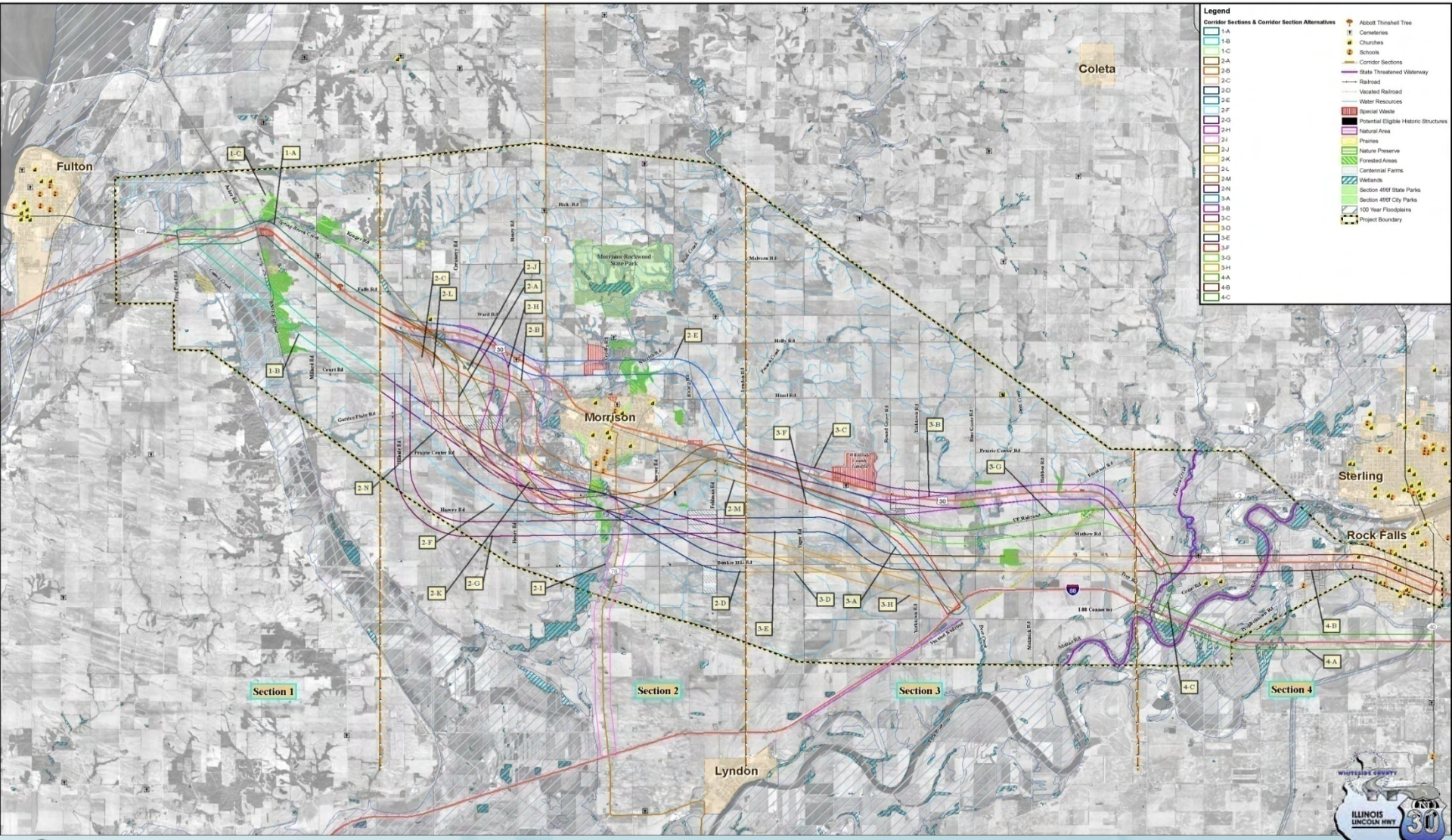
Progress of Project to Date

CAG Creates Corridors (October 2007)



Progress of Project to Date

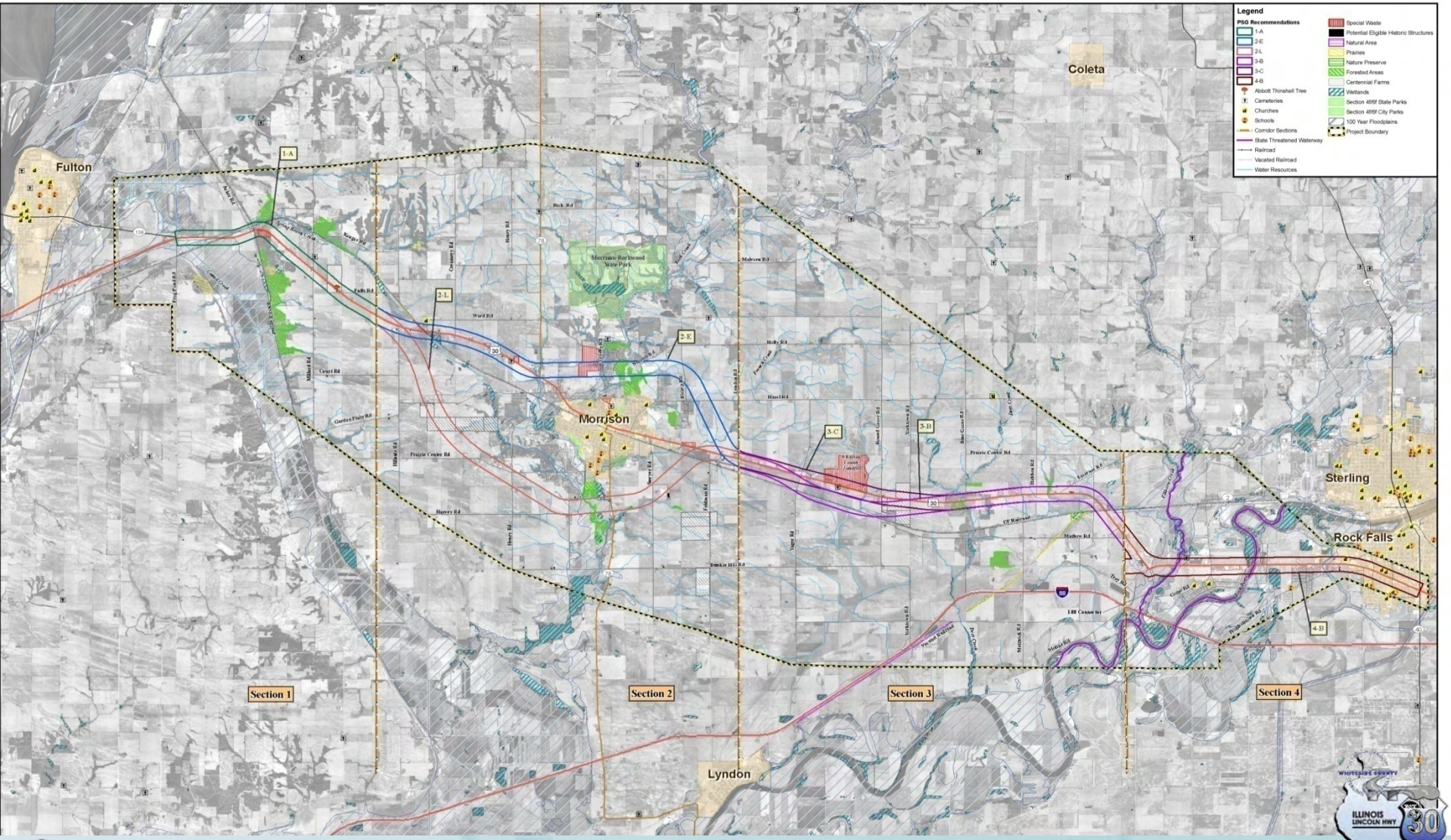
Separate Corridors into Sections (May 2008)



Illinois Department of Transportation

Progress of Project to Date

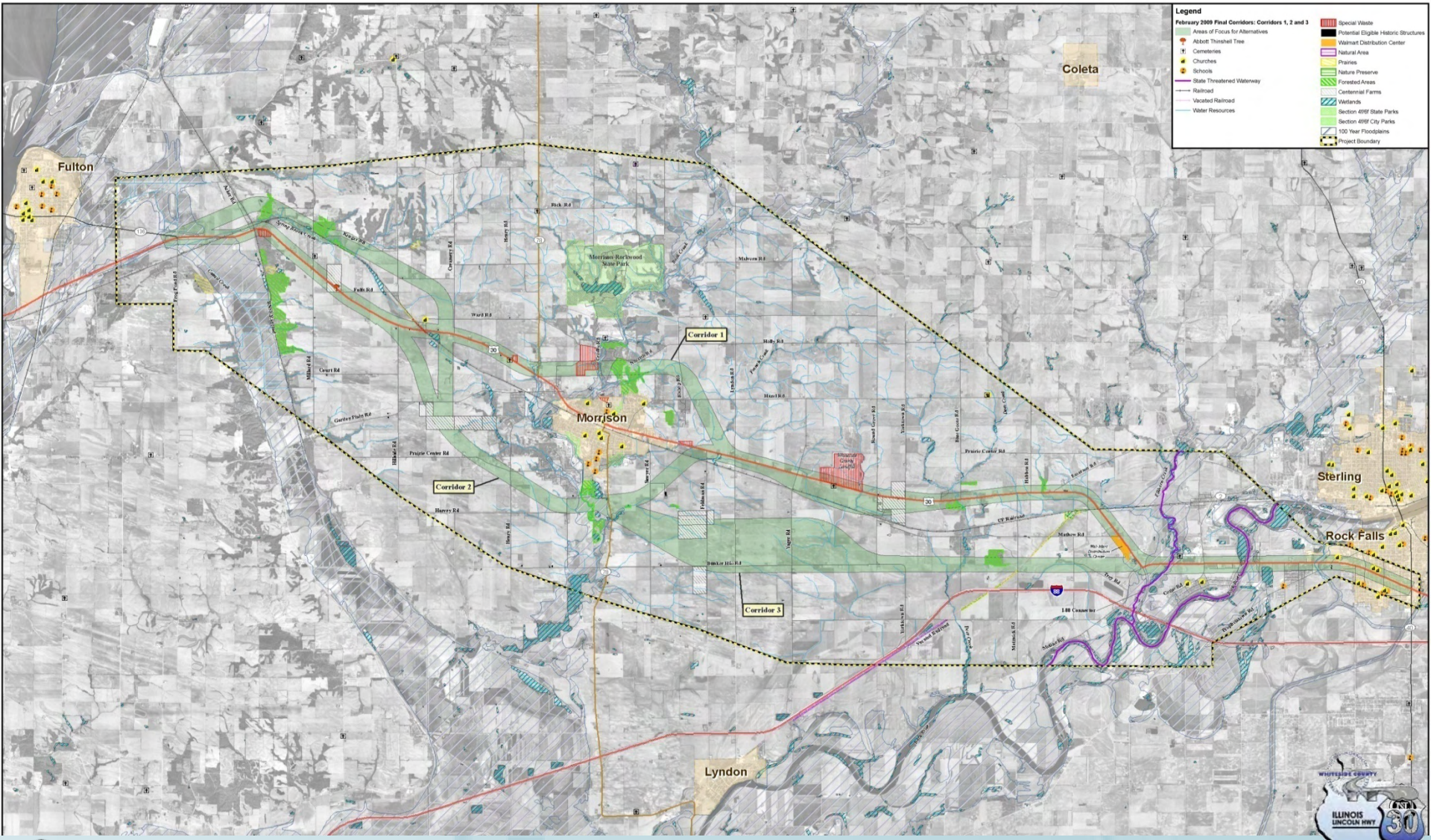
Project Study Group Recommendations (December 2008)



Illinois Department of Transportation

Progress of Project to Date

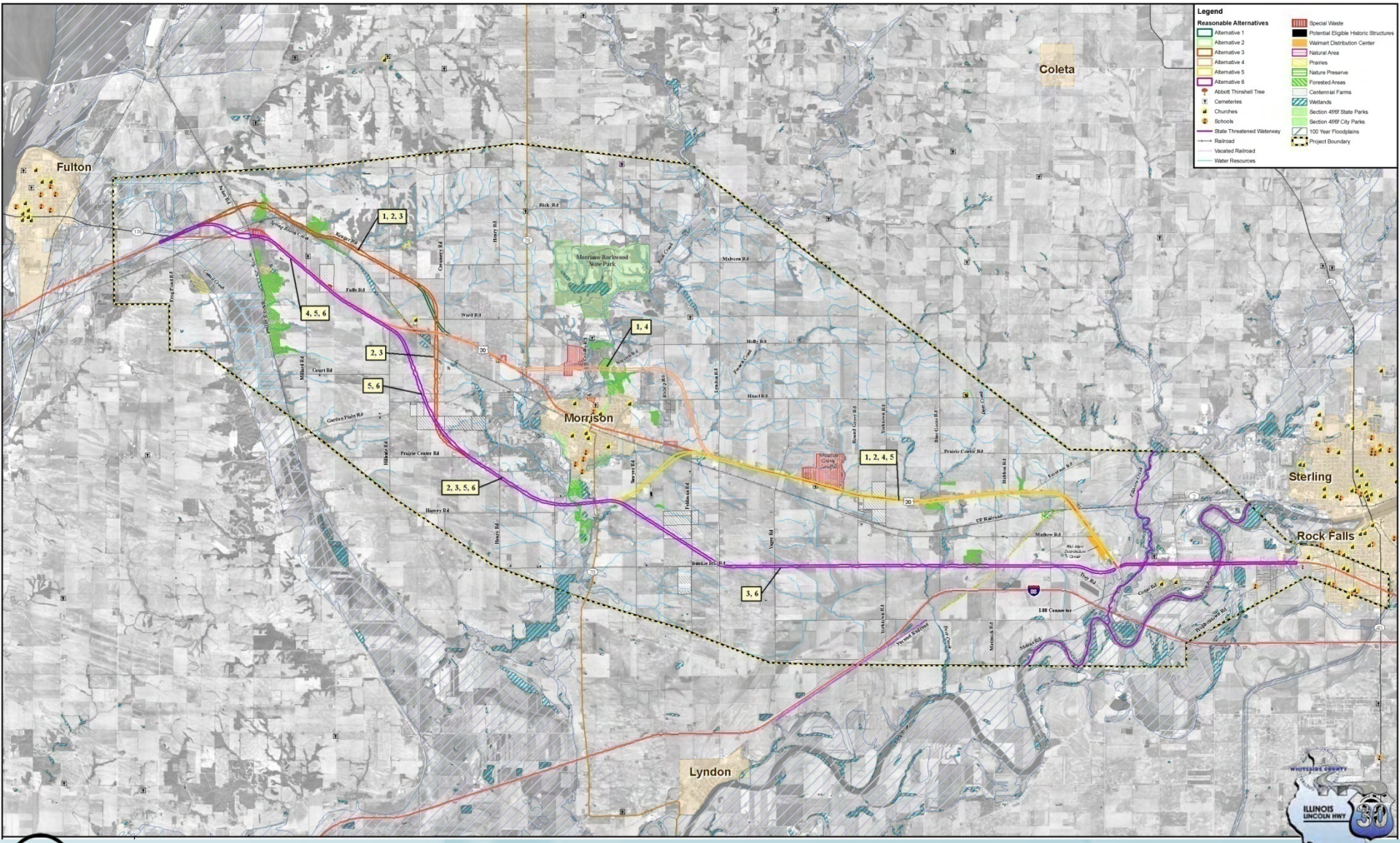
Final Corridors (February 2009)



Illinois Department of Transportation

Progress of Project to Date

Six Alternatives (June 2010)



Illinois Department of Transportation

Progress of Project to Date

Six (6) Initial Alternatives have been refined to avoid and minimize impacts

Subsequent Meetings with IDOT, FHWA, and Stakeholder Groups:

- Access
- Geometrics
- Contents of the Draft Environmental Impact Statement (DEIS)
- Schedule
- Process
- Environmental Issues

Six (6) Alternatives

- The following impacts of the six alternatives are based on a preliminary analysis of the impacts of an approximately 220 foot wide footprint. 220 feet is the approximate width that would be required for the construction of a four-lane expressway.

- The impact data, such as acreage, is approximate.

- The impacts (acreage, etc.) that you see in the following slides will be revised for the alternatives recommended for in-depth study in the Environmental Impact Statement.

- Lastly, the No-Build Alternative will also be evaluated along with the two alternatives being carried forward.

Six (6) Alternatives

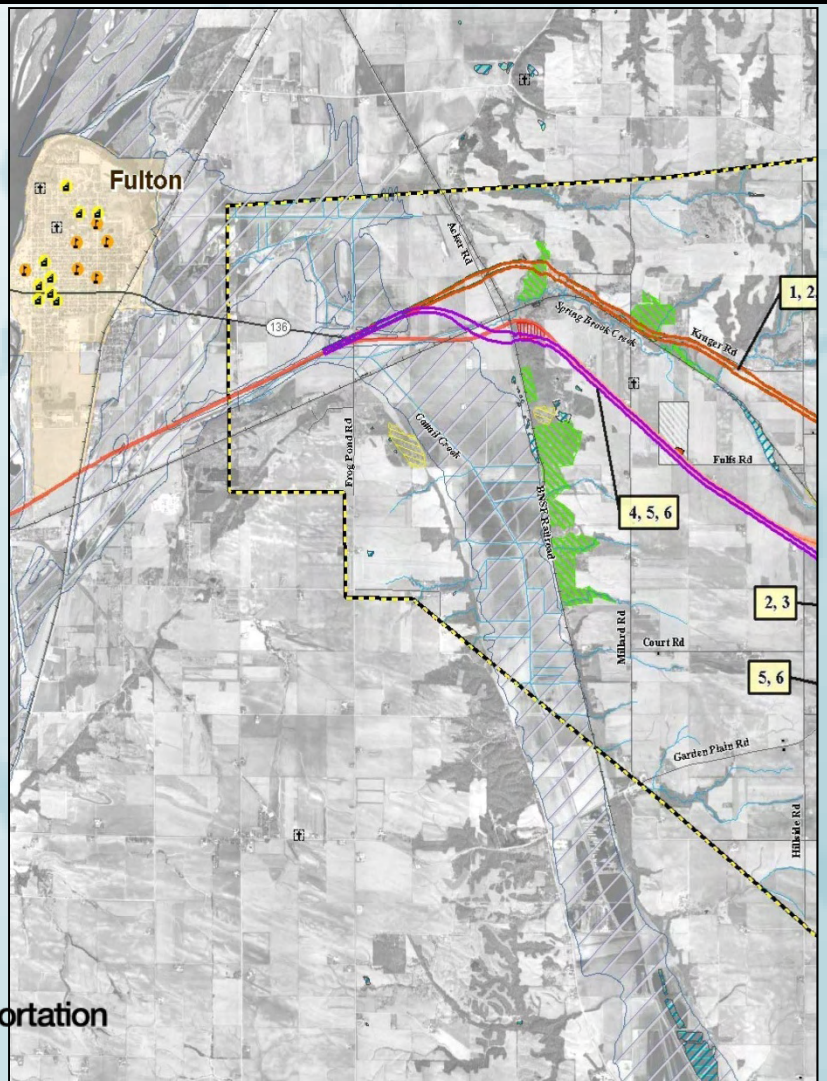
Description

Description		Alternative					
		1	2	3	4	5	6
Western Portion (*IL 136 to west of Morrison)*	North of U.S. 30	X	X	X			
	Stays on U.S. 30				X	X	X
Central Portion *(Bypass around Morrison)*	North of Morrison	X			X		
	South of Morrison		X	X		X	X
Eastern Portion (East of Morrison to Moline Road)	South of U.S. 30			X			X
	Stays on U.S. 30	X	X		X	X	
Moline Road to IL 40	Stays on Existing U.S. 30	X	X	X	X	X	X

Six (6) Alternatives

Western Portion

Description		Alternative					
		1	2	3	4	5	6
Western Portion (*IL 136 to west of Morrison*)	North of U.S. 30	X	X	X			
	Stays on U.S. 30				X	X	X

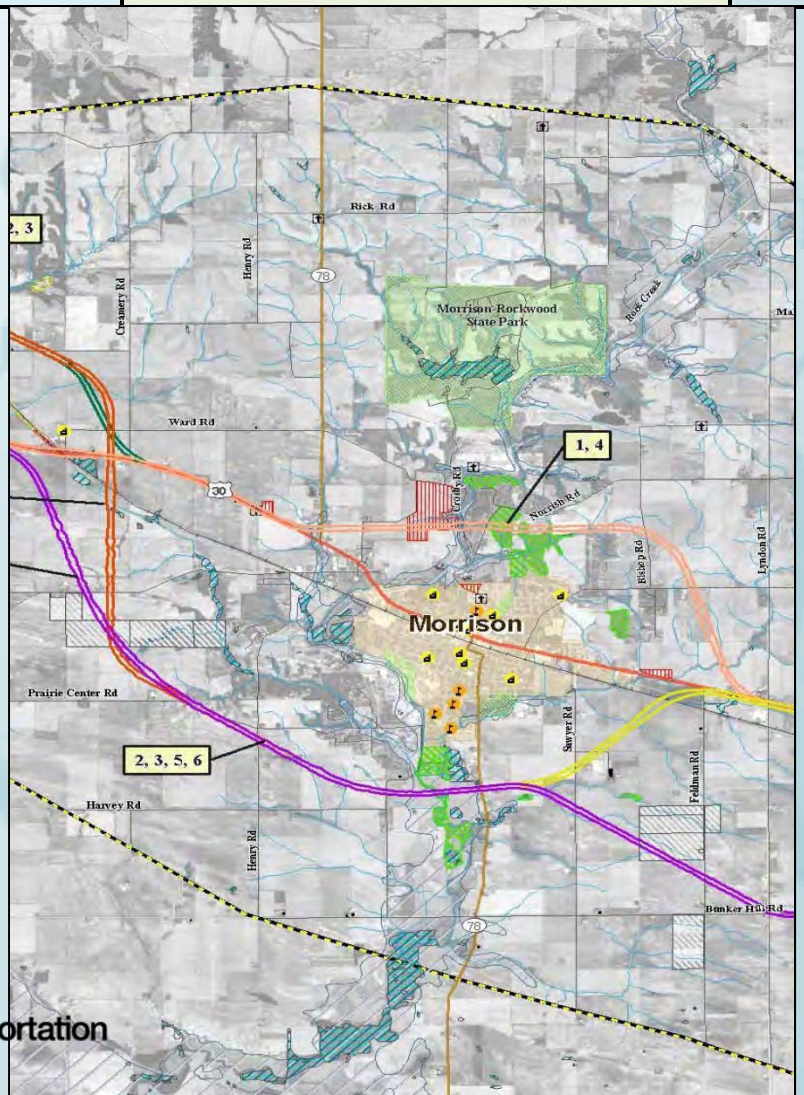


Illinois Department of Transportation

Six (6) Alternatives

Central Portion

Description		Alternative					
		1	2	3	4	5	6
Central Portion *(Bypass around Morrison)*	North of Morrison	X			X		
	South of Morrison		X	X		X	X

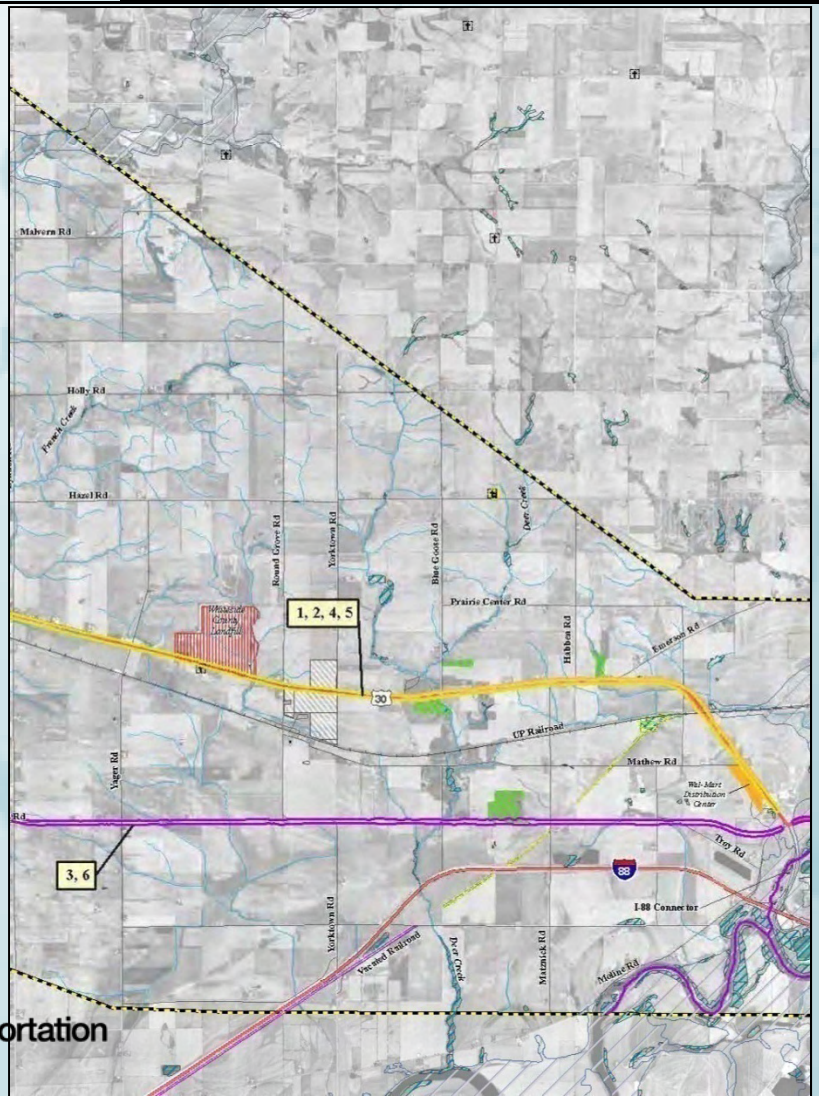


Illinois Department of Transportation

Six (6) Alternatives

Eastern Portion

Description		Alternative					
		1	2	3	4	5	6
Eastern Portion (East of Morrison to Moline Road)	South of U.S. 30			X			X
	Stays on U.S. 30	X	X		X	X	

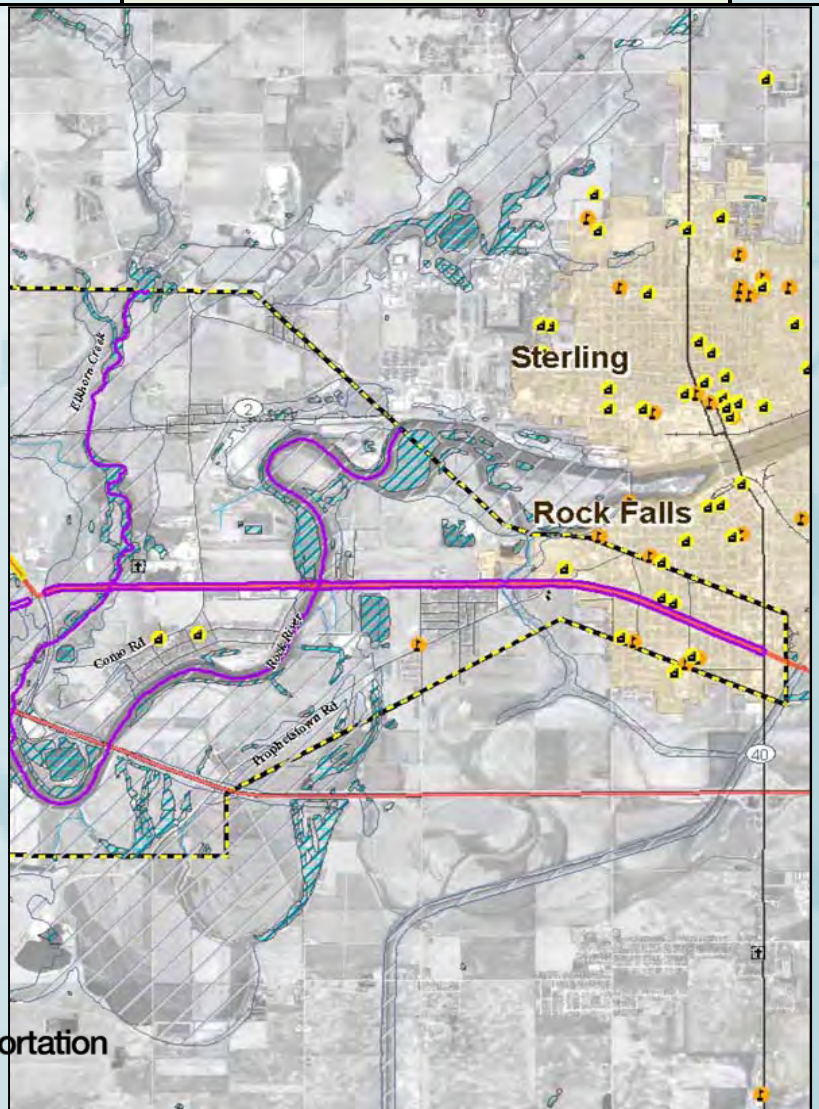


Illinois Department of Transportation

Six (6) Alternatives

Moline Road to IL 40

Description		Alternative					
		1	2	3	4	5	6
Moline Road to IL 40	Stays on Existing U.S. 30	X	X	X	X	X	X



Illinois Department of Transportation

Six (6) Alternatives

Summary of Estimated Environmental Impacts of Reasonable Alternatives

Evaluations Factors	Unit of Measures	Alternatives					
		1	2	3	4	5	6
AGRICULTURAL							
Number of Farms Affected	Number	45	53	48	30	37	33
Farmsteads Displaced	Number	7	4	3	8	5	4
Centennial Farms Affected	Number	1	2	2	2	3	3
Farmland Area Converted	Acres	456	494	519	375	432	456
ENVIRONMENTAL							
Wetland Sites Impacted	Number	0	1	1	1	1	1
	Acres	0.00	0.12	0.12	0.55	0.12	0.12
Threatened & Endangered Species	Number	2	2	2	2	2	2
Streams Crossings	Number	8	7	7	9	8	8
Floodplain Encroachments	Number	7	6	6	7	6	6
Forest Blocks Affected	Number	6	5	4	4	3	2
Special Waste Sites	Number	2	0	0	3	1	1
LAND USE/SOCIOECONOMIC							
Relocations (Business)	Number	1	1	1	0	0	0
Relocations (Residential	Number	19	12	4	26	15	7
OTHER FACTORS							
Total Length	Miles	27	29	30	24	26	28
Total Area Converted to ROW	Acres	502	529	539	422	467	477

Six (6) Alternatives

Summary of Estimated Environmental Impacts of Reasonable Alternatives

Evaluation Factors	Unit of Measures	Alternatives					
		1	2	3	4	5	6
AGRICULTURAL							
Number of Farms Affected	Number	45	53	48	30	37	33
Farmsteads Displaced	Number	7	4	3	8	5	4
Centennial Farms Affected	Number	1	2	2	2	3	3
Farmland Area Converted	Acres	456	494	519	375	432	456
ENVIRONMENTAL							
Wetland Sites Impacted	Number	0	1	1	1	1	1
	Acres	0.00	0.12	0.12	0.55	0.12	0.12
Threatened & Endangered Species	Number	2	2	2	2	2	2
Streams Crossings	Number	8	7	7	9	8	8
Floodplain Encroachments	Number	7	6	6	7	6	6
Forest Blocks Affected	Number	6	5	4	4	3	2
Special Waste Sites	Number	2	0	0	3	1	1
LAND USE/SOCIOECONOMIC							
Relocations (Business)	Number	1	1	1	0	0	0
Relocations (Residential)	Number	19	12	4	26	15	7
OTHER FACTORS							
Total Length	Miles	27	28	30	24	26	28
Total Area Converted to ROW	Acres	502	529	539	422	467	477

Least Impact/Highest Benefit

Six (6) Alternatives

Level of Service (LOS)

Traffic Capacity & the associated traffic congestion are defined in terms of LOS. LOS is expressed by a scale ranging from “A” to “F.” A represents the best traffic condition with no backups or obstacles to traffic flow. “F” represents a total breakdown in traffic operations accompanied by extensive delays in traffic volumes that approach capacity.

Level of Service	Flow Condition Illustration	Description
A		Completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences.
B		Indicative of free flow, although the presence of other vehicles begins to be noticeable. Average travel speeds are the same as in LOS A, but drivers have less freedom to maneuver.
C		Range in which the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is now clearly affected by the presence of other vehicles.
D		Range in which ability to maneuver is severely restricted because of traffic congestion. Travel speed begins to be reduced by increasing volumes.
E		Operation at or near capacity and is quite unstable. Vehicles are operating with the minimum spacing at which uniform flow can be maintained.
F		Breakdown condition where maneuverability and speeds may drop to zero.

Six (6) Alternatives

LOS on Existing U.S. 30 Route as a Result of the New U.S. 30 Roadway

Description	*Alternative*						
	No-Build	**1**	**2**	**3**	**4**	**5**	**6**
Western Portion (*IL 136 to west of Morrison*)	D	B	B	B	A	A	A
Central Portion *(Bypass around Morrison)*	D to E	C	B to C	C	C	B to C	B to C
Eastern Portion (East of Morrison to Moline Road)	C to E	A	A	C	A	A	C
Moline Road to IL 40	B to C	A	A	A	A	A	A

Highest Benefit

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Six (6) Alternatives

Estimated Crash Reduction Rates

One of the goals of the Purpose & Need for this project is to enhance safety. A way to measure if a project is enhancing safety to determine the crash reduction rate. As shown in the table, all alternatives, with the exception of the No-Build, enhance safety.

Description	*Alternative % Reduction/# Reduction Crash*						
	No-Build	1	2	3	4	5	6
Western Portion *(IL 136 to west of Morrison)*	0	39%	39%	39%	50%	50%	50%
		24	24	24	30	30	30
Central Portion *(Bypass around Morrison)*	0	23.8%	33%	25.2%	24.2%	33%	25.7%
		38	53	41	39	53	42
Eastern Portion (East of Morrison to Moline Road)	0	47.5%	47.5%	30.3%	47.5%	47.5%	30.3%
		51	51	33	51	51	33
Moline Road to IL 40	0	13%	13%	13%	13%	13%	13%
		30	30	30	30	30	30
TOTAL	0	25%	28%	23%	26%	29%	24%
		143	158	128	150	164	135

Highest Benefit

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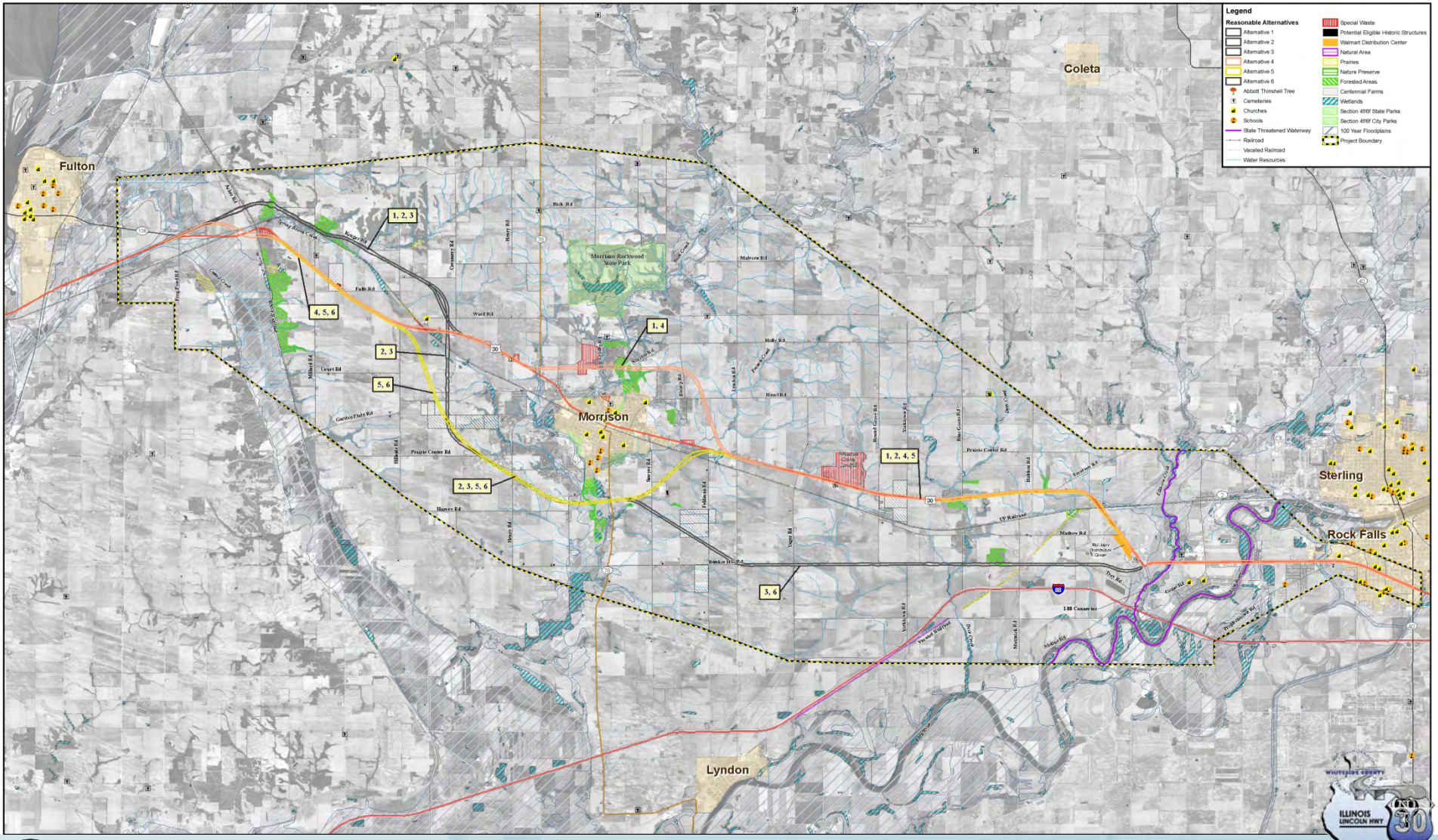
Six (6) Alternatives

Alternatives 4 and 5



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CAG Exercise

WE WANT YOUR INPUT

- Each table has a flip chart
- At your table, please discuss the impacts of the six (6) alternatives along with the No-Build Alternative
- Please provide your comments on the flip chart
- Discuss with entire CAG

Project Timeline

- Approval from Federal & State Agencies to carry recommended alternatives forward for further study in the Environmental Impact Statement: *September 2010*
- Draft Environmental Impact Statement available for review and comment: *Early 2011*
- Public Hearing: *Early 2011*
- Final EIS with Preferred Alternative Identified: *Early 2012*
- Record of Decision (ROD) signed: *Early 2012*

THANK YOU

COMMENTS

&

QUESTIONS?

Illinois Department of Transportation

MEETING MINUTES

Community Advisory Group Attendees		Table Assignment
William Abbott	Whiteside County Board	1
Randy Balk	City of Fulton	2
Barb Bees	MAPPING Group	5
Heather Bennett	Fulton Co. Chamber of Commerce	4
John Bishop	Homeowner	2
Hon. David Blanton	Mayor, City of Rock Falls	4
Allen Bush	Farmer	5
Arlyn Folkers	Farmer	1
Steve Haring	Whiteside County Engineer	4
Glen Kuhlemeir	Black Hills RC&D	2
Everett Pannier	Morrison Development Corporation	2
Hon. Larry Russell	Mayor, City of Fulton	2
Kay Shelton	Illinois Lincoln Highway Association	5
Dale Sterenberg	Farmer	2
Scott Schumard	City of Sterling	5
Barbra Suehl-Janis	Fulton Kiwanis Club	1
Bob Vaughn	Morrison Business Advisory Group	1
Tim Wise	City of Morrison	4

Special Guests

Dave Rose	Iowa Highway Commissioner
Edith Pfeffer	Iowa U.S. 30 Coalition
Ruthie Rogers	Coloma Highway Township
Tim Keller	Whiteside County Soil & Water Conservation District

Project Study Group Attendees

Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
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Dorraine Kingry	IDOT D2	dorraine.kingry@illinois.gov
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Mike Walton	Volkert, Inc.	mwalton@volkert.com
Bridgett Jacquot	Volkert, Inc.	bjacquot@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mary Lou Goodpaster	Kaskaskia Engineering Group	mgoodpaster@kaskaskiaeng.com
Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net
Bob Innis	Hudson & Associates	bob.innis@yahoo.com

Agenda

1. Project Update
2. Next Steps
3. CAG Concerns (Group Exercise)
4. Volunteer Request

Meeting Purpose

On Wednesday, June 8, 2011, the U.S. Route 30 Project Study Group (PSG) hosted their seventh Community Advisory Group (CAG) meeting at the Odell Public Library Community Center in Morrison, Illinois. The purpose of the meeting was to update the CAG on the study's progress and to gather input on the Draft Environmental Impact Statement (DEIS) and the proposed alternatives.

Opening Remarks

Ms. Becky Marruffo, Project Engineer for IDOT, thanked the committee for their ongoing commitment to the project. She then introduced the special guests and IDOT staff in attendance. Ms. Marruffo informed the audience that the goal of the meeting was to update them on the project progress, discuss the DEIS and identify the pros and cons of Alternatives 4 and 5.

Presentation Overview

Mr. Mike Walton introduced members of the study team, highlighted the agenda, and emphasized the meeting objectives. He then presented a brief overview of the study process and the DEIS document. During the presentation, Mr. Walton covered the project time line and explained that funding is only available for Phase I of the project. Phase II (design) and Phase III (construction) funding has not been secured. Phase I is anticipated to be completed by December 2012.

Next, Mr. Walton presented an overview of the study's progression since the last CAG meeting. Mr. Walton stated that the information highlighted was the same information the committee reviewed last year before the public comment period. He explained that in 2009, the CAG assisted the Project Study Team with reducing sixteen corridors to six reasonable alternatives. A map was presented that highlighted the six alternatives. Mr. Walton explained that engineering evaluations and environmental assessments were conducted and the results were presented to the CAG and public for review and input. A table was presented that explained how the evaluation factors and environmental impacts were compared against each alternative (see presentation slides).

Mr. Walton then proceeded to highlight the comments received last year regarding the six reasonable alternatives from both the CAG and public. They were as follows:

CAG Input

- ✓ The no-build alternative is not favored
- ✓ Reducing impacts on farmland is encouraged
- ✓ Concerns regarding bypass impacts to Morrison businesses
- ✓ Proximity to the industrial park provides better economic opportunity
- ✓ Quality of life in the area should be a concern
- ✓ Concern that the northern alignment restricts development and is incompatible with surroundings
- ✓ Environmental sensitivity

Public Input

- ✓ Impacts to agricultural activity and farmland
- ✓ Potential negative economic impact of a bypass on Morrison
- ✓ Displacement of residential property, residences and businesses
- ✓ Want the department to use existing U.S. 30 roadway to the extent possible
- ✓ Some oppose the project overall

Mr. Walton explained that the comments were presented to the PSG after the public comment period. As a result of that meeting, the team was directed to further study Alternatives 4 and 5. He described both routes and stated that of the six reasonable alternatives, Alternatives 4 and 5 had the least environmental impacts, best facilitated movement through the corridor, and best utilized the existing roadway.

Next, Ms. Bridgett Jacquot discussed the environmental sections and reviewed the environmental criteria and impacts from Chapter 2 in the DEIS. She went on to highlight the results from the screening between the alternatives examined. She stated that there were numerous engineering, environmental, social and economic factors the alternatives were screened against. The screening revealed that Alternatives 4 and 5 have numerous common impacts on the biological, cultural and human environment.

Ms. Jacquot highlighted the criterion in the table that were used to determine the alternatives that were studied in the DEIS and ultimately will be used to identify a preferred alignment (see presentation slides). She stated that the DEIS report had been reviewed and signed by both the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT). The next step is for IDOT to gather public input on the DEIS through the public hearing process.

Ms. Jacquot stated there are multiple ways the public can view the DEIS and proposed alternatives. She informed the committee about the public hearing scheduled for Wednesday, June 15, 2011 at the United Methodist Church and that the DEIS would be available there for review. The DEIS document is also available for review at local libraries, the project website and the District office. Ms. Jacquot emphasized that comments in writing are necessary if intended to be a part of the public record. There will also be comment sheets and a court reporter available at the public hearing to formally record all public comments.

She explained that after the public hearing another CAG meeting will be held to review the public comments and discuss a preferred alternative. The CAG and public input will be

shared with the PSG, and a preferred alternative will be selected. Afterwards, the Final EIS will be prepared and submitted for review. The final milestone for the Phase I portion of the project will be the Record of Decision (ROD) which will mark the completion of the EIS process. After that, the project can move on to Phase II (design) and land acquisition, if funding becomes available.

Group Exercise and Q & A

CAG members were then asked to view the map, discuss the alternatives with their group and summarize their discussion. Once this was done the groups were asked to share their thoughts. Mr. Gil Janes facilitated the group discussions. Highlights were as follows:

Table 1

- Concerned about farmland and residential displacements on the northern route
- Prefer the southern route
- Concerned about emergency vehicles having access to the roadway
- The no-build alternative is not an option

Table 2

- Concerned about impacts to expensive homes on the northern route and the potential for further growth
- Prefer the southern route and are frustrated that Alternative 4 is still being considered when the CAG has clearly stated it is not an option
- The cities of Fulton and Clinton have concerns about the no-build option. Trucks want to get to the interstate and it is a safety issue
- The no-build alternative is not favored. It does not provide a viable alternative for I-80 traffic. A four-lane facility is needed for safety and access

Team Comments: A question was asked about whether U.S. 30 would remain in place if the proposed improvement was built. Mr. Mark Nardini stated that the current U.S. 30 would not be removed if the proposed improvement was built. In response to a question regarding the alignment in the area west of Fulfs Road, he also discussed the Abbott Thinshell Pecan Tree as a protected resource in relation to environmental issues along the corridor. Mr. Jon Estrem expounded on the issue by explaining that the goal is to create a high level roadway that would be safe and efficient. Farmland preservation is an issue that is taken into consideration. However, the alignment needs to be a smooth one and the serpentine aspects minimized. The layout presented was considered to be a balance between those considerations.

Table 3

No CAG members seated at table

Table 4

- Concerned about the Union Pacific crossing
- Believe Alternative 4 prevents residential growth, reduces property values and impacts access to the State park
- Would like to know more information about the project time lines

- Disapproval of the northern route and no-build option was reiterated. The continued inclusion of Alternative 4 as an option was expressed as a concern
- There are concerns about how the floodplains were evaluated

Team Comments: Mr. Nardini mentioned that floodplains do not have the same restrictions as wetlands. The impacts were identified by linear foot and detailed hydraulic studies would occur in the next phase. Ms. Jacquot added that floodplains are protected resources covered under a federal executive order. Floodplain maps were recently redrawn and Morrison has commercial zoning in the French Creek floodplain area east of Morrison. IDOT will identify ways to avoid and minimize the impacts to these floodplains to an even greater extent once a preferred alternative is selected. She went on to say that there are rules and regulations that must be followed in order to construct in a floodplain. She also pointed out that Alternative 4 was retained to ensure for a full range of alternatives that satisfy the Purpose and Need which is required for thorough comparison.

Table 5

- Concerns about impacts on historical structures, traffic, safety, and economic development
- Tourism and future growth is tied to an improved roadway system, so the no-build alternative is not an option
- Minimizing impacts on businesses is needed. Highway planning and community planning need to happen together

Mr. Janes wrapped up the exercise by highlighting the points expressed during the group discussions. Listed below is a summary of the points expressed:

- Minimize impacts to farmland
- Residential displacements associated with the northern route
- Northern route prevents residential development growth and is incompatible with existing land use
- Consequences of no-build alternative - negatively impacts safety and economic development
- Concerns regarding economic development
- Floodplain impacts and mitigation

Ms. Jacquot encouraged the audience to reach out to their constituent base to inform them about the opportunity to give input via the project website or at the public hearing. She also asked if any of the members would be willing to participate in the hearing by staffing a station dedicated for the CAG. The idea is to show solidarity in the process, give the public insight on how the CAG was involved, and assist with addressing any comments. She finished by thanking everyone for attending and for their ongoing support of the project process.

The meeting concluded at approximately 7:45 pm.

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT

COMMUNITY ADVISORY GROUP MEETING

June 8, 2011

Illinois Department of Transportation

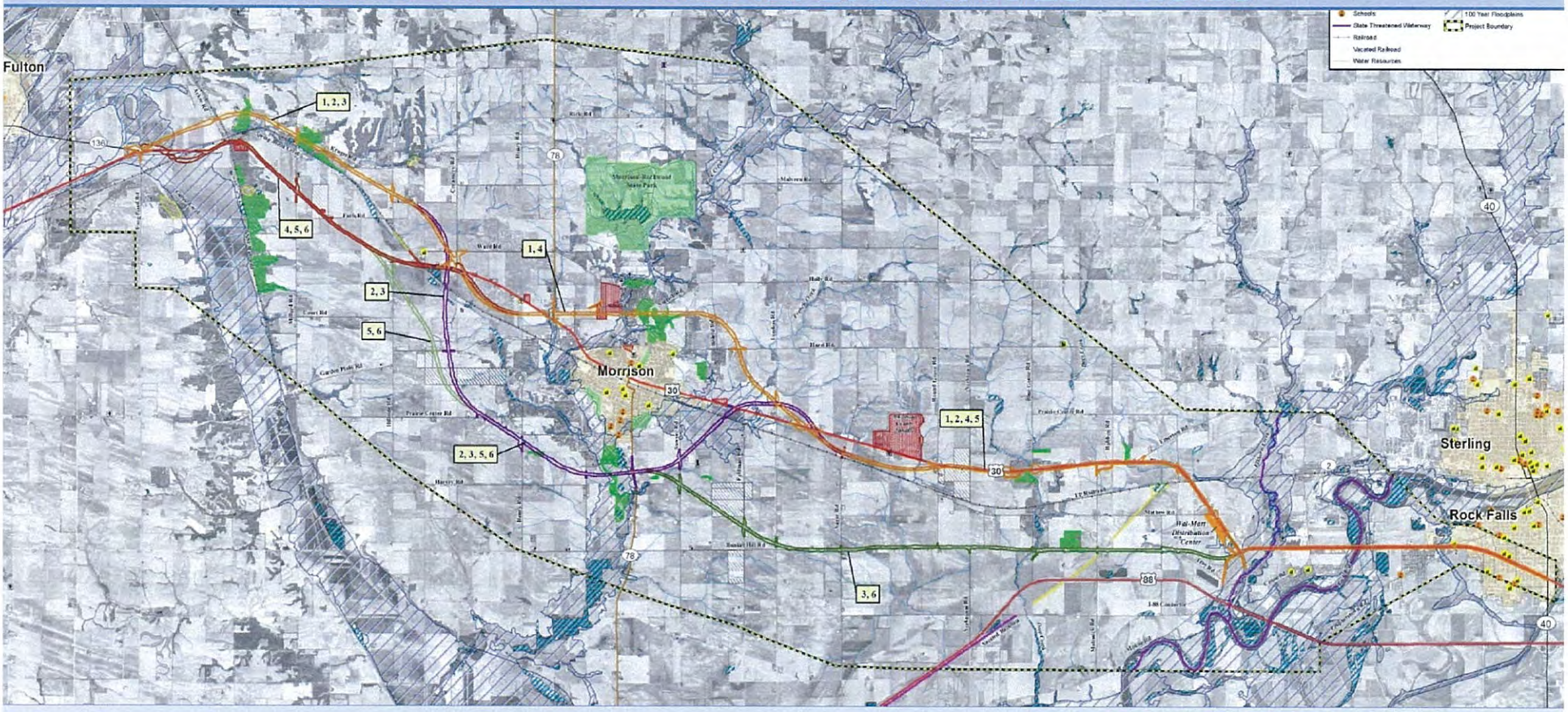
AGENDA

- Project Update
- Next Steps
- CAG Concerns
- Volunteer Request

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

PROJECT UPDATE

SIX REASONABLE ALTERNATIVES - 2010



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PROJECT UPDATE

SIX REASONABLE ALTERNATIVES - 2010

Table 2-3: Summary of Estimated Environmental Impacts for Reasonable Alternatives

These numbers are based on approximately 200 foot wide construction limits

Evaluation Factors	Unit of Measures	Alternatives					
		1	2	3	4	5	6
AGRICULTURAL							
Number of Farms Affected*	Number	140	149	136	147	151	138
Farmsteads Displaced	Number	8	5	4	9	6	5
Centennial Farms Affected	Number	1	2	2	2	3	3
Farmland Area Converted	Acres	479	519	535	397	453	470
ENVIRONMENTAL							
Wetland Sites Impacted	Number	1	2	2	2	2	2
	Acres	0.24	0.36	0.36	0.79	0.36	0.36
Threatened & Endangered Species**	Number	2	2	2	2	2	2
Streams Crossings	Number	8	7	7	9	8	8
Floodplain Encroachments***	Number	12	11	11	12	11	11
Forest Areas Affected	Number	6	5	4	4	3	2
Special Waste Sites	Number	2	0	0	3	1	1
LAND USE/SOCIOECONOMIC							
Relocations (Business)	Number	2	2	2	2	2	2
Relocations (Residential)****	Number	28	21	13	35	24	16
OTHER FACTORS							
Total Length	Miles	27	27	30	25	26	25
Total Area Converted to ROW	Acres	530	557	567	450	495	505
Preliminary Costs (2020 Dollars)	Million $	411	407	354	414	383	331

*Property Impacts
**Black sandshell mussel in Elkhorn Creek & Rock River
***100-year floodplain
****Includes farmstead displacements

Illinois Department of Transportation

PROJECT UPDATE

CAG input on six alternatives (Recap)

- No-Build Alternative is not an option
- Preserve farmland
- Concerns regarding Morrison businesses
- Proximity to industrial park = better economic opportunity
- Quality of life in the area should be a concern
- Concern north alignment restrict development and compatibility with surroundings
- Environmental sensitivity

PROJECT UPDATE

Public input and concerns on six alternatives

- Impacts on agricultural ground and activity
- Potential negative economic impact of a bypass on Morrison
- Displacement of residential property, residences, and businesses
- Want use of existing U.S. 30 roadway to the extent possible
- Some oppose project overall

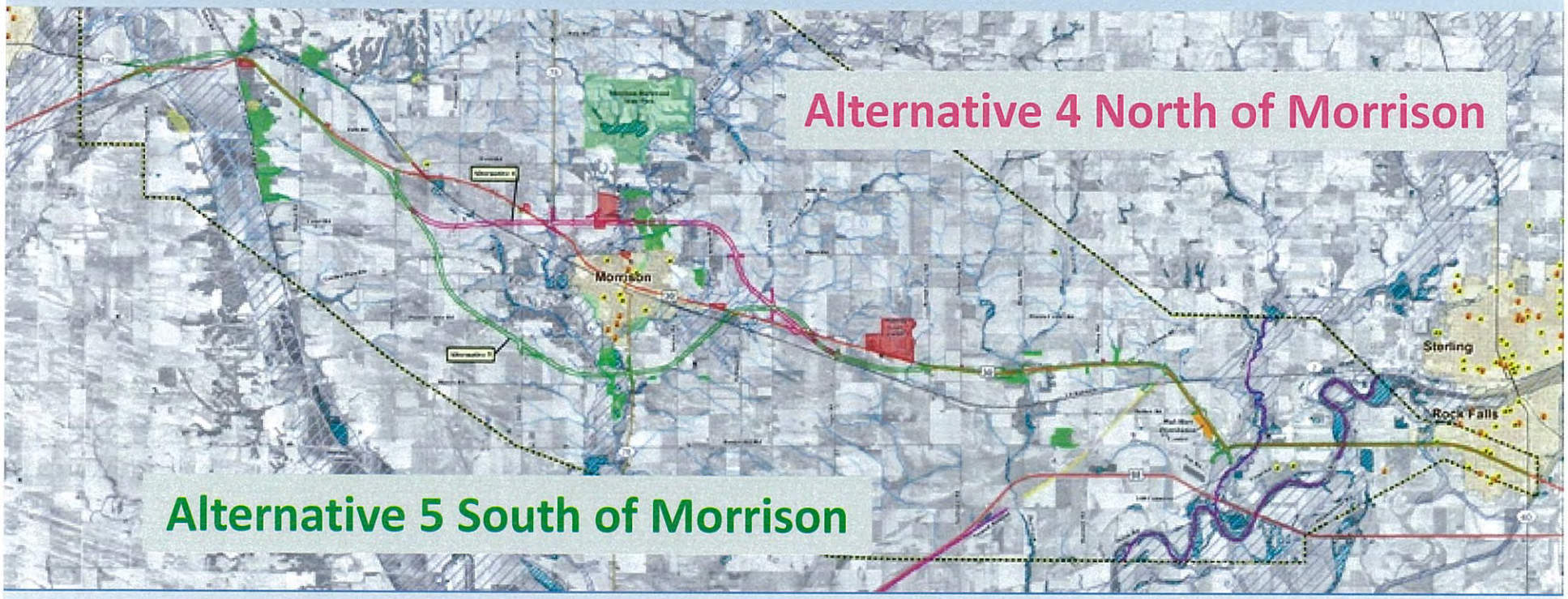
PROJECT UPDATE

WHAT HAPPENED AFTER THE PUBLIC COMMENTED ON THE SIX REASONABLE ALTERNATIVES?

- Public preference – utilize existing roadway
- CAG and public input presented to the PSG
  - The PSG recommended Alternatives 4 and 5
- Alternatives 4 and 5 were chosen
  - Least environmental impacts
  - Best facilitates movement through the corridor
  - Best utilizes existing roadway

ALTERNATIVES 4 and 5 - 2011

Alternatives 4 and 5 share the same alignment along U.S. 30 east and west of Morrison.



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Summary of Estimated Environmental Impacts for Build Alternatives						
Evaluation Factors	Unit of Measure	Alternatives				
		Common Impacts to Build Alternatives 4 & 5	4 North Bypass Only	4 TOTAL	5 South Bypass Only	5 TOTAL
AGRICULTURAL						
Number of Farms Affected*	Number	110	39	149	44	154
Farmsteads Displaced	Number	7	4	11	1	8
Centennial Farms Affected	Number	2	0	2	1	3
Farmland Area Converted	Acres	365	249	614	260	625
ENVIRONMENTAL						
Wetland Sites Impacted	Number	1	0	1	0	1
	Acres	0.24	0	0.24	0	0.24
Threatened & Endangered Species**	Number	2	0	2	0	2
Streams Crossings	Number	8	1	9	0	8
Floodplain Encroachments***	Linear Feet	13,377	2,995	16,372	8,534	21,911
Forest Areas Affected	Number	0	2	2	1	1
Special Waste Sites	Number	2	2	4	0	2
LAND USE/SOCIOECONOMIC						
Relocations (Business)	Number	4	0	4	0	4
Relocations (Residential)****	Number	27	10	37	3	30
OTHER FACTORS						
Total Length	Miles	12	13	25	14	26
Total Area Converted to ROW	Acres	409	273	682	267	676
Preliminary Costs (2020 Dollars)	Million $	N/A	414		383	

*Property Impacts
**Black sandshell mussel in Elkhorn Creek & Rock River
***100-year floodplain
****Includes farmstead displacements

PROJECT UPDATE

Draft Environmental Impact Statement approved on April 29, 2011 by Federal Highway Administration

PROJECT UPDATE

DEIS Available:

- Community libraries - Fulton, Morrison, Rock Falls, and Sterling
- Website :

  www.dot.il.gov/desenv/Environment/309/option.html
- IDOT - District 2 Office in Dixon
  - By appointment

NEXT STEPS

- Public Hearing – June 15, 2011
  - Comments due by July 29, 2011
- CAG Meeting
  - Review Public Input
  - Consensus on preferred alternative
- PSG Meeting
  - Identify a preferred alternative
- Final Environmental Impact Statement
- Record of Decision

CAG CONCERNS

- View selected alternatives 4 and 5
- List key concerns for both alternatives
- Discuss with CAG

VOLUNTEER REQUEST

CAG members

available at Public Hearing

Wednesday, June 15, 2011

from 1PM to 7PM at

United Methodist Church in Morrison

THANK YOU!

Community Advisory Group Meeting
Morrison United Methodist Church
Tuesday, May 8, 2012

MEETING MINUTES

Community Advisory Group Attendees

William Abbott	Whiteside County Board
Heather Bennett	Fulton Co. Chamber of Commerce
John Bishop	Homeowner
Hon. David Blanton	Mayor, City of Rock Falls
Tom Determann	Iowa-Illinois Highway Partnership
Suellen Girard	Morrison Community Unit School District #6
Roger Johnson	Homeowner/Farmer
Glen Kuhlemier	Black Hills RC&D
Karen Nelson	Homeowner
Kay Shelton	Illinois Lincoln Highway Association
Ann Slavin	Friends of the Park/Illinois Bicyclist
Dale Sterenberg	Farmer
Scott Shumard	City of Sterling
Barbara Suehl-Janis	Fulton Kiwanis Club
Bob Vaughn	Morrison Business Advisory Group
Jim Wise	City of Morrison

Special Guests

Linda Blumhoff	Whiteside County Highway Department

Project Study Group Attendees

Rebecca Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Cassandra Rodgers	IDOT D2	cassandra.rodgers@illinois.gov
Jennifer Williams	IDOT D2	jennifer.williams@illinois.gov
Mark Nardini	IDOT D2	mark.nardini@illinois.gov
Jon McCormick	IDOT D2	jon.m.mccormick@illinois.gov
Michael Walton	Volkert, Inc.	mwalton@volkert.com
Bridgett Jacquot	Volkert, Inc.	bjacquot@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net
Paula Hughes	Hudson & Associates	pjcord.hudsonassoc@yahoo.com

Agenda

1. 2011 CAG Meeting
2. 2011 Public Hearing
3. Floodplain Modernization
4. Floodplain Avoidance
5. Build Alternatives
6. Environmental Impacts
7. Next Steps
8. Questions

Meeting Purpose

On Tuesday, May 8, 2012, members from the US 30 Project Study Group (PSG) hosted their eighth Community Advisory Group (CAG) meeting at the United Methodist Church in Morrison, Illinois. The purpose of the meeting was to update the CAG on the study's progress.

Opening Remarks

Ms. Jennifer Williams, Project Liaison for IDOT, welcomed the group and thanked the committee for their ongoing commitment to the project. She then reviewed the agenda including who would cover each item.

2011 CAG Meeting

Ms. Bridgett Jacquot reviewed the CAG meeting held in June 2011 including an overview of the study's progression. She also explained that the CAG assisted the Project Study Team with reducing 16 corridors in 2007 to two build alternatives in 2011. A map was presented that highlighted the Build Alternatives 4 (north) and 5 (south).

2011 Public Hearing

Ms. Jacquot discussed the hearing and noted there were 212 people who attended and a total of 88 comments were received from the public. She then proceeded to summarize the comments according to the build alternative preference by stakeholder types and location. The information presented was as follows:

Preference by Stakeholder Types

- ✓ Homeowners and Farmers favored the No-Build Alternative
- ✓ Business Owners, Developers, Others*, and Unidentified Stakeholders** favored Alternative 5

**Others are individuals that represent either special interest groups, elected officials or other entities.*

***Unidentified Stakeholders are individuals that did not indicate their stakeholder type.*

Alternative Preference by Location

- ✓ Comments received from Fulton, Rock Falls, Sterling, and Iowa favored Alternative 5
- ✓ Morrison respondents favored the No-Build Alternative
- ✓ Responses received from other Illinois cities outside of the project study area equally favored Alternative 5 and No Preference to either Build Alternative

Floodplain Modernization

Mr. Mark Nardini presented the Whiteside County floodplain map noting that the revised floodplain limits for the county were published in 2011. He stated that the previous limits were greatly expanded especially in the French Creek area. He also stated that the Federal Highway Administration (FHWA) cannot approve an alternative with significant longitudinal impacts if a reasonable alternative without significant floodplain impacts is available. Consequently, in order to continue consideration of Alternative 5, it was necessary to investigate a partial realignment to avoid longitudinal impacts in the French Creek floodplain. Adjustments were also necessary for Alternative 4 in order to eliminate longitudinal floodplain impacts along its proposed alignment.

Floodplain Avoidance

Mr. Nardini stated that there is a need to consider indirect impacts such as the effect that an alternative's location would have on future opportunities for building and development. Executive Order 11988 prohibits construction and development efforts in floodplain areas. The adjustments to the proposed build alternatives will allow both alignments to continue to be studied as they will be consistent with the spirit and intent of the Executive Order.

Build Alternatives

Mr. Jon McCormick reviewed the build alternatives stating that after the floodplain was revised the next step was to identify adjustments that could be made to minimize floodplain impacts while retaining the basic nature of the original alignments. The requirements in that regard include a connection to Emerson Road and a connection to US 30 to provide effective access to the City of Morrison. He noted the following modifications:

- The revised alignment for Alternative 5 (west to east) extends further east before swinging to the north to cross the railroad. This allows for complete avoidance of the French Creek floodplain. The modification begins just west of Illinois Route 78 to allow the alternative to miss the southern tip of the French Creek floodplain.
- Once across the railroad, Alternative 5 will have a shape similar to the original version. It will cross over existing US 30 to the north, then follow a gradual "S" curve which crosses existing US 30 again before swinging back to the north to rejoin the existing US 30 right-of-way. The "T" intersection with existing US 30 would be 1.7 miles east of Sawyer Road versus 0.9 miles under the original Alternative 5. The reason for the "S" curve was questioned and explained:

  - Initial crossing of existing US 30 is necessary to: (1) Allow for a non-skewed intersection from the expressway to existing US 30 (to the west); (2) Preclude an excessive skew or transitions/curves on the bridge over the railroad; and (3) Use roadway curves flat enough to provide for a 70 mph design speed.
  - Passing south of the Whiteside County Highway Department and Health Department is necessary because there is insufficient room between the landfill and the cemetery to follow the existing US 30 alignment. Both constraints must be avoided.

- Other features of revised Alternative 5 include a different means of accessing existing US 30 in the vicinity of the landfill through a new connector from Round Grove Road. In addition, cul-de-sacs for existing US 30 are proposed east of the expressway's west crossing and on either side of the east crossing. Access from the expressway to Yager Road will be maintained.
- The new alignment for Alternative 5 was designed to minimize overall impacts and to mimic the original Alternative 5. Traffic patterns are expected to be identical to the original Alternative 5. Other alignments were considered but rejected. One such alignment connected back to the existing right-of-way further east, staying south of the railroad to a point near Round Grove Road. The connection to existing US 30 would have been 3.8 miles east of Sawyer Road, and the determination was that access to the east side of Morrison would be inferior and this would deter motorists from exiting the expressway to reach Morrison from the east. Study of a major interchange would therefore have been needed at IL 78 south of Morrison.
- The process of modifying Alternative 5 actually validated the original work of developing this alternative. There is only a narrow range of alignments that will meet design criteria and minimize overall impacts. It is also important to note that the new alignment is defensible given the many adjacent constraints, including most notably the landfill. The alignment revision can be defended when questioned by property owners who may be newly-affected.
- Alternative 4 was also modified slightly to avoid the French Creek floodplain, but the changes necessary to accomplish this were minimal.

Environmental Impacts

Ms. Jacquot discussed the floodplain impacts by lineal foot for both alternatives before and after the 2012 modifications. After the modifications, the remaining impacts for Alternative 5 are near the Rock Creek crossing. Also noteworthy: the revised Alternative 5 (2012) now impacts 20 acres less than the 2011 Alternative 5; and the revised Alternative 4 and 5 (2012) both impact one fewer property owner.

Next Steps

Ms. Jacquot informed the CAG that the next steps involve assessing the impacts from the realignments in detail and incorporating the information into a Supplemental Draft Environmental Impact Statement (SDEIS). She shared that IDOT will need to gather public input on the SDEIS through the public hearing process.

She explained that after the public hearing, another CAG meeting will be held to review the public comments and discuss a preferred alternative. The input from the CAG and the public will then be shared with the PSG, and a preferred alternative will be selected. Afterwards, the Final Environmental Impact Statement (FEIS) will be prepared and submitted for review. The final milestone for the Phase I portion of the project will be the Record of Decision (ROD) which will mark the completion of the EIS process. It is expected that this will occur in 2014.

Questions

Q: Is another public hearing required if we get a petition to the district showing support for the new alternative?
A: Yes. The general public must have the opportunity to review and comment on the changes as well. Also, a public meeting will be conducted, when the Final Environmental Impact Statement (FEIS) is completed.

Q: Does the schedule still allow for selection of a preferred alternative in 2012?
A: No. The expectation is that a public hearing will be held in early 2013 with selection of a preferred alternative following shortly thereafter. Subsequently the FEIS will be prepared and a public meeting will be held. It is expected that the Record of Decision (ROD) will be signed in 2014.

Q: How would the results of the public hearing comments be summarized in terms of preferred alternative?
A: Of those who stated preference for a build alternative during the public hearing comment period last year, a majority indicated that they preferred Alternate 5 (south). This does not represent a majority of those who responded, only of those who specifically stated a preference for one build alternative over the other. Neither of the build alternatives has been selected as the preferred alignment at this point in time due to the need to provide an opportunity for public comment on the recently revised alignments.

Q: Is the project in the Department's multi-year program?
A: No

Q: How many years will it be before the study becomes invalid?
A: The study will not expire as long as it keeps moving (i.e. dollars are expended or work is accomplished). Even if it were to expire it would be a relatively minor effort to update the EIS. This is not an unusual situation given the amount of funding typically required for the magnitude of projects requiring an EIS.

Q: Once the study is completed, will the project be "shovel ready"?
A: No. Phase II engineering would first be needed. It was also noted that operationally independent segments will be considered to make funding of construction more possible. A report describing the segments and their cost will be included as a part of the FEIS.

Q: What will be the deciding factor in selecting a preferred alternative?
A: Public opinion is one of the considerations, as are cost, impacts, and others. The opinion of FHWA will be a significant factor since they have final approval of the document. It is first necessary to complete the preliminary design, total the impacts and sort through the data to determine which factors will differentiate the alternatives from each other.

Q: If all the affected communities draft a resolution supporting an alternative, will that have an effect on the decisions?
A: The resolution would be considered as an additional piece of public input.

Q: Will the opinions expressed in previous letters, resolutions and meetings be considered?
A: Yes. They will be included as a part of the EIS and will be considered when selecting the preferred alternative.

Q: Is the time, effort and expense involved in revising the alternatives necessary?
A: The Department was prepared to submit the project to FHWA in order to secure their concurrence on a preferred alternative following the Public Hearing in 2011. However, FHWA indicated Alternative 5 could not be considered a viable option given the impacts to the newly delineated floodplains. Had the Department not decided to revisit the alignment, Alternative 5 would have been dismissed and Alternative 4 would have been the only viable build alternative. The Department's efforts in revising the alignments allow for the potential selection of Alternative 5 once the effort is completed. That is not to say that the Department has already determined which alternative will be recommended. It is first necessary to complete the analysis before that can happen. While the frustrations regarding the process are felt by all, it is necessary to follow the process if the project is to move forward.

Q: The effects of the project are already being felt even though construction may not occur for many years. For example, owners wishing to sell their property have a significant obstacle in doing so if the property is slated for acquisition for the project. Can anything be done about this?
A: After the ROD is in place, owners finding themselves in this situation can request a hardship acquisition.

Mr. Mike Walton explained the next steps, which include revising the project schedule, publishing a newsletter, hosting another public hearing, and presenting a Final Environmental Statement report. After highlighting the next steps, Mr. Walton thanked everyone for attending and their ongoing support of the project process.

The meeting concluded at approximately 7:15 pm.

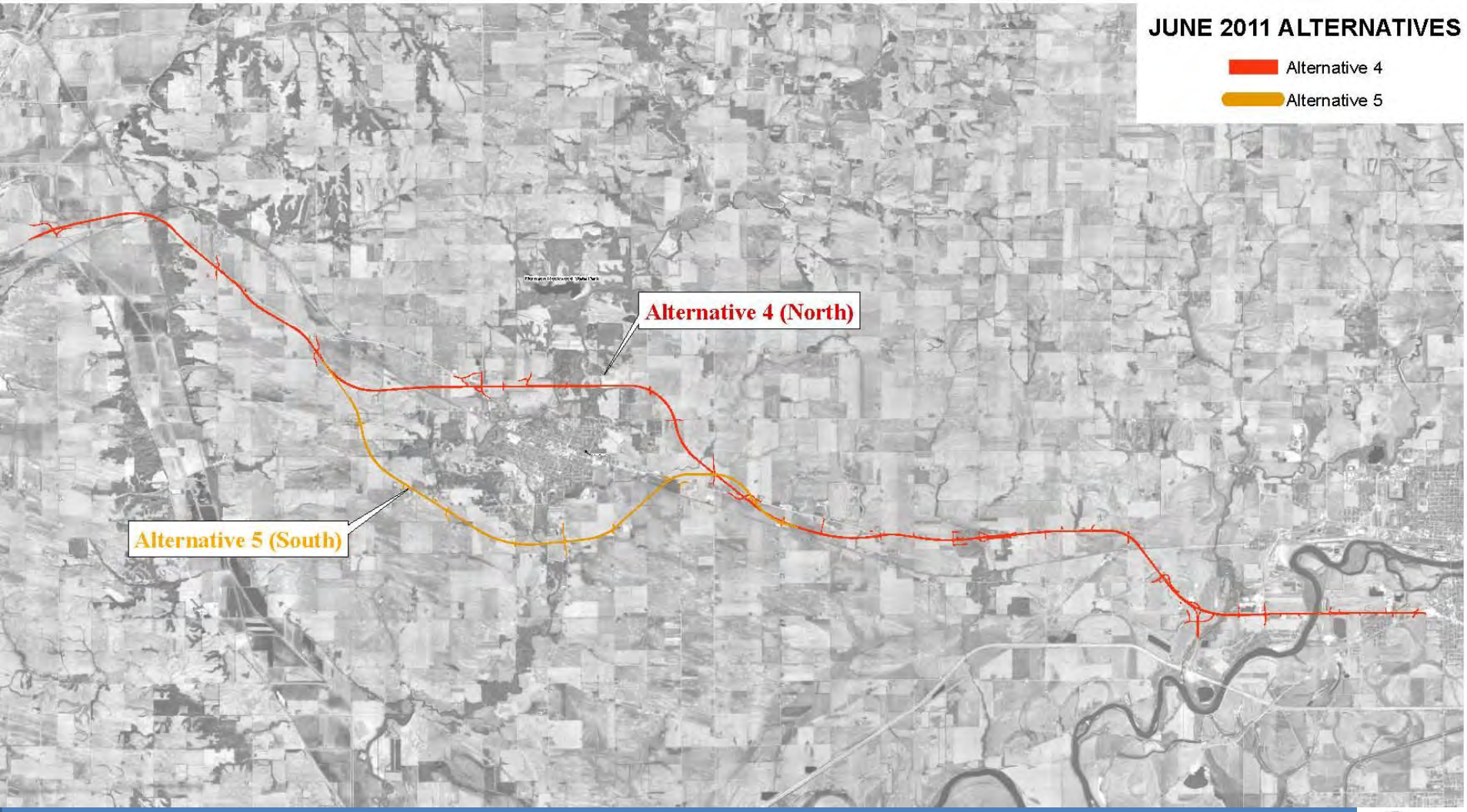
COMMUNITY ADVISORY GROUP

MAY 8, 2012

AGENDA

1. 2011 CAG Meeting
2. 2011 Public Hearing
3. Floodplain Modernization
4. Floodplain Avoidance
5. Build Alternatives
6. Environmental Impacts
7. Next Steps
8. Questions

2011 CAG Meeting



Illinois Department of Transportation

2011 PUBLIC HEARING

Preference Percentage by Stakeholder Types

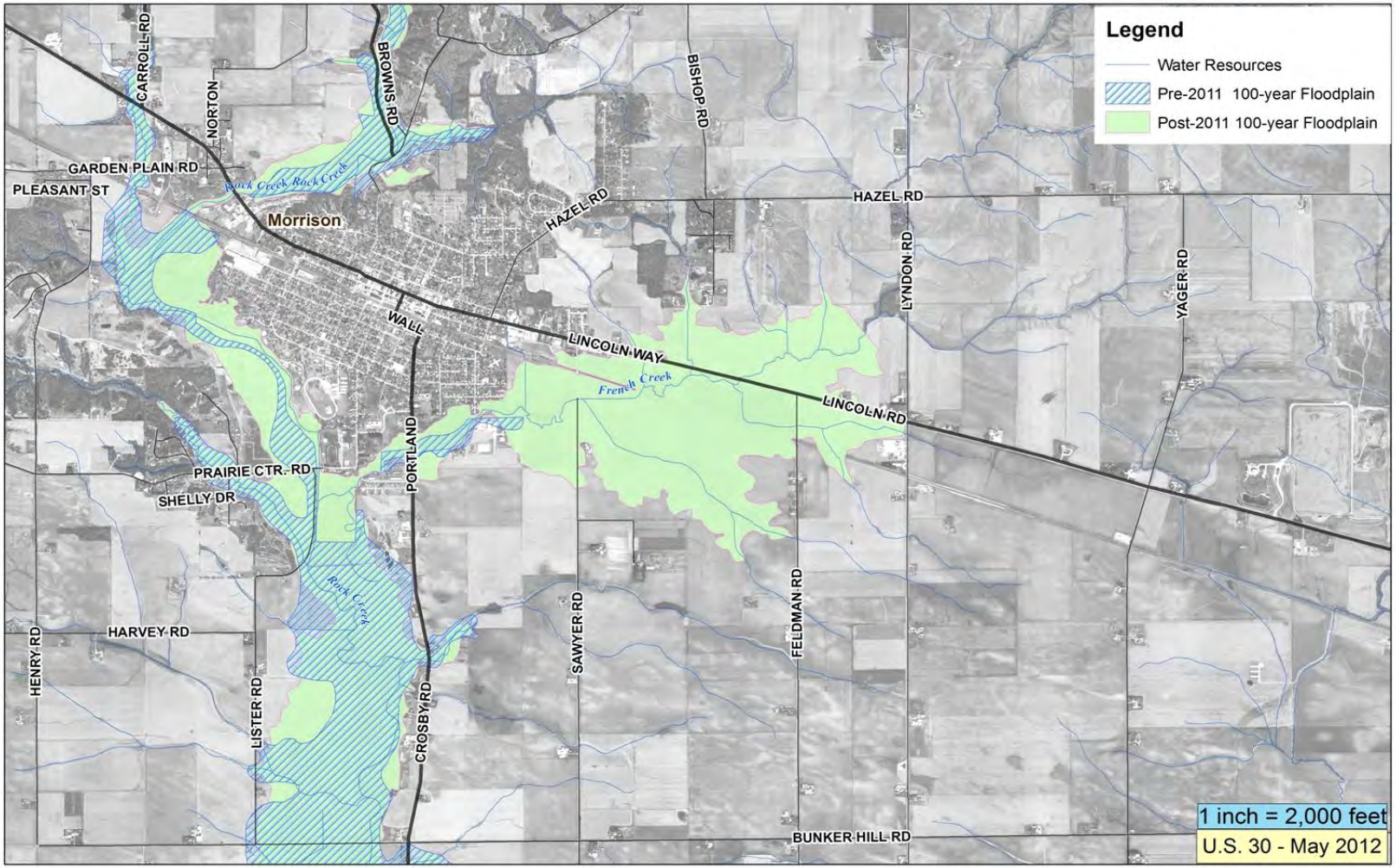
Stakeholder Types	No-Build	Alt. 4	Alt. 5	Alt. 4 or No-Build	Alt. 5 or No-Build	Alt. 4 or Alt. 5	No Preference
Homeowners **(21)**	**38% (8)**	0% (0)	24% (5)	0% (0)	14% (3)	0% (0)	24% (5)
Farmers **(18)**	**50% (9)**	11% (2)	6% (1)	0% (0)	0% (0)	6% (1)	27% (5)
Business Owners **(8)**	25% (2)	12% (1)	**38% (3)**	0% (0)	0% (0)	0% (0)	25% (2)
Developers **(1)**	0% (0)	0% (0)	**100% (1)**	0% (0)	0% (0)	0% (0)	0% (0)
Others **(21)**	5% (1)	0% (0)	**76% (16)**	0% (0)	0% (0)	14% (3)	5% (1)
Unidentified Stakeholders **(19)**	16% (3)	0% (0)	**58% (11)**	0% (0)	0% (0)	0% (0)	26% (5)

2011 PUBLIC HEARING

Alternative Preference by Location

Location	No-Build	Alt. 4	Alt. 5	Alt. 4 or No-Build	Alt. 5 or No-Build	Alt. 4 or Alt. 5	No Preference
Fulton **(16)**	0% (0)	6% (1)	**81% (13)**	0% (0)	0% (0)	0% (0)	13% (2)
Morrison **(56)**	**41% (23)**	4% (2)	25% (14)	0% (0)	5% (3)	2% (1)	23% (13)
Rock Falls **(4)**	0% (0)	0% (0)	**75% (3)**	0% (0)	0% (0)	25% (1)	0% (0)
Sterling **(1)**	0% (0)	0% (0)	**100% (1)**	0% (0)	0% (0)	0% (0)	0% (0)
Other Illinois cities **(5)**	0% (0)	0% (0)	**40% (2)**	0% (0)	0% (0)	20% (1)	**40% (2)**
Iowa **(6)**	0% (0)	0% (0)	**66% (4)**	0% (0)	0% (0)	17% (1)	17% (1)
Total	23	3	37	0	3	4	18

FLOODPLAIN MODERNIZATION

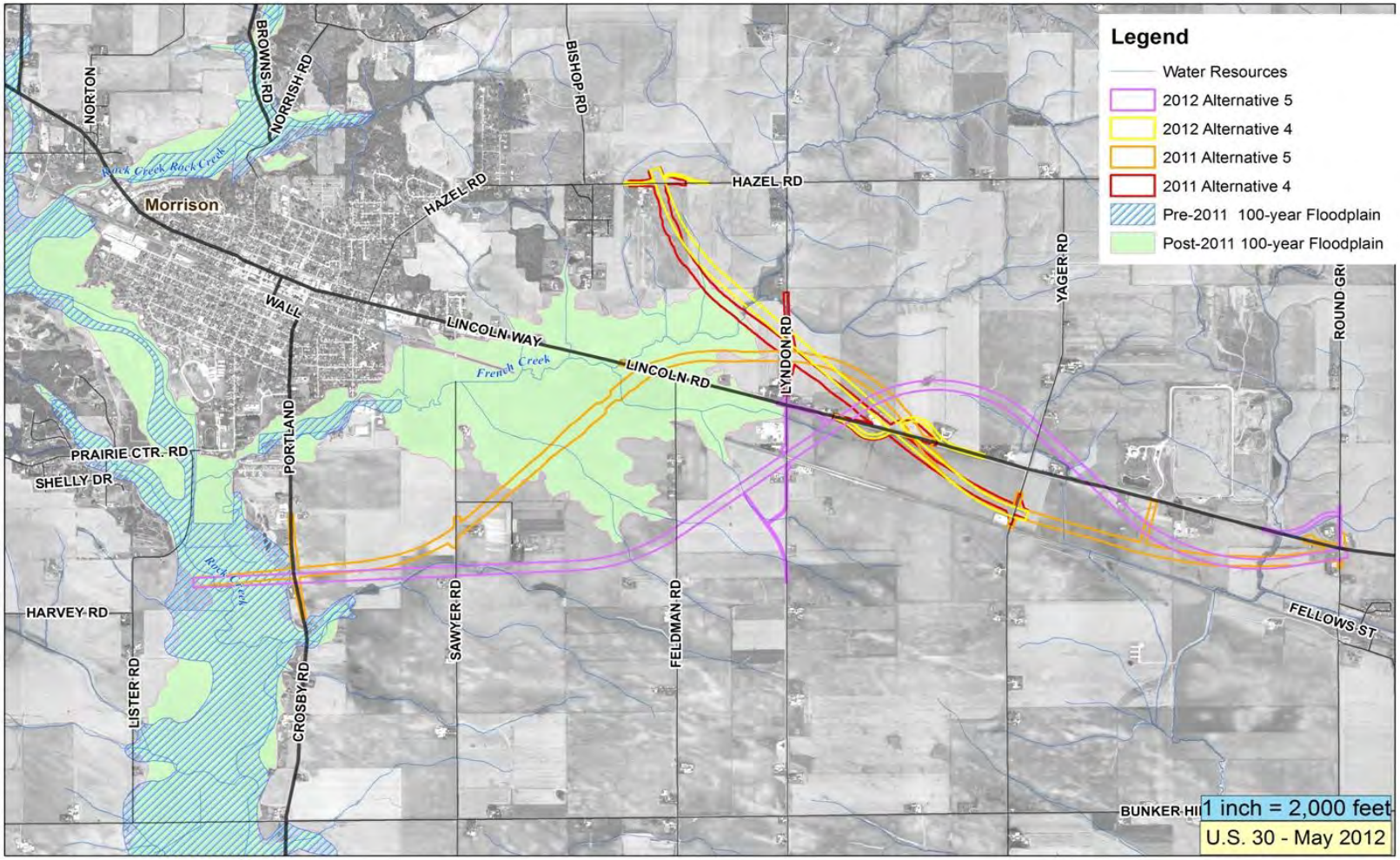


FLOODPLAIN AVOIDANCE

Executive Order 11988:

Floodplain Management

BUILD ALTERNATIVES



ENVIRONMENTAL IMPACTS

Comparison of Floodplain Encroachment Impacts (Linear Feet)			
Alternative 4		Alternative 5	
2011	2012	2011	2012
4,595	0	21,090	4,735

NEXT STEPS

- Prepare Supplemental DEIS
- Public Hearing
- Selection of Preferred Alternative
- Prepare Final EIS

QUESTIONS

Illinois Department of Transportation

CAG PARTNERSHIP AGREEMENT

US ROUTE 3O ENIVIRONMENTAL IMPACT STATEMENT and PHASE I DESIGN REPORT

PARTNERSHIP AGREEMENT

MISSION STATEMENT

The Community Advisory Group (CAG) will work in coordination with the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) to aid in the development of key aspects of the Environmental Impact Statement (EIS) and Phase I Design Report for the U.S. Route 30 project. The EIS and Design Report will fully assess the benefits and impacts of constructing an enhanced transportation system along US 30 east of Fulton to Rock Falls in Whiteside County.

OBJECTIVES

The primary goals of the Community Advisory Group (CAG) are to:

- Focus on specific issues that may affect specific parts of the community, such as business interests, neighborhoods, farm land, historical sites, and environmental wetlands.
- Provide input and advice in addition to assisting the study team with building overall consensus as the project moves forward.
- Share project information and solicit input with respective interest groups.

Community Advisory Group Roles:

- Identify criteria that reflects the ideas and interests of the community (e.g. safety, severance of farms, development, traffic).
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents and the potential corridors and alignments of U.S. 30.

Community Advisory Group Responsibilities:

- Attend meetings designed to share project related information and to elicit input
- Members are responsible for sharing the information they learn with the groups they represent
- Members must bring the various perspectives of their representative groups to the CAG discussion

CAG Ground Rules:

- All input from all participants in the process is valued and considered.
- The role of the CAG is to advise the PSG, which will make the ultimate project recommendations to the leadership of IDOT and FHWA. A consensus of CAG members and stakeholders is sought, but the ultimate decisions are the responsibility of IDOT, FHWA, and the State of Illinois.
- All participants must keep an open mind and participate openly and honestly.
- Consensus is defined as the majority of the stakeholders in agreement, with the minority agreeing that their input was considered.
- All participants in the process must treat each other with respect and dignity.
- The list of CAG members is subject to revision at any time.
- Minutes of all CAG's contacts will be maintained by the PSG, with the content subject to stakeholder concurrence.
- The project must progress at a reasonable pace, based on the original project schedule.
- The PSG will make all final recommendations with a goal of seeking all stakeholder consensuses.
- All decisions by the IDOT, FHWA, and State of Illinois must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and considered.
- Members of the media are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.

These ground rules are tentative, pending acceptance by the CAG members, and are not immutable.

AGREEMENT

We the members of the Community Advisory Group (CAG), Illinois Department of Transportation (IDOT), and Consultant Team do here by understand the Mission, Objectives, Roles, Responsibilities, and Ground Rules of the Community Advisory Group. We enter into this partnership agreeing to always remain united as a team; remain focused on our collective goals and objectives; promote trust and team work within the group; and supportive of the CAG process.

Signed by the members of the Community Advisory Group (CAG), Illinois Department of Transportation (IDOT), and the consultant team on September 12, 2007

Illinois Department of Transportation

NEWSLETTER #5
COMMENTS RECEIVED

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Frank Bell

Address: 12985 Feldman Rd.

City: Morrison State: Ill Zip Code: 61270

Telephone Number: ( )

Email:

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I think route 1 and 4 are the best route in the eastern + Central portion of the proposed route and in the western portion route 1, 2 and 3 it is the straightest route and don't seem to tear up as many fields. and in the western portion it would line up with route 30 to Clinton.

To me a straight line seems like the shortest route and also would be faster.

Please return comment form by ***September 9, 2010.***

RECEIVED 8/12/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Curt & Corinne Bender

Address: 507 S. Orange

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-4749

Email:

Check one or more if applicable:

✓ Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? Morrison Chamber of Commerce

Would you like to remain on our mailing list? ✓ Yes ___No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I prefer Alternative 4 because it utilizes more of the old right of way and think it would be beneficial to the state park. Alternative 4 also stays close to the town.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/13/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Eric Benson

Address: 12044 Sawyer Rd.

City: Morrison State: Il. Zip Code: 61270

Telephone Number: (815) 778-3609

Email: kennike@thewisp.net

Check one or more if applicable:

___ Homeowner ✓ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I am still concerned with the loss of prime farm land.
Curious what traffic count is compared to five years ago?
Would like to see using as much of current route as possible.
Agriculture is a strong part of our economy it would be a shame to take land out of production

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 9/10/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: George Benson

Address: 15486 Bunkerhill Rd

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-3133

Email:

Check one or more if applicable:

✓ Homeowner ✓ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? ___

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

IDOT.

Six Signments I am not in favor.
Rt 30 being repaired why have any more
road with the present economy.

Decrease speed limit on car an trucks, which
carry over load limit

Consider Rt 136 South to Rt. 88 west of Rt 78
Help other towns not only Morrison
& yes the new prison.

I have more comments of Morrison.

Thanks
George Benson

Please return comment form by ***September 9, 2010.***

RECEIVED 9/7/10

Your comments are greatly appreciated!

U.S. Route 30 Project Study Team

From: Couris, Gabriel
Sent: Wednesday, September 08, 2010 2:49 PM
To: Kingry, Peggy M; Nelson, Jason T
Subject: Web Email from Marianne Biagi - #65331

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 9/22/2010. Also cc: Carla Kelly & me for IDOT files including a reference to control # 65331. Your prompt attention is greatly appreciated.
Gabriel Couris
Illinois Department of Transportation
-----Original Message-----
From: goddessmab@earthlink.net
Sent: Wednesday, September 8, 2010 11:28 AM
Subject: Web Mail from Marianne Biagi
Web Page: US30
Name: Marianne Biagi
Address: 604 Greenwood Dr
Morrison, IL 61270
Home #: 815-956-0222

Question:
I vote a BIG NO to the proposed bypass project. Morrison's schools and library both are suffering in this poor economy and the proposed budget could be used to help the schools and the library. The library needs more books, more computers and more staff. I don't think building a bigger roadway will enhance the quality of Morrison. I'm afraid Morrison's economy will die without through traffic. And the noise and air pollution are also a big concerns for me. NO NO NO BUILD.

JT files including a reference to control # 65099. Your prompt attention is greatly appreciated.

Carla Kelly
Illinois Department of Transportation

-----Original Message-----

From: william.bird@srfc.com
Sent: Friday, August 27, 2010 2:49 PM
Subject: Web Mail from William Bird
Web Page: US30
Name: William Bird
Address: 101 E. Wall St.
Morrison, IL 61270
Work #: 815-772-8100
Home #: 815-772-4357

Question:
After reviewing the proposed project and routes, I would vote for the no build option. I'm not convinced this is a wise use of my tax dollars. The current rt 30 works reasonably well and the amount of very valuable cropland that will be used is considerable.

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Mary Black

Address: P O Box 128

City: Morrison State: Il Zip Code: 61270

Telephone Number: (815) 772 [illegible] ext [illegible]

Email: mary.black@[illegible]

Check one or more if applicable:

✓ Homeowner ✓ Farmer/Farm Land Owner ✓ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? ___

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

- I would like to the route that is the closest to [illegible].
- If there are roads that have little to no traffic on them, incorporate them into the plan. This may eliminate having to tear up existing agriculture property. If the concrete is usable (meaning recyclable) tear it out and recycle into new road.
- Making use of the route 78 exit into the south end Morrison would be advantageous. The industrial park is there, Morrison Institute of Technology is and if someday the rail road would become active here it may provide a business transport exchange need.

Thank You For Asking For Input :)

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 09/08/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Mayor David H Blanton

Address: 603 10th St

City: Rock Falls State: IL Zip Code: 61071

Telephone Number: (815) 622-1110

Email: rfmayor@rockfalls61071.com

Check one or more if applicable:

___ Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ✓ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? City of Rock Falls

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

2

Please return comment form by ***September 9, 2010.***

RECEIVED 9/13/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: KAREN BRAMM

Address: 15430 Morive Rd

City: LYNDON State: IL Zip Code: 61261

Telephone Number: (815) 778-3389

Email: kkbr@frontiernet.net

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? None

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I do own ground in Mt Pleasant twsp plus sold a business in Morrison last year.

Question 1- With the downsizing of rural communities do you feel the traffic count of 3-4 years ago would still be valued the same today?

If deemed necessary to redo route 30 staying on the existing route as much as possible would be the most cost effective and I would think going just N. of Morrison would effect the least people.

Please return comment form by ***September 9, 2010.***

RECEIVED 8/20/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARTMENT OF TRANSPORTATION
(IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: SUE FORTT

Address: 205 E HIGH ST

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772-2903

Email: —

Check one or more if applicable:

✓ Homeowner ___ Farmer/Farm Land Owner ___ Business Owner 3 Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? 3 WHITESID CO. BOARD MEMBER DIST 3

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I WOULD LIKE TO SEE IT ALIGNED WITH THE PRESENT RT 30 AS MUCH AS POSSIBLE.
North or South of MORRISON ... TOO MUCH TO TAKE INTO CONSIDERATION TO FORM AN OPINION AT THIS TIME.
SAD TO SAY, BUT NOT THAT WELL INFORMED ON THE IMPACT OF EITHER ROUTE.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/25/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION
IDOT WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: WILSON BUCK

Address: PO BOX 358 622 LINCOLNWAY CT

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772 3610

Email:

Check one or more if applicable:

✓ Homeowner ✓ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? NONE

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

AS A FARM OWNER FOR THE LAST 35 YEARS I FIND IT DIFFICULT TO BE ENTHUSIASTIC ABOUT ANY OF THE 6 ALIGNMENTS. FOR 4 LANE BYPASSING.

ALL 6 PLANS ABSORB PRODUCTIVE FARM LAND -- LARGELY CORN + SOYBEANS. ASSUMING 25 TO 30 ACRES PER 4 LANE MILE ASSUMING 10.3 MILES WOULD BE CROP AFFECTED.

10.3 X 25A X 200 BU CORN YIELD = 51500 BU CORN. CORN IS BASIC TO MANY OF OUR FOODS.

SO I'M UNWILLING TO ENDORSE ANY 4 LANE ROAD THROUGH ACTIVE FARM COUNTRY.

Please return comment form by ***September 9, 2010.***

RECEIVED 9/7/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Orville W. Bush

Address: 16333 Hazell Rd.

City: Morrison State: Ill Zip Code: 61270

Telephone Number: (815) 772 - 2396

Email:

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

It is easy to see alternative 3 using Bunker Hill Rd. is by far the shortest and easy to build road, you avoid R.R. Crossing, you avoid crossing Rt. 30 several times and Rt 30 with less traffic would remain and important artery for local people

Going N. of Morrison seems like building a road to NOWHERE Except for the PARK and a few small towns there is nothing. Going S of Morrison you have trucks from Clinton - Fulton making trips to Quad Cities and many more towns to the South

I think this should be done as cheap as possible and disrupt as few people as possible. Trying to follow Rt. 30 would be a nightmare for many people, would be more expensive and local people will have lost the use of Rt 30

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 9/7/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION
(IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/EmailLogPrivate.jsf

PLEASE PRINT ALL INFORMATION

Name: ROBERT DOESCHER

Address: 16462 NORTON RD.

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772-8441

Email: ginbob1@frontier.com

Check one or more if applicable:

X Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? X Yes ___No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I PREFER THE NO BUILD ALTERNATIVE.

THE STATE AND FEDERAL GOVERNMENT ARE BOTH BURIED IN DEBT. WHY SPEND MONEY WE DON'T HAVE? WHY BURDEN OUR GRANDCHILDREN WITH MORE DEBT.

WE DON'T NEED TO INDUSTRIALIZE THIS AREA ANYMORE. LEAVE IT ALONE.

CURRENT RTE 30 IS BEING RESURFACED RIGHT NOW AND A NEW BRIDGE BEING BUILT. I THINK THAT SHOULD SUFFICE.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Joyce M. Dickinson

Address: 13350 Lincoln Rd

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-2937

~~Email~~: cell 563-249-2347

Check one or more if applicable:

✓ Homeowner ✓ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I have lived at corner of Rt 78 and 30 west of Morrison since 1967. There is alot more traffic to contend with now, especially semis. To go south you may run into wet ground; north you will find hills. Either way will help take traffic off rt. 30.

Joyce M. Dickinson

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 08/13/10

stem, Please respond on or before 9/2/2010. Also cc: Carla Kelly & me for IDOT files including a reference to control # 64934. Your prompt attention is greatly appreciated.
Gabriel Couris
Illinois Department of Transportation
-----Original Message-----
From: Drewsla@frontier.com
Sent: Thursday, August 19, 2010 11:37 AM
Subject: Web Mail from Albert Drews
Web Page: US30
Name: Albert Drews
Address: 16911 Tanglewild Drive
Morrison, IL 61270
Home #: 815-772-4598
Question:
It is difficult not to be opinionated since our property is close to Routes 1, 4 and we look on this as a bad situation. However, putting this aside and looking at the pros and cons listed, I believe that 3 or 6 could be the best routes.
Either will be close to the industrial park which might help future development there. Either seems to be the most straight forward route of getting around and past Morrison. Bunker Hill Road exists for part of the way which might decrease the number of land parcels that would need to be split.

Originally I thought that following 30 as closely as possible would be best since it might minimize disruption of property. But if moving trucks through this area is an important concern, then the straightest route is most effective!

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Mrs Donald Forth

Address: 203 E High St.

City: Morrison State: Il. Zip Code: 61270

Telephone Number: ( )

Email:

Check one or more if applicable:

___ Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? ___ Yes X No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 08/19/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION
(IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Brian + Sara Frickenstein

Address: 13795 Rockwood Ct

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-3142

Email: strickenstein@yahoo.com

Check one or more if applicable:

✓ Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? ___

Would you like to remain on our mailing list? ___ Yes ✓ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

We would favor one of the routes that run south of town - would really like to see it pass closely to our industrial park in order to do all we can to attract new business to Morrison.

Please return comment form by ***September 9, 2010.***

RECEIVED 8/16/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/EmailEmailAp?from=31

PLEASE PRINT ALL INFORMATION

Name: Orville Goodenough

Address: 11589 Garden Plain Rd

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-4558

Email: ogood1@frontier.com

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

My objection is with alternative 2, 3, 5, & 6 and I admit it is personal. Our farm is a centenial farm and is now owned by our children with my wife Clara and I having life use. the above mentioned routes would be devistating to our farm. 5 & 6 cuts our farmland in two pieces, on an angle, leaving the south side with no access unless an access road would be constructed. Route 2 & 3 cuts the farm land through the middle — again with no near by access road, these routes would certainly make our farm, as an agricultural property, nearly worth less. thank you —

Orville Goodenough

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 6/13/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: LeRoy + JoAnn Handel

Address: 16960 Tanglewild Dr

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-7209

Email:

Check one or more if applicable:

X Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? X Yes ___No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

My response is (~~NO BUILD~~)! Illinois is financially broke and is worse off than all states except for California.

My first question is how much was recently spent on the Hwy 30 resurfacing project - which is an improvement, but will all be torn up if this other project goes forward.

Please quit spending money that we don't have and only the delinquent bills that Illinois owes to hospitals, nursing homes and other entities.

The road is much improved - so lets show fiscal responsibility and put this road on the back burner until Illinois is again economically sound which will take several years.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 09/01/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION
IDOT WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Helen R. Harvey

Address: 12269 Prairie Center Road

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-2255

Email: none

Check one or more if applicable:

___ Homeowner ✓ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I would like to suggest that the present Route #30 be made into 4 lanes until you come to west end of Morrison at intersection #78 and #30. Then down to 3 lanes, one a turning lane, through town to Cassy's Store/Gas Station. This is only 2-2½ miles. The four lanes could be picked up again and continue East to I-88. This would not eliminate business district in Morrison. My other choice would be alignment #1, 4 on your map. Access to Rockwood State Park and Morrison's Covered Bridge would be attractions that would be easily achieved. Also you would be north of the Grove Hill Cemetery.

The routes 2, 3, 5 + 6 south would involve bypassing Morrison unless you had turn offs and then to get to business section you have 3 schools to contend with and railroad! I have waited 10-12 min. for trains to get to south end of town. This would definitely eliminate town of Morrison.

Please, please, do not cut farms in half by improving roads. Follow present roads as much as possible.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 09/02/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION
(IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: GARY HAYENGA WELLS FARGO BANK

Address: 100 W LINCOLN WAY

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772-5308

Email: gary.hayenga@wellsfargo.com

Check one or more if applicable:

___ Homeowner ___ Farmer/Farm Land Owner ✓ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

PREFERRED OPTION IS "NO BUILD"
· NEGATIVE IMPACT ~~ON BUSINESSES~~ IN MORRISON ALONG US 30 WOULD BE HIGH DUE TO LOSS OF TRAFFIC. MANY DEPEND ON THIS TRAFFIC FOR SALES. THIS ULTIMATELY COULD DRIVE SOME BUSINESSES AWAY, OR CAUSE SOME TO CLOSE.
I HAVE YET TO SEE ENOUGH ECONOMIC BENEFIT IN A BYPASS OPTION THAT WOULD CAUSE ME TO CHANGE MY MIND.

I AM STRONGLY OPPOSED TO ANY BYPASS.

Please return comment form by ***September 9, 2010.***

RECEIVED 8/20/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Jerry J. Hebeler

Address: Box 352

City: Thomson State: Ill. Zip Code: 61285

Telephone Number: (815) 297 - 3067

Email:

Check one or more if applicable:

X Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? Chamber of Commerce

Would you like to remain on our mailing list? ✓ Yes ___No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

It looks very Good, the map and the magazine

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 6/25/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: HARLAN JOHANNSEN

Address: 20711 LINCOLN - RD

City: MORRISION State: I Zip Code: 61270 - 9545

Telephone Number: (815) 772 - 4221

Email: _____

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/23/10

--- On **Fri, 9/3/10, Kelly, Carla J <*Carla.Kelly@illinois.gov*>** wrote:

From: Kelly, Carla J <Carla.Kelly@illinois.gov>
Subject: Web Email from Eric Johnson - #65252
To: "Shelia Hudson" <hudson.shelia@sbcglobal.net>
Date: Friday, September 3, 2010, 6:05 PM

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 9/17/2010. Also cc: Carla Kelly & me for IDOT files including a reference to control # 65252. Your prompt attention is greatly appreciated.
Carla Kelly
Illinois Department of Transportation
-----Original Message-----
From: ejohnson@jtcullenco.com
Sent: Friday, September 3, 2010 5:00 PM
Subject: Web Mail from Eric Johnson
Web Page: US30
Name: Eric Johnson

Address: 901 31st Ave
PO Box 311
Fulton, IL 61252
Work #: 815-589-2412
Home #: 563-249-5887

Question:
My 1st choice on route alignment would be the Southern Alt.6 to the current connection at Moline Rd to I88 to keep Morrison involved. But if Morrison is not interested in making the needed improvements to 4-lane Hwy 30. Then I would support the Northern route Alt.1 to the same Moline road spur onto I88. There is no real need to make further 4-lane improvements beyond Moline Road into Rockfalls.

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?frm=31

PLEASE PRINT ALL INFORMATION

Name: ROBERT JOHNSON

Address: 1414 N. CHERRY ST.

City: GALESBURG State: IL. Zip Code: 61401-1819

Telephone Number: (309) 368-4225

Email: (WE DO NOT CHOSE TO OWN A COMPUTER)

Check one or more if applicable:

___ Homeowner ✓ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? —

Would you like to remain on our mailing list? ✓ Yes, PLEASE! ___ No

I RECEIVED NO INFORMATION ABOUT YOUR JUNE 2, 2010 CAG MEETING. WAS IT OPEN TO THE PUBLIC?

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

MY GRANDFATHER, ANDREW EKSTROM, PURCHASED APPROXIMATELY 110 ACRES IN THE SOUTH EAST QUARTER OF SECTION #3 IN UNION GROVE TOWNSHIP, WHITESIDE CO. IL. IN THE 1920's. THE U.S. 30 RAILROAD OVERPASS AT UNION GROVE LATER "GUTTED" THE FARM. MY UNCLE, ALBERT EKSTROM, LEFT ME THE REMAINDER OF THE FARM. HOPEFULLY, WHATEVER IS STILL REMAINING WILL BECOME A "CENTENIAL FARM" WITHIN MY LIFETIME.

ALTERNATIVES 1, 2 & 3 EACH SLASH ARBITRARILY THROUGH THE MIDDLE OF THE ONE REMAINING HIGHLY PRODUCTIVE PORTION OF THE FARM. WHY DON'T THESE ALTERNATIVES AT LEAST ATTEMPT TO FOLLOW EXISTING PROPERTY LINES? HASN'T THIS FARM ALREADY BEEN "HACKED-UP" ENOUGH? HAS ANYONE ON THE PROJECT STUDY TEAM EVER ATTEMPTED TO EFFICIENTLY FARM SMALL, ISOLATED, ODD-SHAPED PARCELS OF LAND WITH MODERN AG. EQUIPMENT?

(OVER →)

RECEIVED 09/13/10

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

YOUR RESPONSE WOULD ALSO BE GREATLY APPRECIATED!

Robert Schnson
Page 2
1414 N. Cherry St.

MY PERSONAL PREFERENCE WOULD BE THE "NO BUILD" OPTION FOR US-30. HAS ANYONE CONSIDERED USING EXISTING INTERSTATE 88 TO THE FENTON-ERIE AREA, THEN A RELATIVELY SHORT SPUR TO THE ALBANY AREA? ACCORDING TO NEWS REPORTS THE U.P. RAILROAD HAS MAJOR PROBLEMS WITH THEIR MISSISSIPPI RIVER BRIDGE. IS IT IMPOSSIBLE FOR THE IL. & U.S. GOVERNMENTS AND THE RAILROAD TO COOPERATE ON A NEW SHARED BRIDGE?

Friday, September 10, 2010 9:07 AM

Subject: Email from Kathy - #65356

From: "Couris, Gabriel" <Gabriel.Couris@illinois.gov>

To: hudson.shelia@sbcglobal.net

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 9/24/2010. Also cc: Carla Kelly & me for IDOT files including a reference to control # 65356. Your prompt attention is greatly appreciated.
Gabriel Couris
Illinois Department of Transportation
-----Original Message-----
From: krhuiz@gmail.com
Sent: Thursday, September 9, 2010 12:59 PM
Subject: Web Mail from Kathy
Web Page: US30
Name: Kathy
Address: 11266 Bunker Hill rd
Morrison, IL 61270
Work #: 815-772-3896
Question:
I think north route closest to town would be the best choice. It is still close enough to town for local trade, it will be on the right side of town for easy access to the thompson prison. Will take up less quality farm ground.

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Michael J. Kearney

Address: 200 5Th. Ave. S. #304

City: Clinton State: IA Zip Code: 52732

Telephone Number: (563) 242-0414

Email: Kearney@alum.wustl.edu

Check one or more if applicable:

___ Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? None

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I favor Alignment 4, 5 and 6 for the Western Portion
I favor Alignment 2, 3, 5 and 6 for the Central Portion
I favor Alignment 3 and 6 for the Eastern Portion

X The objective should be to have the shortest and most direct route from highway 136 to I-88

I would love to see the connection with I-88 established further west roughly on a line directly south from where Blue Goose road would intersect if it ran south to I-88.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 08/16/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: JON R. KOPHAMER

Address: 1909W WARD Rd.

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772-3530 cell. 815-499-0910

Email: Kophamer1@Live.com

Check one or more if applicable:

___ Homeowner ✓ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

No jobs; NO STATE CAN Afford A NEW ROAD when others are in bad SHAPE NOW. BRIDGES ALSO, why NOT WIDEN RT 30 NOW, MAKE TURN lanes with WARNING Lights with A New BRIDGE over TRACKS for MORRISON to the INDUSTRAIL PARK Hooked up to RT 78 North.

As I Look AT THE MAP TRUCKS still go through MORRISON ON RT 78 so what is Accomplished by the New routes.

(IDEAL) (IDEAL)

Two NEW over PASSES EAST + West of MORRISON From RT 30 To the INDUSTRIAL PARK then Directly south of RT 78 ALSO A New Over PASS; People Of MORRISON HAPPY, TRUCKERS HAPPY, FARMERS HAPPY, INDUSTRIAL PARK People HAPPY, HAPPY People MEAN Happy Voters for Sen. Rep. CAUSE they have MESSED UP alot lately. Like Big PRISON just North of MORRISON, IN THOMPSON, IL.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/16/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?fr...

PLEASE PRINT ALL INFORMATION

Name: Vern Latwesen

Address: 16366 Spring Valley Rd

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-7049

Email: latwesen@hughes.net

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? None

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I am not within the Project Boundary. However I am very interested in this project because I am concerned about the impact to this part of the state and the long term benefits.

I very much believe the alternative 4 is the most logical and therefore the best. It appears to do the least impact to ag land and the surrounding "natural" areas. I believe this route is the most direct w/o a series of unnecessary direction changes. Furthermore, a 4 lane road is near the northern most route is best because of the anticipated traffic related to Fulton prison and its best access to the Chicago area. To swing way south of Morrison in proximity of I88 is going in the wrong direction. There need to be a east west road as far north as possible.

Thanks Vern Latwesen

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/12/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION
IDOT WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Mr + Mrs Jerry Laufenberg

Address: 306 Sycamore St

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772 2052

Email: ——

Check one or more if applicable:

X Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? NA

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Routes 2-5 seem logical — close to Interstate South of Morrison — Still would allow Traffic to travel 78 into Town

Bypass is needed. Truck traffic has reached a dangerous level going Through Morrison.

Remove from Mailing list } Jerry Haufenberg removed 306 Sycamore Morrison IL 61270 } mistake Remove

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 08/13/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: GERALD W MATHEW

Address: 19873 LINCOLN ROAD

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772 - 4192

Email: gmathew@FRONTIERNET.NET

Check one or more if applicable:

X Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? none

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Thank you for the large colored map.
I will have some land taken for any of your routes
After looking at your last map route 6 seems to
make the most sense. The railroad will be crossed
1 time not 4 as some routes will. Fewer houses will
be affected. You would again 4 new lines not 2
It would take more access roads on present route 30.
I know you are trying to take traffic from the Emerson
road, but can you find some way to make route 6
more accessible for Emerson road

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/16/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION
IDOT WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Alan Medema

Address: 13577 Hillside

City: Morrison State: IL Zip Code: 61270

Telephone Number: ( )

Email: NONE

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I am not happy with the southern route as I own land on Sawyer Road and a road close to my acreage would cut off my road to market my crops.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 9/10/10

--- On, 8/16/10, Kelly, Carla J <*Carla.Kelly@illinois.gov*> wrote:

From: Kelly, Carla J <Carla.Kelly@illinois.gov>
Subject: Web Email from Debbie McDonnell - #64853
To: "Shelia Hudson" <hudson.shelia@sbcglobal.net>
Date: Monday, August 16, 2010, 5:01 PM

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 8/30/2010. Also cc: Carla Kelly & me for IDOT files including a reference to control # 64853. Your prompt attention is greatly appreciated.
Carla Kelly
Illinois Department of Transportation
-----Original Message-----
From: sharpgrl2@yahoo.com
Sent: Saturday, August 14, 2010 3:17 PM
Subject: Web Mail from Debbie McDonnell
Web Page: US30
Name: Debbie McDonnell
Address: 1712 Ridgewood Drive
Morrison, il 61270
Home #: 815-772-7519
Question:
Morrison is a picturesque Illinois town with much history. The beautiful homes along route 30 and it's quaint downtown area are admired by thousands that drive through each year. It's a gem of a city that the state of Illinois can be proud of.
Although I would prefer that route 30 be improved and continue to wander through our fair city, if not possible, then PLEASE consider the new path of route 30 to head south of town.
As we all know too well, small communities are stuggeling to survive. Citizens and the City of Morrison have put much thought, time, and money into the industrial park area south of town. Intentions were to have easy access to route 88 and route 78, and encourage new business to build here. South of Morrison is a perfect fit for the new route 30 project. It would continue another easy road access for the industrial park.
Morrison is looking to the future and wants to grow. Along with that thought is housing expansion. SOUTH OF TOWN is not suitable for housing. Along with the industrial park, there is a creek that runs in the area, a hog farm, a salvage

yard and route 88. These fore mentioned all have their place, but do not encourage home sites. A SOUTH by-pass would route closer to the new ball park just completed by the City.
NORTH OF TOWN we have many new housing areas, with more beautiful wooded lots being made available for purchase. The state park is north of town making this area very serene and desirable for family living. Strolling by the covered bridge or biking to the park are all luxuries offered to families by the City of Morrison at the NORTH end of town.
PLEASE don't let Morrison become another small town casualty of a by-pass. Help Morrison continue to offer quality, affordable housing possibilities and plan for future growth.

Respectfully,
Debbie McDonnell

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=51

PLEASE PRINT ALL INFORMATION

Name: DONALD MILLER

Address: 523 CHRISTOPHER ST.

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772-3172

Email:

Check one or more if applicable:

X Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? NONE

Would you like to remain on our mailing list? X Yes ___No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

As looked over the enclosed map, it would seem 2 or 3 would be the most cost effective route to use. Going north of town you would encounter a lot of terrain problems. And one of the southern routes would allow an overpass above the railroad facilitating ease of acces between Rt 30 and 78

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 9/9/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: MR. AND MRS. STANLEY MITICK

Address: 513 ANTHONY COURT PO BOX 207

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772-2295

Email:

Check one or more if applicable:

X Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? FRIENDS OF THE PARKS FOUNDATION
MORRISON HISTORICAL SOCIETY

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

WE ARE PRIMARILY INTERESTED IN A ROUTE THAT HAS MINIMUM NEGATIVE ECONOMIC IMPACT ON MORRISON. OUR PREFERENCE IS THE ROUTE PASSING MORRISON ON THE SOUTH, AND AS CLOSE TO MORRISON AS IS PRACTICAL.
WE PREFER CORRIDOR 1, 2, 4, AND 5 EAST OF MORRISON UTILIZING AS MUCH AS THE ROUTE 30 CORRIDOR AS POSSIBLE
FROM THE EAST END OF MORRISON, GO SOUTH ON 2, 3, 5, 6 UNTIL IT INTERSECTS WITH EXISTING ROUTE 30 ON THE WEST END OF MORRISON,
THEN TURN NEXT ON EXISTING ROUTE 30 ON 5, 6 AND THEN 4, 5, 6 TO ROUTE 136.

TO SAVE MONEY AND NEEDLESS ACQUISITION OF FARM LAND. UTILIZE EXISTING ROUTE 30 RIGHT AWAY, AND PURCHASE ONLY ENOUGH LAND FOR TWO MORE LANES

Stan and Ruth Mitick

Please return comment form by ***September 9, 2010.***

RECEIVED 9/9/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Karen M. Nelson

Address: 1906 New High ST

City: Rock Falls State: IL Zip Code: 61071

Telephone Number: (815) 625-7343

Email:

Check one or more if applicable:

✓ Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ✓ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? G.A.G., Whiteside County Board

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Starting at Rock Falls - follow Route 30 as Clarkfax possible:
1245 to Morrison orange
2356 South of Morrison purple
56 green to
456 to RT 136 red & purple

I still think ~~[illegible]~~ the route should go right up to the bridge 4 lanes on rt 30 & not go on RT 136 at all.

Also I do not like the idea of a roundabout @ rt 30 & rt 136.

Thank You for giving me the opportunity to comment.

Please return comment form by ***September 9, 2010.***

RECEIVED 08/13/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Elaine Nice

Address: 1109B Heath Ave.

City: Lynchburg State: VA Zip Code: 24502

Telephone Number: ( )

Email:

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? ___ Yes X No These 6 alignments do not impact the area for which I originally was concerned.

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Please try to avoid negatively impacting farms -- as some farmers depend on their farms to make a living.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/26/10

Jun.30.2009 11:03 PM Hudson and Associates, LL 314 436 3311 PAGE: 17/ 1

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=51

PLEASE PRINT ALL INFORMATION

Name: HARVEY NICE

Address: 19815 BEACH RD

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772 2542

Email:

Check one or more if applicable:

✓ Homeowner ✓ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? NONE

Would you like to remain on our mailing list? ___ Yes ✓ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I WOULD LIKE TO SEE THE LEAST POSSIBLE IMPACT TO EXISTING FARMLAND. THEREFORE IT APPEARS THAT ALIGNMENT 4, WHICH MOST CLOSELY FOLLOWS EXISTING ROUTE 30, WOULD BE MOST ACCEPTABLE TO ME.

Please return comment form by ***September 9, 2010.***

RECEIVED 8/16/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION sorry didn't see this at first

Name: Phyllis Ottens

Address: 15430 Wayne Rd.

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 778-4507

Email:

Check one or more if applicable:

X Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? X Yes ___No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

You have addressed many concerns. As I look at the map, I'm concerned for the farmers and loss of fields. I'm also concerned for the most heard comments regarding Morrison becoming a ghost town and businesses being affected.

The orange alternative would perhaps be closer to Morrison & Rockwood State Park 1,4 and go onto red & purple 4,5,6. Would this keep the Park and Morrison more visable?

Better yet - just fix 30 good; maybe add turn lanes to alleviate backups and don't go thru all the others. Truckers could go to Rte. 88. Keep roads from Rte 30 to Rte 88 in good repair.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 08/17/10

Subject: Email from John Prange - #65211 Thursday, September 2, 2010 11:58 AM

From: "Couris, Gabriel" <Gabriel.Couris@illinois.gov>

To: hudson.shelia@sbcglobal.net

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 9/16/2010. Also cc: Carla Kelly & me for IDOT files including a reference to control # 65211. Your prompt attention is greatly appreciated.
Gabriel Couris
Illinois Department of Transportation
-----Original Message-----
From: prangfam@mchsi.com
Sent: Wednesday, September 1, 2010 7:45 PM
Subject: Web Mail from John Prange
Web Page: US30
Name: John Prange
Address: 701 N Genesee
Morrison, IL 61270
Home #: 815-772-3866
Question:
I favor the southern route and using as much of the existing Rt 30 as possible in order to reduce costs. The southern route provides easy access to the industrial park and potential future development. It also would more efficiently accommodate traffic approaching from the south wishing to travel either east or west - that traffic would not have to go through town. There seems to be minimal traffic from the north needing to access the bi-pass should the northern route be chosen. That would also keep the more primitive and wooded land to the north, including the area close to the park, untouched. The southern route seems to make the most sense based on the information I have reviewed. Thanks for the opportunity to he involved. John Prange, Member Morrison Area Development Corp.

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: _____

Address: _____ Edwin L. Rahn
706 Millside Ct.
Ossian, IN 46777-9243

City: _____ State: _____ Zip Code: _____

Telephone Number: ( ) _____

Email: _____

Check one or more if applicable:

___ Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? ___ Yes ~~___ No~~

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Resident of Indiana.

DO NOT SEND - Remove my name.

Edwin L Rahn

8/10/10

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/10/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Lynn Reimer

Address: 18020 Bunker Hill Road

City: Morrison State: IL Zip Code: 61270

Telephone Number: ( )

Email:

Check one or more if applicable:

X Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? X Yes ___No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Use as much of the existing Route 30 as possible. The existing right-of-ways along this corridor are generous. You already know the environmental conditions. You should improve the roads you already have. Don't waste money building new ones and wasting precious farmland to do that.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 9/9/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Scott Rickels

Address: 13677 Crosby Rd.

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-4520

Email:

Check one or more if applicable:

✓ Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? ✓ Yes ___No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/27/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=51

PLEASE PRINT ALL INFORMATION

Name: Rich Sawyer

Address: 17856 Hazel Rd

City: Morrison State: IL Zip Code: 61270

Telephone Number: ( )

Email:

Check one or more if applicable:

X Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

1. My first choice is no new Routes.

2. If something has to be done use Rt 30 - widen - expand it

3. Stop using good farm/land for roads.

4. This whole process is a long winded, ~~to~~ time consuming waste of tax dollars.

5. Fix the roads we have, not build more roads you won't have the money to maintain.

6. This is a big bureacratic mess - All these years and you still don't know what you are going to do.

7. Looks like someone is just trying to justify their big Salary!

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 08/16/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=51

PLEASE PRINT ALL INFORMATION

Name: Robert J Schick

Address: 309 Sycamore St

City: Morrison State: IL Zip Code: 61270-9590

Telephone Number: (815) 772-4735

Email: schickrj@mchsi.com

Check one or more if applicable:

X Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? None

Would you like to remain on our mailing list? ___Yes X No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/16/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Louis and Kathy Sedig

Address: 14366 Sawyer Road

City: Morrison State: Illinois Zip Code: 61270

Telephone Number: (815)-772-8722

Email: lsedig@frontiernet.net (the 1st letter of this email address is an L not a 1)

Check one or more if applicable:

X Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? None

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Being homeowners directly affected by one of the proposed alignments we felt it necessary to submit this comment. We realize that choosing a route is a difficult process and one which will both negatively and positively impact many property owners besides ourselves. We also realize the difficult position you at IDOT hold, having to weigh the facts and opinions of so many. That said though, we wish to state our position and our thoughts.

Having moved from another state, we purchased a decrepit farmhouse along with 4 acres of neglected land in the year 2000. Over the next year we proceeded to turn it into an attractive, comfortable home with new wiring, plumbing, windows, siding, roof, and interior, as well as added living space. In doing so we attempted to preserve the style and charm of the original 1920's farmhouse.

Throughout the next several years we updated outbuildings, put up substantial fencing, and otherwise trimmed and tamed the place. We have raised chickens, goats, and produce. We have tapped the maple trees along the driveway to make maple syrup and enjoyed canning the apples and pears that were here when we came. We have watched a hive of wild honey bees occupy one of the maples on the drive as they survived the last 2 very cold winters and spawned 2 separate swarms of new bees this spring. We have enjoyed the spectacle of the monarch butterflies as they pause in our pines in the fall, resting before proceeding south. Our 3 children have participated in, contributed to, and learned from all these activities as they went through the Morrison school district from elementary school through graduation. To them, and us, it is home, a quiet and safe retreat.

The impacts of the proposed alignment that goes close to or, on the latest map, right through our property, are obvious. The noise and proximity of the road would destroy the quiet solitude that first attracted us to this place. The highway, cutting through our property, would eliminate its value as a farmette, taking most of the pasture land we own. Many of the beautiful maple trees lining our drive that provide a home for the wild honey bees as well as splendid displays of color in the fall and sap for maple syrup in the spring would be destroyed. The place our family views as home would be irreparably changed.

We are no more or less important than any of the property owners affected by these proposed road routes. We are not against progress or the potential development and industry that follow such road building. These things are necessary for our society and economy to thrive. We only wanted to give you a "picture" of our home and to let you know that we are here and that we care.

Sincerely, Louis and Kathy Sedig and family

RECEIVED 5/23/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Dolores Nice-Siegenthaler

Address: 4266 Wilshire Blvd.

City: Oakland State: CA Zip Code: 94602

Telephone Number: (510) 482-9311

Email: dnicebear@earthlink.net

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Please consider broadening your analysis and reporting. Who will benefit, economically, from each alignment? Who will care for and maintain the roads -- how will this be funded?

How many miles of pavement already exist in Whiteside County?

How will any of the alignments improve a resident's ability to travel? What kind of travel do residents need? Could train, bus, or other form of mass transportation be more valuable to the quality of life in Whiteside County?

What about ways to reduce individual dependence on oil? To reduce the overall amount of oil used and burned in the county?

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/6/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: ROBERT L. SHAMBAUGH

Address: 19147 HOLLY RD

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772-7606

Email:

Check one or more if applicable:

___ Homeowner ___ Farmer/Farm Land Owner X Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I WOULD PREFER TO SEE ALTERNATIVE #2, REASONS ARE CLOSEST TO THE INDUSTRIAL PARK
CLOSE TO THE NEW BUSINESS PARK
OF ALL THE OPTIONS AVAILABLE I WOULD PREFER TO UP GRADE RTE 30 TO A 3 LANE THROUGH MORRISON AS WAS ATTEMPTED SEVERAL YEARS AGO. I BELIEVE THIS WOULD HELP THE TRAFFIC FLOW THROUGH MORRISON AND IMPROVE SAFETY. MY BUSINESS ADRESS IS 601 MILNES DR., MORRISON.
(Hamstras Carpet & floor Cleaning INC)

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/19/10

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Ron Shank

Address: 14245 Lister Rd

City: Morrison State: Il. Zip Code: 61270

Telephone Number: (815) 772-7157

Email: rshank@prestontel.com

Check one or more if applicable:

X Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? Agriculture

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Being directly involved with agriculture my entire life, I think its a real mistake to take prime farm land out of production. Farm land is a limited resource and can not be replaced, not to mention all the farmers that depend on this land for their livelihood. ~~Especially~~ The alignments along Bunker Hill Road, will effect several farmers' complete operation.

Also if the Southern Alignments are used I understand Lister Rd will be closed + end near my driveway. When Rock Creek floods it will sometimes close Lister Rd between my residence + Morrison, near Fairfax Center Rd. When that happens, I will not have a way into or out of my residence. What provisions have been made for the four residences on Lister Rd when this happens?

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 9/9/10

Web Email from William R. Shirk - #65355

From: "Couris, Gabriel" <Gabriel.Couris@illinois.gov>

To: hudson.shelia@sbcglobal.net

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 9/23/2010.
Also cc: Carla Kelly & me for IDOT files including a reference to control # 65355. Your prompt attention is greatly appreciated.
Gabriel Couris
Illinois Department of Transportation
-----Original Message-----
From: wrshirk@yahoo.com
Sent: Thursday, September 9, 2010 11:36 AM
Subject: Web Mail from William R. Shirk
Web Page: US30
Name: William R. Shirk
Address: 102 Olive St.
Morrison, IL 61270
Work #: 815-772-7231
Home #: 815-772-3604
Question:
Revised from previous email sent this morning.
I am a homeowner, farm land owner and business owner. Please keep my name on your mailing list, but please correct my name from "Shirte" to "Shirk".
Comments:
I strongly oppose all alignments north of Morrison for the reasons listed. I am a supporter of the project but if the alignment is north, I will no longer support the project and will change to an opponent of the project. The reasons I oppose the north alignments are as follows:
1. Will cut off Morrison from Morrison Rockwood State Park and prime residential development to the north.
2. No reasonable access road from any interchange north of Morrison directly to the City of Morrison. There is no roadway except Route 78 far to the west that travels easily or directly from the north to Route 30 and Main Street.
3. Less likely for people to continue through Morrsion on old Route 30 to patronize businesses.
4. In totality, a much more harmful effect on the businesses and economy of Morrison.
5. Will eliminate the area that is most suitable in all aspects for future housing development in Morrison.
6. The southern route is the more likely area for development of commercial and industrial and has the most need for 4-lane transportation.
7. The area around the north route is much less suitable for business or industrial development than the southern route.
8. The north alignment was overwhelmingly opposed by the CAG members and the Group has voted it down every time.
9. More disruption of established housing development areas.
10. Will make it more difficult in the future to move Route 78 around the City of Morrison and more difficult to include a railroad underpass.
Thank you.

Previous | Next | Back to Messages

Select Message Encoding | Full Headers

.me: Faith Slater
ddress: 12435 Lyndon Road
Morrison, IL 61270
Home #: 815-778-0290

Question:
Alternative 6 will make the homes along Bunker Hill from being rural, residential properties on a country road, to homes with highway frontage. This will change the marketablity of these home and negatively affect their re-sale value. Our home will no longer be 2.5 miles from Route 30, but .5 miles from Route 30. The traffic noise will increase, and the safety of our family home and children will be decrease. Many people drive Route 30 out from Chicago, through Morrison and on to Iowa. We purchased this property to get away from the traffic and noise of the Chicago suburbs and do not wish to have the serenity of our home removed.

From: "Couris, Gabriel" <Gabriel.Couris@illinois.gov>

To: hudson.shelia@sbcglobal.net

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 9/22/2010. Also cc: Carla Kelly & me for IDOT files including a reference to control # 65327. Your prompt attention is greatly appreciated.
Gabriel Couris
Illinois Department of Transportation
-----Original Message-----
From: bartongsmith@mchsi.com
Sent: Wednesday, September 8, 2010 10:08 AM
Subject: Web Mail from Barton Smith
Web Page: US30
Name: Barton Smith
Address: 200 North Sawyer Road
Morrison, IL 61270
Work #: 815-772-7070
Home #: 815-772-7627
Question:
Alternative 5 would be the best. My main concern is that Lincoln Highway is a historic byway. Because of this, they do not allow new billboards to be put up along the Lincoln Highway route. We need to address this concern if the 4 lane bypass gets built. Especially the west and east side of Morrison, where the 4 lane will start going around the town. This will lessen the affect of the 4 lane bypass.
Alternative 4 going north of town is not a good idea. The roads in that part of town need to be beefed up in town. I do not think home owners of these roads will like their quiet road being busy. Also I think alternative 5 would be best because of future development possiblites more than any other alternative. I am home owner in the north part of town. I am the owner of the DQ Grill & Chill restruant on US 30. Also involved in Morrison Chamber and Morrison Business Advisory Group.

Thank you
Barton Smith

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: BOB SOESBE

Address: 900 SO 6 ST

City: CLINTON State: IA Zip Code: 52732

Telephone Number: (563) 2422735

Email:

Check one or more if applicable:

✓ Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ✓ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? HIWAY 30

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

IMPROVEMENTS TO HIWAY 30 IN IOWA AND ILLINOIS ARE VERY IMPORTANT TO THE ECONOMY OF EASTERN IOWA AND WESTERN ILLINOIS.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/25/10

Subject: Email from Betty Steinert - #65335 Wednesday, September 8, 2010 3:42 PM

From: "Couris, Gabriel" <Gabriel.Couris@illinois.gov>

To: hudson.shelia@sbcglobal.net

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 9/22/2010. Also cc: Carla Kelly & me for IDOT files including a reference to control # 65335. Your prompt attention is greatly appreciated.
Gabriel Couris
Illinois Department of Transportation
-----Original Message-----
From: bsteinert@whiteside.org
Sent: Wednesday, September 8, 2010 12:53 PM
Subject: Web Mail from Betty Steinert
Web Page: US30
Name: Betty Steinert
Address: 200 East Knox Street
Morrison, IL 61270
Work #: 815-772-5247
Home #: 815-772-4766
Question:
My selection on the route that should be selected from the West to the East is follow option 6, then pickup on option 2, to option 6 through to option 1 to stay south of Morrison and follow existing Route 30 to I88, Route 30 & Moline Road intersection. This keeps the road away from most of the residental growth and area on the North side of town where most of the new residental growth will be. This route need to stay South of town for connection to the Industrial Park for growth and to allow for new commercial development along the new corridor.

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: JAMES Stern

Address: 22775 Hazel Rd

City: Sterling State: IL Zip Code: 61081

Telephone Number: (815) 625-6123

Email:

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I would Support the alignment that took the least amount of farmland out of production.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/16/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Rt30EnvironmentalImpactStudy.html

PLEASE PRINT ALL INFORMATION

Name: Mrs. Viola M. Stralow

Address: 206 Cedar St.

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772 2693

Email:

Check one or more if applicable:

X Homeowner ___ Farmer/Farm Land Owner ___ Business Owner X Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? FARMING

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Being a Home Owner - IN a Couple (or) Sooner I'll Harvest Sell my Home, we Have lost our Factories, our big GE, now that Hurts, Property,

Our Town will Hardly be a postage stamp, if you have many, no Shopping Area, in Past we Had a Nice town. Dont like, Cutting our farm land Contents Very hard on Farmers, I was one once Still.

Lets take Care of our Rt 30 ?!!.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 9/7/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: ERVIN STUART

Address: 622 WEST LINCOLNWAY

City: MORRISON State: ILL Zip Code: 61270

Telephone Number: (815) 772 3944

Email:

Check one or more if applicable:

X Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? X Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I sent you a Whiteside county map 2 years ago. all my friends and neibors agree. All people south of route 30 from Albany & Erie agree.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 9/10/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Doug Vandermyde

Address: 600 Diamond ct.

City: Morrison State: Ill Zip Code: 61270

Telephone Number: (815) 772-4902 (cell = 815-622-5307)

Email:

Check one or more if applicable:

✓ Homeowner ✓ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

- western portion = Keep on the 4, 5, & 6 along existing Rte 30 as much as possible
- Central Portion = either stay on Rte. 30 through Morrison or bypass to the South and get up to the original Rt 30 ~~at~~ as soon as possible and that ~~w~~ would help get the overpass over the tracks for the city of Morrison.

Eastern Portion = Lyndon rd → Mulino Rd ~~an~~ stay along orig Rt 30 and go to Ill. 40.

Please return comment form by ***September 9, 2010.***

RECEIVED 01/7/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: RICHARD VANDERMYDE

Address: 617 N. ORANGE ST,

City: MORRISON State: ILL Zip Code: 61270

Telephone Number: ( )

Email:

Check one or more if applicable:

___ Homeowner X Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Alternative 6

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/16/10

JT files including a reference to control # 64968. Your prompt attention is reatly appreciated.
Gabriel Couris
Illinois Department of Transportation
-----Original Message-----
From: vegterc@yahoo.com
Sent: Saturday, August 21, 2010 11:51 AM
Subject: Web Mail from Connie Vegter
Web Page: IDOT Home Page
Name: Connie Vegter
Address: 9052 Rick Road
Morrison, Il 61270
Home #: 815-772-2860

Question:
I ask that you not use the northern routes because they go right thru my farm. my husband passed away 4 years ago and this farm and a little social security are all I have to live on. My son-in-law runs the farm and what would be left would be across the 4-lane road and would not amount to much. I only have 200 acres tillable. They also have children I would not wanting to cross the road to visit me as I would be on one side and they on the other. Also, it goes thru a timber across Millard road that I think is part of a century farm owned by the Abbotts. It is pretty much a virgin timber and a home to many deer and turkeys. I also have several cranes nesting in my ponds that would be very close to the road, I don't know that they would stay. I think the best option is to just forget the project or to widen the current road. Thank you for listening to me.

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: David J. Weber

Address: 624 E. Lincolnway

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772 2641

Email: dweber@frontiernet.net

Check one or more if applicable:

✓ Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? ___

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Without question Alignments 1 & 4 utilize the existing RoW the Best and could encourage development to the North and East of Morrison. But, I've got to wonder what would transpire to existing Homes and Businesses along the Existing Rte 30 Alignment as well as the added costs during Construction to maintain Traffic.
It would seem better to use Alignment #5 West of Hillside Rd. and Alignment #6 the remainder with the addition of the connector (#5) to Existing Rte 30 East of Rte 78. This would also allow for better access to I-88 using Rte 78 South of Morrison.
Having been involved with Highway Construction/Maintenance, I shudder to think of all the problems trying to use the existing RoW.
Plus - By using Alignments 5 & 6 the need for Bridge Construction is greatly reduced! DJW

Please return comment form by ***September 9, 2010.***

RECEIVED 8/27/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Ron E Weimer

Address: 13629 Garden Plain Road

City: Morrison State: Illinois Zip Code: 61270

Telephone Number: (815) 772-4495 - or 815 718-5409

Email: weimer71@hotmail.com

Check one or more if applicable:

X Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? X Yes ___No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

I would like it to stay the same as we have no money in the state.

No Build

Cost

No money

Please return comment form by ***September 9, 2010.***

RECEIVED 8/12/10

Your comments are greatly appreciated!

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Jeff + Linda Wetzell

Address: 312 N Jackson

City: Morrison State: IL Zip Code: 61270

Telephone Number: ( )

Email:

Check one or more if applicable:

✓ Homeowner ___ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? none

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Why waste farm ground? You have Rt 78 That takes you to a 4 lane road that is already built or fish you road down to around Mathew Rd + hook up to Rt 88. see map

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 8/16/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Jon Whitney

Address: Box 369

City: Thomson State: IL Zip Code: 61285

Telephone Number: ( )

Email:

Check one or more if applicable:

___ Homeowner ___ Farmer/Farm Land Owner ✓ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any?

Would you like to remain on our mailing list? ___ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Use a combination of 1 + 4 — This maximizes original route 30 use; requires buying less land; provides access to Morrison Rockwood State Park; ~~fosters~~ growth on city's north side if desired; also provides for growth on east + west sides of Morrison with rail access if necessary; is a straighter route.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

ILLINOIS LINCOLN HWY 30

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PRINT ALL INFORMATION

Name: Mr. Vern Wiersema

Address: 11629 Prairie Center Rd
Morrison, IL 61270

City: _____ State: _____ Zip Code: _____

Telephone Number: (815) 772 - 2974

Email: V.Wiersema@yahoo.com

Check one or more if applicable:

___ Homeowner ✓ Farmer/Farm Land Owner ___ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Western side - 4+5 continuing to 144 would be the shortest way to go around Morrison using the North route between the State Park and Morrison. Both would benefit being close to the traffic. The Railroad overpass and preserving farmland saves cost.
Eastern side - 1,2+4 useing all of RTE 30 and the Agnew overpass should save expense. Less prime farmland used.

This would be the best for Morrison business district, for the State Park, and access to the Landfill. Saveing prime farmland needed supply future population.

All future maintenc expense on old RTE 30 can be applied the new Freeway.

The shortest route will mean all vehicles traveling will use less fuel and save on maintainence costs.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

RECEIVED 9/9/10

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: Ken + Rita Wolf

Address: 9721 Lincoln Rd.

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 441-0779

Email: ritawolf55@gmail.com

Check one or more if applicable:

✓ Homeowner ✓ Farmer/Farm Land Owner ✓ Business Owner ___ Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? ✓ Yes ___ No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

Apparently the airiel photos taken for the study are old. Our property line is wrong, + my brother's house + property on Millard Rd. is not there (Dale Jones).

The intersection on alternatives 4, 5, + 6 is confusing at Rt. 30 + Millard Rd. Why does it go so far north + south on Millard Rd.?

Alternatives 4, 5, + 6 apparently cut right through our house. Our house has been in the family for 69 years, so it would be a shame to loose it. However, it appears that every other alternative route would displace others as well. It's a no-win situation. Our house could be moved to another location on the same property, so please re-check the property lines + update the airiel photos.

Does the state + federal agencies have the money to do such a project? It is 13 billion dollars in the hole now + is cutting human services funding, which is horrible to think they'll spend millions on Rt. 30 + cut agencies' funds.

Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

. o: "Shelia Hudson" <hudson.shelia@sbcglobal.net>
Date: Wednesday, August 25, 2010, 5:22 PM

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 9/8/2010. Also cc: Carla Kelly & me for IDOT files including a reference to control # 65056. Your prompt attention is greatly appreciated.
Carla Kelly
Illinois Department of Transportation
-----Original Message-----
From: galleryonmain@fronternet.net
Sent: Wednesday, August 25, 2010 12:58 PM
Subject: Web Mail from judy zuidema
Web Page: US30
Name: judy zuidema
Address: 204 ash avenue
Morrison , Il 61270
Home #: 815-772-2607

Question:
We own a building on Main Street Morrison and if the bypass goes around the town it will devistate the community. Factories are a thing of the past and tourism is what is going to support us and people like the back roads that bring them to the small communities. I know someone that received a letter and a new road would go right through their new house. You people don't have a clue as to the real world.

Illinois Department of Transportation

NEWSLETTERS

Community Connection

U.S. 30

Environmental Impact Statement

and Phase I Design Report

Newsletter – Issue I – Fall 2007

GREETINGS FROM GEORGE RYAN, DEPUTY DIRECTOR OF HIGHWAYS / REGION 2 ENGINEER

George Ryan, Deputy Director/ Region 2 Engineer

Welcome to the first issue of the US 30 Community Connection newsletter, a quarterly publication designed to keep the communities and region updated and informed about the progress of the project as well as the many ways for you to get involved.

As you may now know, the District completed a corridor feasibility study in 2006 to determine if transportation enhancements were necessary to meet the growth and travel demands projected within the northern area of Illinois. As a result of the study's preliminary findings the federal highway has approved our efforts to continue through the next phase, an Environmental Impact Statement (EIS) and Phase I Design Report.

Results from this engineering and environmental evaluation process will make it possible for the department to move into the next phases, Phase II - Final Design/ Construction Bid Documents and Phase III Construction, provided funds become available.

This is an exciting yet sensitive time for all that are involved and concerned with what we foresee being an improved transportation system in the area. In an effort to adhere to Federal and State guidelines, the Department has formed a committee called the Project Study Group (PSG) to oversee the entire planning and design process. In addition to engineering and planning responsibilities for the project, the group is responsible for coordinating with various advisory groups to solicit community input and keep the public informed as the project progresses.

I know from comments gathered at the Public Information Open House held in Morrison on July 25, 2007 that there is considerable concern regarding the potential environmental and property impacts. We understand the importance of your concerns and through the various forms of advisory groups your comments will be factored into the overall evaluation process as the project moves forward.

This publication is dedicated to keeping the community informed about the US 30 Environmental Impact Statement and Phase I Design Report.

In This Issue:

- Why this study is needed
- Project Scope
- Limits of the Project
- Project Schedule
- Context Sensitive Solutions
- Public Involvement
- Frequently Asked Questions (FAQs)

In this issue you will gain a better understanding of the time line, policies, procedures, and processes of the US 30 project as well as how to "GET INVOLVED" so that your input is taken into consideration. Our goal is to partner with you so that we can all be proud of the transportation improvements that evolve as a result of our combined efforts.

We appreciate your input and support throughout this entire project, so please…….

"Get Involved – Stay Involved!"

Illinois Department of Transportation

Why this study is needed

The improvement to the transportation system within Whiteside County from east of Fulton to Rock Falls is necessary to address traffic safety and mobility issues that currently exist in this area. This study will evaluate numerous roadway alternatives and will be balanced with the input of stakeholders including farmers, residents, business owners, and users of the route. Based on our outreach activities so far, we have received positive feedback indicating that many residents are pleased with IDOT's goal to improve safety and mobility. In addition, several business owners have stated that they see roadway improvements having a positive impact on the region's economic vitality. We have also heard concerns from stakeholders about various potential impacts to farms, businesses, residents, environmentally sensitive areas, and urbanized areas along the project route.

What is the scope of this project?

The main purpose of this project is to improve the transportation system between Rock Falls and Fulton in order to facilitate safe and efficient traffic flow in this region. In order to achieve this goal, we anticipate that the proposed roadway will require additional lanes, and may also be on a different alignment than it is today. This might include rerouting US 30 around Morrison. Due to the significant size of the project study area, there are many social, economic, and environmental issues to address during the development of alternative roadway solutions. As a part of this development process, IDOT is implementing a Context Sensitive Solutions (CSS) approach to public involvement. CSS guidelines have been established by IDOT in order to ensure a high level of public involvement in the study process for major projects such as the US 30 Corridor.

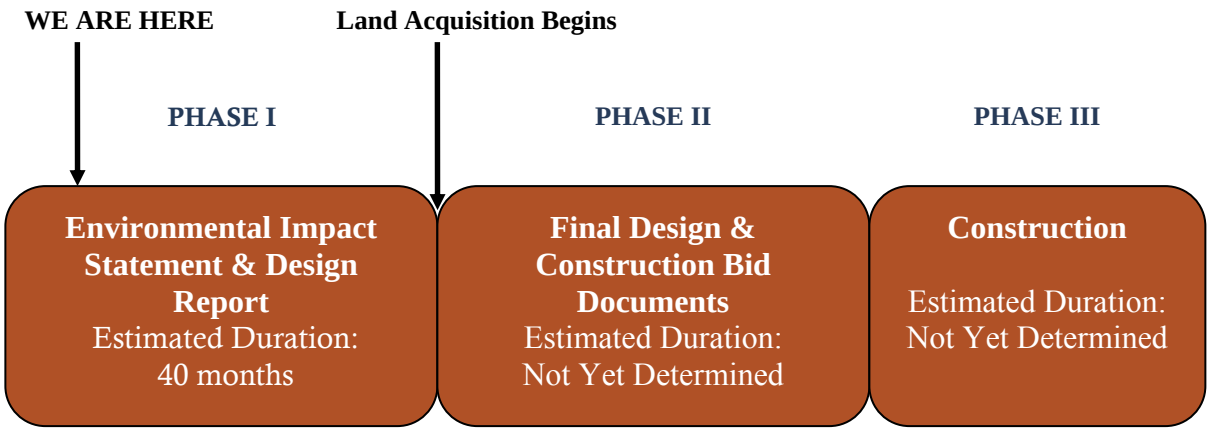
What are the limits of this project?

The project study area is in Whiteside County and extends from east of Fulton to Rock Falls. The study limits extend from just west of the U.S. 30/IL 136 intersection to the U.S. 30/IL 40 intersection in Rock Falls. During the process of this study, we will thoroughly review traffic, safety, and environmental issues within the study area in order to develop various alternatives for the improvement of US 30.

What is the project schedule? When will construction begin?

IDOT utilizes a three-phase process to plan, design, and construct projects. For this project, Phase I consists of the development of an Environmental Impact Statement and Design Report. This phase was started in July of 2007, and our goal is to complete Phase I within 40 months. After Phase I has been completed, the process of purchasing land for the project can begin. Phase II is the preparation of the final design and construction bid documents, and Phase III is the actual construction of the project. Funding for these future phases, including land acquisition, Phase II and Phase III is not currently available.

US Route 30 Project Time line



Context Sensitive Solutions

The focus of the Context Sensitive Solutions (CSS) process is to involve the public in the process of developing alternatives for the project. Context Sensitive Solutions is defined as:

"An interdisciplinary approach that seeks effective multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surrounding – its 'context'."

Put simply, the use of CSS means that IDOT will be working with the community as a whole to develop a solution to the congestion and safety problems currently associated with US 30. As a part of the CSS process, a Project Study Group (PSG) has been developed that is comprised of individuals from IDOT, the Federal Highway Administration (FHWA), and the engineering consultant team. The PSG needs to hear from the public to understand the concerns and priorities of the community. Alternative designs can then be developed with these concerns in mind.

For more information on IDOT's Context Sensitive Solutions guidelines, please visit their web site at:
http://www.dot.il.gov/css/home.html

Public Involvement 101

IDOT's public involvement effort for this project will be conducted in three steps:

1. The first step will be to reach out to as many stakeholders as possible to identify concerns and needs for the project. From this input and the engineering and environmental studies, the PSG will develop a formal purpose for the project. This purpose will address safety, mobility (IDOT's concerns) and concerns submitted by the public at-large.

2. After the purpose for the project has been established, the PSG will develop alternatives. These alternatives will focus on improving mobility and safety balanced with the needs of the community and environment. These alternatives will then be presented to the public for feedback.

3. Based on the feedback received during step two, the PSG will select an alternative that best meets the purpose and need of the project, reflecting the needs of the community and the environment as much as possible. This solution will be presented to the public for additional feedback and further refinement.

Where are we in the public involvement process?

The PSG is currently in Step 1 of the public involvement process. The effort to date has been focused on informing as many people as possible about the project. One of the ways we accomplished this goal was to build a list of property owners throughout the study area. This list was then utilized to send mailings to interested parties and to keep people informed about the project. In addition, members of the PSG have been meeting with businesses, organizations, communities and governmental leaders along the corridor in order to keep them involved in and informed about the project. Based on input received during our public involvement process to date, we have developed a list of frequently asked questions and answers which may be found on the project web site (please see the Contact Information on page 7 of this newsletter for the web address).

Dawn Perkins (IDOT-Project Liaison), Presenting to CAG members

A major part of the CSS process for this project is the Community Advisory Group (CAG). The CAG consists of stakeholders that represent farmers, residents, government officials, business leaders and special interest groups. Throughout this project the CAG members will participate in meetings that focus on the issues that most concern the community in the study of improvements to US 30. These meetings will continue throughout Phase I and into Phase II.

Public Involvement

Two critical steps of the CSS process have been completed to date: the first Public Information Open House and the first Community Advisory Group (CAG) meeting.

Public Information Meeting

IDOT held a Public Information Open House on July 25, 2007 at the Odell Community Center/Public Library in Morrison. Two hundred and fifty-three people attended the meeting. The purpose of the meeting was to provide information about this phase of the project and to explain how citizens can "Get Involved" as stakeholders in the project. A majority of the comments received at the meeting were in regards to: economic development, preservation of agricultural ground, conservation of environmental resources, and utilizing the existing U.S. 30 roadway.

Consultants interact with attendees at Public Information Meeting.

Mike Walton (Volkert & Associates, Inc.)

Gil Janes and Jon Estrem (Howard R. Green Company)

IDOT and Consultants interact with CAG members.

Dawn Perkins (IDOT-Project Liaison)
and Mike Walton (Volkert & Associates, Inc.)

Jon Estrem (Howard R. Green Company)

Community Advisory Group (CAG) Meeting

The first CAG meeting was held on September 12, 2007 at the Odell Community Center/Public Library in Morrison. Approximately thirty CAG members participated in the meeting. The members consist of stakeholders that represent farmers, residents, government officials, business leaders and special interest groups. The focus of the meeting was two-fold. The first aspect was to identify the key issues associated with this project and establish the context of the communities within the project area. The key issues that were identified were socioeconomic, agriculture, safety, access, and roadway characteristics. The second aspect was to develop a "problem statement" which states the key issues in a concise manner. The CAG members developed a number of problem statements which will be taken to the Project Study Group for review and approval. It will then be presented at the next CAG meeting for consensus and published in the next newsletter.

The next Community Advisory Group Meeting will be held on Wednesday, October 17, 2007 at the Odell Community Center in Morrison, Illinois from 6:30pm - 8:30pm.

Frequently Asked Questions:

The Project Study Group Responds To Your Questions

HOW MUCH TIME WILL PHASE I REQUIRE?

It is anticipated that the Environmental Impact Statement and Phase I Design Report will be completed in 2010.

IS FUNDING SECURED TO SUPPORT THE PROJECT THROUGH CONSTRUCTION?

Funding has only been secured to finance Phase I. Efforts are underway to determine strategies for securing funds through the next phase, Phase II Final Design/Construction Bid Documents.

WHEN WILL YOU BEGIN IDENTIFYING PROPERTIES THAT MAY BE IMPACTED BY THE PROJECT?

Potential alternatives will be shown to the public as they are developed. Impacted property owners will be contacted individually when a recommended alternative has been chosen.

WHEN WILL LAND ACQUISITION OCCUR?

The Department can begin acquiring right-of-way after the Environmental Impact Statement and Phase I Design Report are approved and funding for right-of-way has been secured.

HOW IS THE AMOUNT OF RIGHT-OF-WAY DETERMINED?

The amount of right-of-way is set on the basis of what is needed to provide a safe and functional highway for the traveling public.

WHO DETERMINES HOW MUCH COMPENSATION I WILL RECEIVE FOR THE PROPOSED RIGHT-OF-WAY THAT THE DEPARTMENT WILL ACQUIRE WITH THE PROJECT AND HOW IS IT CIRCULATED?

The Department will have an appraisal prepared on your property to determine fair market value either by an IDOT Staff Appraiser or a private Appraiser hired by the Department. They will determine the value of the area being purchased from you and any damage to the remaining parcel. If the whole property is being acquired then additional relocation assistance will be provided by the Department.

I BELIEVE MY HOME/FARMSTEAD IS HISTORIC, THEREFORE THE STATE CANNOT TOUCH IT, RIGHT?

The State can acquire property from a historic home/farmstead. The State will conduct a historic survey of the project area and will receive a determination from the Illinois Historic Preservation Agency (IHPA) stating which structures have historical context. It is possible that we will acquire some right-of-way from the properties, but we will make every effort to avoid these structures.

WILL BIKE PATHS BE PROVIDED?

Providing bike paths will be a part of the Phase I Study. The Department will be working with local bicycle organizations to discuss bike and pedestrian paths.

Upcoming Public Involvement Activities

Additional meetings will be held with local organizations to keep them updated on the progress throughout the study. If you are part of an organization that may be interested in a project briefing, please contact Shelia Hudson at the project hotline (1- 866- ROUTE30) to schedule a date and time.

Contact Information

You may submit questions or comments about this project by writing to us at:
US 30 Joint Venture Team
c/o Volkert and Associates, Inc.
103 Lanter Court,
Collinsville, IL 62234

Or you may submit questions or comments on the project website:
http://www.dot.il.gov/us30/default.html

Or you may call the project hotline:
1-866-ROUTE30 (1-866-768-8330)

Project Study Team

Lead Agencies

Federal Highway Administration (FHWA)

Illinois Department of Transportation (IDOT)

Consultant Team

Volkert & Associates, Inc.
Project Management Consultant
(Joint Venture)

Howard R. Green Company
Project Management Consultant
(Joint Venture)

Goodpaster-Jamison, Inc.
Environmental Consultant

Hudson and Associates, LLC
Context Sensitive Solutions/
Public Involvement Consultant

Kaskaskia Engineering Group
GIS/Mapping Consultant

Request Publication

Newsletters such as this one will be published on approximately a quarterly basis. If you or someone you know wants to be added to our mailing list, please visit the project website or complete the following form and mail it to:

US 30 Joint Venture Team
c/o Volkert and Associates, Inc.
103 Lanter Court,
Collinsville, IL 62234

Name _____
Address _____
City _____
State_____
Zip _____
Email _____

US Route 30 Environmental Impact Statement and
Phase I Design Report
US 30 Joint Venture Team
C/O Volkert and Associates, Inc.
103 Lanter Court
Collinsville, IL 62234

Illinois Department of Transportation

30 COMMUNITY CONNECTION

ENVIRONMENTAL IMPACT STATEMENT and PHASE I DESIGN REPORT

ISSUE 2 - WINTER 2008 NEWSLETTER

A Message From IDOT:

Through the Context Sensitive Solutions (CSS) process, IDOT has continued to educate and engage community stakeholders. Over the past five months members of the Project Study Group (PSG) have met with many stakeholders and stakeholder groups who all have a vested interest in the US 30 project. The first round of meetings has been to discuss this phase of the project, solicit input and address any project related concerns. As you read through the newsletter you will read more about the results of the meetings.

Another requirement of CSS is the creation of a Community Advisory Group (CAG). The PSG has worked closely with the CAG to discuss overall project related characteristics, community issues and resources as well as identifying transportation problems in the area. This edition of the newsletter will highlight the first two CAG meetings and the next steps.

The community's commitment to "Get Involved" by volunteering their time and talent will assist the PSG with thoroughly evaluating environmental and engineering issues brought forth during the Environmental Impact Statement (EIS) and Phase I Design Report as required by the National Environmental Policy Act (NEPA) and Context Sensitive Solutions (CSS).

I encourage the community to "Stay Involved" as the project moves forward during the study phase. Please contact the project hotline at 1-866-Route30 (1-866-768-8330) if you would like for a representative to meet with you or your group to discuss the project status.

Sincerely,

George Ryan

Deputy Director/Region 2 Engineer

IN THIS ISSUE

This publication is dedicated to keeping the community informed about the US 30 Environmental Impact Statement and Phase I Design Report.

A Message from IDOT 1
Community's Context is Identified 1
Project Study Group Continues to Meet with Stakeholders 2
Consensus Garnered on Problem Statement 2
Community Advisory Group (CAG) Members Commit to Partnership 3
Frequently Asked Questions 4
What's Next 5

Elkhorn Creek

Morrison-Rockwood State Park

Community's Context Is Identified

Prior to the first CAG meeting, CAG members were asked to complete a Community Context Audit Form. The purpose of this audit was twofold. First to be a guide in identifying various community characteristics that make each transportation project unique to its residents, businesses and the general public. Secondly, the audit is designed to take into account the community's history and heritage, present conditions and anticipated conditions, mobility, safety, local and regional economics, aesthetics, and overall quality of life.

The audit process lays the ground work for developing a community context by identifying and analyzing transportation problems within the community, identifying and analyzing solutions, and recommending preferred Context Sensitive Solutions. The audit will be revisited and updated throughout the project development process to ensure project implementation is sensitive to the community and the environment.

Information gathered through the use of the audit form will aid the CAG and the PSG in defining the Problem Statement for the project. The Problem Statement identifies the project's need and the fundamental problems in the study area. The Problem Statement is a guide for developing the project's Purpose & Need Statement, which in turn specifically defines and outlines the problems in the study area and need for the project.

After reviewing and analyzing all of the completed forms submitted by CAG members, the PSG were able to identify several community characteristics, issues, and resources that CAG members stated were important factors to the community.

The list below identifies the top 5 community context factors of importance.

- **Agricultural Land Use and Access**
- **Infrastructure and Railroad Crossings**
- **Economic Development and Local Area Planning**
- **Natural Features**
- **Historical Characteristics**

Project Study Group Continues to Meet with Stakeholders

The project study team has been proactively meeting with community stakeholders in the project area to identify community interest as it relates to the US 30 project.

In recent months, several meetings were held with elected officials, community leaders, business leaders, civic groups, developers, special interest groups, and environmental groups, just to name a few. The meetings were held to discuss the status of the US 30 project and garner input as to what key issues should be considered as the team begins to assess and evaluate environmental and engineering criteria. While meeting with various stakeholders, the project team has been informed of numerous key interests including funding, agricultural impacts, access, school bus safety, project timeline, railroad crossings, economic development, environmental concerns, and regional coordination, as well as business and property impacts.

The project study team considers the information provided by stakeholder groups to be a valuable asset to the development of the US 30 project. If you and/or your organization would like a representative to present to your group, please contact our project hotline at 1-866-ROUTE30 (1-866-768-8330).

Stakeholder meeting with Senator Barack Obama's Field Representative Seamus Ahern: l-r Gil Janes (HR Green), Rebecca Marruffo (IDOT), Vic Modeer (Volkert) and Seamus Ahern (Field Representative for Senator Barack Obama)

Mayor Amy Viering (City of Sterling) at a US 30 Stakeholder Meeting

Rebecca Marruffo (IDOT) presents at a US 30 Stakeholder Meeting

Consensus Garnered on Problem Statement

One of the tasks completed by the Community Advisory Group was the development of a Problem Statement for the project. This required process by CSS defines the transportation problem within the study boundary. The Problem Statement helps with developing the project's federally required Purpose and Need Statement, which drives the process for alternative consideration, in-depth analysis, and ultimately the selection of a recommended alternative.

The first step in developing the Problem Statement was to identify and categorize several key issues CAG members believed were important to the area. After highlighting several key issues, members then began the next exercise of narrowing the issues down to the top five:

1)Social Economic
2)Safety
3)Access
4)Agriculture
5)Roadway Characteristics

CAG members then utilized these five key issues to develop individual problem statements as a group exercise. These statements were then combined and discussed resulting in the following problem statement:

The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, compromises safety, mobility and reduces the quality of life of the adjacent communities. There is a need for improved economic development and accessibility to the region while preserving agricultural and environmentally significant areas.

This problem statement will not only help to define the project's Purpose and Need, but will also serve as a point of focus for future CAG meetings.

Community Advisory Group Members Commit To Partnership

As a gesture of commitment and understanding, CAG members signed a partnership agreement with IDOT and the FHWA to aid in the development of key aspects of the EIS and Phase I Design Report for the US 30 project. The EIS and Design Report will fully evaluate the benefits and impacts of constructing an enhanced transportation system along US 30 from east of Fulton and to the west of Rock Falls in Whiteside County.

PARTNERSHIP AGREEMENT

MISSION STATEMENT

The Community Advisory Group (CAG) will work in coordination with the Illinois Department of Transportation (IDOT) to aid in the development of key aspects of the Environmental Impact Statement (EIS) and Phase I Design Report for the US 30 project. The EIS and Design Report will fully evaluate the benefits and impacts of constructing an enhanced transportation system along US 30 from east of Fulton and to the west of Rock Falls in Whiteside County.

OBJECTIVES

The primary goals and objectives of the Community Advisory Group include the following:

- Focus on specific issues that may affect specific parts of the community, such as business interests, neighborhoods, farm land, historical sites, natural features, and tourism.
- Assist the study team by providing input and advice as the project moves forward.
- Share project information and solicit input with respective interest groups.

These primary goals and objectives are met through ground rules and specific roles and responsibilities that CAG members agreed upon. These goals and objectives have been established to promote unity, trust, and team work with the Project Study Group (PSG) as well as stakeholders in the community whom they represent.

Community Advisory Group Roles:

- Identify criteria that reflects the ideas and interests of the community.
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents and the potential corridors and alignments of US 30.

Community Advisory Group Responsibilities:

- Attend meetings designed to share project related information and to elicit input
- Members are responsible for sharing the information they learn with the groups they represent
- Members must bring the various perspectives of their representative groups to the CAG discussion

CAG Ground Rules:

- All input from all participants in the process is valued and considered.
- The role of the CAG is to advise the PSG, which will make the ultimate project recommendations to the leadership of IDOT and FHWA. A consensus of CAG members and stakeholders is sought, but the ultimate decisions are the responsibility of IDOT, FHWA, and the State of Illinois.
- All participants must keep an open mind and participate openly and honestly.
- Consensus is defined as the majority of the stakeholders in agreement, with the minority agreeing that their input was considered.
- All participants in the process must treat each other with respect and dignity.
- The list of CAG members is subject to revision at any time.
- Minutes of all CAG's contacts will be maintained by the PSG, with the content subject to stakeholder concurrence.
- The project must progress at a reasonable pace, based on the original project schedule.
- The PSG will make all final recommendations with a goal of seeking all stakeholder consensuses.
- All decisions by the IDOT, FHWA, and State of Illinois must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and considered.
- Members of the media are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.

These ground rules are tentative, pending acceptance by the CAG members, and are not immutable.

AGREEMENT

We the members of the Community Advisory Group (CAG), Illinois Department of Transportation (IDOT), and Consultant Team do here by understand the Mission, Objectives, Roles, Responsibilities, and Ground Rules of the Community Advisory Group. We enter into this partnership agreeing to always remain united as a team; remain focused on our collective goals and objectives; promote trust and team work within the group; and supportive of the CAG process.

Signed by the members of the Community Advisory Group (CAG), Illinois Department of Transportation (IDOT), and the consultant team on September 12, 2007

Frequently Asked Questions:

The Project Study Group Responds To Your Questions

1. How were CAG members selected?
The PSG assessed which organizations and interests they believed were associated with the US 30 project and compared this information with public comment forms completed at the first Public Information Meeting. The PSG selected members based on the goal of providing a balanced representation of the community's interest.

2. Can anyone attend the CAG meetings?
Anyone can attend the CAG meetings, however CAG members are the only ones that are actively engaged in the exercises, discussions, and decision-making processes.

3. Will the public have a chance to comment on the decisions made by the CAG?
Yes. Public meetings are scheduled at major milestones throughout this process. Please check the website (http://www.dot.state.il.us/us30/index1.html) or your local newspaper for meeting announcements. Comments and questions can always be voiced through the project website or project hotline (1-866-ROUTE 30).

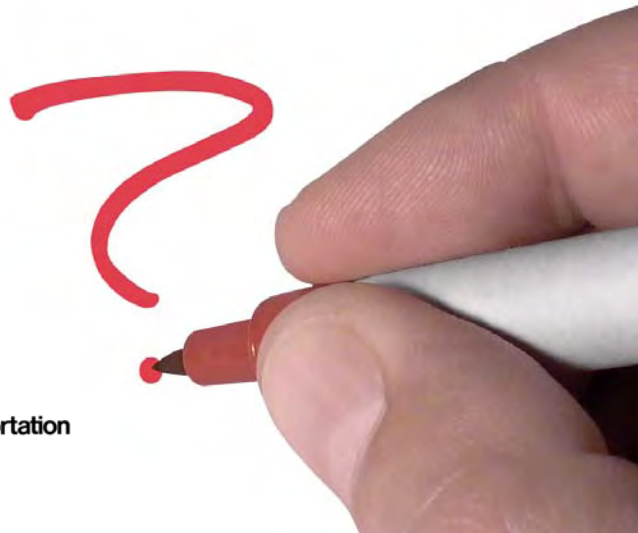
4. Is it possible for other interested citizens to join the CAG as the project progresses?
If the PSG believes adequate representation is not being provided through the established CAG, an individual may be asked to join the CAG. Continuity is very important in the CSS process and therefore a decision such as this would be given great consideration.

5. What process is in place for the community to voice their opinion to the CAG?
If you have an issue you would like to have discussed at a CAG meeting, please call the project hotline, write to the project address shown on page 6, or send an email via the project website. The PSG will either include your question on the CAG meeting agenda or will put you in contact with the CAG member they believe best represents the issue you wish to have addressed.

6. What if a CAG member is not effectively representing their particular interest group?
The PSG will continuously evaluate the CAG members' involvement. If it is determined that a group is not being sufficiently represented by a current CAG member, the PSG will work with that interest group to determine if there is a more suitable representative to serve on the CAG. This is a decision that would be given great consideration and be handled on a case-by-case basis.

7. How can I stay informed on the study's progress?
The PSG has developed a comprehensive Stakeholder Involvement Plan to keep the public informed and involved in the ongoing study. Newsletter mailings will continue throughout the project. In addition, the project website will be updated regularly to provide information regarding the project's progress and upcoming public involvement events.

8. How will the new transportation system affect the environment?
As part of the Environmental Impact Statement process, numerous field surveys of the natural and manmade environments are currently being conducted. The survey results will be used to identify a transportation system that addresses the project's purpose and need while avoiding, minimizing, or mitigating adverse environmental impacts.



What's Next?

Project Team Coordination

The PSG, which includes IDOT, FHWA, and the consultant team, will gain input from the CAG and begin identifying corridors based on engineering, environmental, and community concerns. After viable corridors have been developed in coordination with the CAG, the PSG will coordinate a Public Information Meeting so that the general public can review and provide input on the corridors to be carried forward for further study and development. It is anticipated that the next Public Information Meeting will be held in the Spring of 2008.

Step 1 PSG identifies Corridors based on environmental, engineering, and community criteria

Step 2 Present Corridors to be carried forward to CAG and gain consensus

Step 3 Public Information Meeting: show public Corridors to be carried forward and gain input and consensus

Step 4 Develop Alignments within selected Corridors

Step 5 Refine the Alignments based on environmental, engineering and community screening process

Step 6 Public Hearing

Step 7 Preferred Alignment Selected

Step 8 Public Information Meeting

Step 9 Complete Environmental Impact Statement and Design Report

Illinois Department of Transportation
US 30 Environmental Impact
Statement and Phase I Design Report
US 30 Joint Venture Team
C/O Volkert and Associates, Inc.
103 Lanter Court
Collinsville, IL 62234

Project Study Team

Lead Agencies

Federal Highway Administration (FHWA)
Illinois Department of Transportation (IDOT)

Consultant Team

Volkert & Associates, Inc.
Project Management Consultant
(Joint Venture)

Howard R. Green Company
Project Management Consultant
(Joint Venture)

Goodpaster-Jamison, Inc.
Environmental Consultant

Hudson And Associates, LLC.
Context Sensitive Solutions/Public Involvement Consultant

Kaskaskia Engineering Group
GIS/Mapping Consultant

Illinois Department of Transportation

WE WANT TO HEAR FROM YOU!!!

PLEASE VISIT THE US 30 WEB SITE
www.dot.il.gov/us30/index1.html or
call our project hotline 1-866-ROUTE 30

Learn more about:
- Project Updates
- Public Involvement Activities
- Resource Information
- Submit Questions or Comments

Illinois Department of Transportation

30 COMMUNITY CONNECTION

ENVIRONMENTAL IMPACT STATEMENT and PHASE I DESIGN REPORT

WINTER 2009 NEWSLETTER

A Message From IDOT:

Although some time has passed since I addressed you regarding the US 30 Project, the Project Team has been working diligently to keep the project moving forward.
Several major milestones have been met during this time. These milestones were accomplished through a coordinated effort with the Community Advisory Group (CAG) and the Project Study Group (PSG). They first identified problems within the project study area that should be considered. After gaining consensus from the CAG Problem Statement, the PSG was positioned to move forward with drafting the Purpose and Need Statement. The Purpose and Need Statement is a federally required document that drives the Environmental Impact Statement. It essentially provides the basis for evaluating alternatives and ultimately selection of the preferred alternative. The Purpose and Need Statement has recently been approved by the Federal Highway Administration (FHWA) with concurrence received from State and Federal regalutory and resource agencies. Last but not least, the CAG and PSG have worked to identify and evaluate potential corridors that will be studied further using environmental and engineering criteria.

A lot has been accomplished, and it would not have been possible without the valuable input from the CAG and from you, the community. We have made major strides, but there is still work to do. As you read through this newsletter, you will be informed of the project's next steps and how the community can stay involved. I encourage the community to contact the project hotline at 1-866-Route30 (1-866-768-8330) or visit the project website at www.dot.il.gov/us30/index1.html to provide the Project Team with your comments and/or questions. Together our efforts will result in transportation improvements in which we can all take pride.

Sincerely,
George F. Ryan, P.E.
Deputy Director of Highways,
Region 2 Engineer

IN THIS ISSUE

A MESSAGE FROM IDOT 1
THE US 30 PROJECT HAS BEEN BRANDED 1
CAG AND PSG WORK TOGETHER ON STUDY 2
NEXT STEPS 3
FREQUENTLY ASKED QUESTIONS 4

MARK YOUR CALENDARS
Public Informational Open House
Thursday, January 29, 2009
1:00pm - 7:00pm
United Methodist Church
200 Lincolnway
Morrison, IL 61270

The US 30 Project has a Logo!

The Community Advisory Group (CAG) has selected a logo that conceptualizes regional collaboration, historical identity, infrastructure improvements, and state support.

IDOT challenged the CAG to develop a US 30 project logo that the community could readily associate with the project. The committee was asked to think long term when considering branding concepts because the selected logo could potentially be used from the current EIS phase through construction.

After the CAG identified characteristics that were important to include in the logo, the Project Team and several members of the CAG provided sketches that were consolidated into the project logo shown here.

Frequently Asked Questions:

The Project Study Group Responds To Your Questions

1. *What is the importance of the Purpose and Need Statement?*

The Purpose and Need Statement is federally required and is the basis for evaluating alternatives and environmental impacts in the EIS. It establishes why a project should take place and explains to the public and decision-makers that the expenditure of funds is necessary and worthwhile. In addition, although significant environmental impacts are expected to result from the project, the Purpose and Need section should justify why impacts are acceptable based on the project's importance.
As importantly, the project Purpose and Need drives the process for alternatives consideration, in-depth analyses, and ultimate selection. Without a well-defined, well-established, and well-justified Purpose and Need, it will be difficult to determine which alternatives are reasonable, prudent, and practical.
It also may be impossible to dismiss the no-action alternative.

2. *What are the engineering and environmenta l concerns that may affect the evaluation of corridors?*

*Traffic Operations/Congestion Relief
*Potential for Crash Reduction
*Agricultural Land Severance
*Centennial Farms Impacts
*Special Waste
*Natural Areas
*Air Quality
*Wetlands
*Threatened & Endangered Species
*Prairies
*Operational & Maintenance Costs
*Corridor Utilization
*Property Impacts
*Displacements
*Economic Sustainability
*4f/6f Properties
*Nature Preserves
*Water Resources
*Land Acquisition Cost
*Forest Areas
*Wildlife Habitat
*Construction Cost
*Floodplains

3. *How can the public get involved during this phase of the project?*

IDOT has outlined a very open and engaging community involvement plan through its Context Sensitive Solutions (CSS) process. The plan creates a forum for the public to be educated, informed and involved throughout the entire EIS/Design Report. Such opportunities include participating in public meetings; visiting the project website (www.dot.il.gov/us30/index1.html);
calling the project hot line at 1-866-ROUTE30 (1-866-768-8330); requesting the Project Team to speak to your group; and attending the CAG meetings. IDOT encourages you to Get Involved...Stay Involved!

4. *When is the next Public Information Meeting?*

The next public information meeting is scheduled for January 29, 2009. The purpose of the meeting will be to garner input from the public on the proposed corridors recommended by the Project Study Group (PSG) and Community Advisory Group (CAG).

Illinois Department of Transportation

Project Team

Federal Highway Administration
(FHWA)
Illinois Department of Transportation
(IDOT)

Consultant Team
Volkert & Associates, Inc.
Project Management Consultant
(Joint Venture)

Howard R. Green Company
Project Management Consultant
(Joint Venture)

Hudson and Associates, LLC
Context Sensitive Solutions/
Public Involvement Consultant

Kaskaskia Engineering Group
GIS/Mapping Consultant
Environmental Consultant

Illinois Department of Transportation
US 30 Environmental Impact
Statement and Phase I Design Report
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CAG AND PSG WORK TOGETHER ON STUDY

In October 2007 the US 30 Community Advisory Group (CAG) was asked to assist the Project Study Group (PSG) by identifying corridors using their community knowledge and unique interests. In what has become typical fashion for this group, the CAG rolled up their sleeves and were ready to work hard in this effort.

To prepare the CAG for this task, the Project Team explained various factors the members must consider in defining a route. These factors included several engineering and environmental concerns such as the horizontal and vertical alignments, the cost of bridges, presence of wetlands, impacts on nature preserves, and several other important issues. The Problem Statement identified by the CAG is also something that was to be kept in mind.

After listening to the instructions of the team and taking time for questions, CAG members split into smaller groups and began discussing ideas and sketching potential corridors on maps for the PSG to consider. When all pencils were down, each small group presented their ideas to the entire CAG. Of course there were similarities amongst the ideas presented, but there were also several unique thoughts brought to the table. After consolidating similar ideas, 16 different corridors were recommended to the PSG for further study. Upon considering the ideas of the CAG, the PSG agreed the CAG had done a fine job and added only one corridor of its own. The resulting corridors can be seen at the Public Informational Open House.

Following the October 2007 CAG meeting and subsequent PSG meeting, the team began studying the corridors. In order to get the most out of each of the corridors being considered, the team first broke the study area into sections. This allowed for the best parts of the corridors to be joined rather than throwing out an otherwise good corridor because of a fatal flaw in one small part of it. Second, in keeping with the established screening process, the team based each evaluation on the Purpose and Need Statement. The result of this step was a recommendation to the PSG that certain section corridors be eliminated from further consideration because of failure to meet the Purpose and Need. The PSG accepted the recommendation.

The team then went to work identifying potential impacts from each of the section corridors. This was an extensive effort that was eventually summarized in an evaluation matrix. Using that information, the team compared the corridors and ranked them according to various criteria identified as important considerations in the study. The team again presented its findings to the PSG and recommended corridors for further study. The PSG agreed with the recommended corridors and retained one additional corridor around the north side of Morrison to ensure that a full spectrum of alternatives is studied in-depth.

At this point in the process it was time for the CAG to reassemble and consider the direction recommended by the PSG. Once again the CAG was in full force to get the job done. First the Project Team presented the methods used and findings of the analyses. The CAG then broke into groups to review and comment on the merits of these corridors. After lengthy discussions, the entire CAG regrouped and presented their thoughts. While there was not total agreement, the overall thoughts of the CAG were relatively clear. They agreed with certain corridors recommended by the PSG but suggested future study efforts provide a narrower focus.

The CAG suggestions were then taken to the PSG. The PSG felt it important to continue to evaluate a northern route around Morrison since the northern environmental data collection has not been completed. They also stressed that further evaluation of the corridors should be done within a broader buffer area to allow for greater flexibility in analyses. With this in mind, the PSG decided the results of the process should be shared at a Public Informational Open House in January 2009. They directed that the recommendations of the PSG as well as the suggestions of the CAG be presented to the public and input solicited. The PSG will then consider the public's comments from stakeholder meetings and the public open house as a part of further evaluations and decisions.

CAG member Russ Holesinger reviewing US 30 corridors map.

CAG members Kay Shelton and Alderman Barb Bees sharing their comments on the US 30 corridors.

Consultant Gil Janes listens as CAG members discuss the US 30 corridors.

Consultant Mike Walton discussing corridors with CAG member.

CAG members providing input to Project Team about the US 30 corridors.

Next Steps

A number of important steps are planned for the next few months including:

STEP 6: Provide for continued input from the CAG, stakeholder groups, and public through the Context Sensitive Solutions (CSS) process.

STEP 5: Present progress updates on the US 30 project to various federal, state, and local agencies.

STEP 4: Moving forward with in-depth environmental and engineering studies within the proposed corridors to determine reasonable alignments that best meet the project's Purpose and Need while avoiding or minimizing adverse impacts to sensitive environmental resources.

STEP 3: Share responses from the Public Informational Open House and other sources with the PSG

STEP 2: Present the proposed corridors at a Public Informational Open House.

STEP 1: Meet with various stakeholder groups to update them on the status of the project as it relates to their individual interests and concerns.

Illinois Department of Transportation

COMMUNITY CONNECTION

ENVIRONMENTAL IMPACT STATEMENT and PHASE I DESIGN REPORT

ISSUE 4 - FALL 2009 NEWSLETTER

A Message From IDOT:

Quite some time has passed since I have addressed the community about the progress of the US 30 Project. Over the past ten months IDOT and the Project Study Group (PSG) have been meeting with various stakeholders and stakeholder groups. We have hosted the 2nd Public Informational Open House and the 5th Community Advisory Group (CAG) meeting; both of which aided in achieving major milestones. One of these major milestones is the selection of six alignments. These alignments were developed based on the Purpose & Need of the project, engineering feasibility, avoidance of environmental resources, and public input.

I know from the comments received throughout the project thus far that there is considerable concern regarding the potential disturbances to agricultural land and the environment, and impacts to commercial and residential properties. Please be assured that as IDOT continues to refine the alignments, every effort will be made to minimize these impacts as much as possible. As you read through this newsletter you will gain more information on the six alignments that are currently being considered and the project's next steps. As always, I encourage you to visit the project website at www.dot.il.gov/us30/ index1.html and contact the project hotline at 1-866-ROUTE30 (1-866-768-8330) to remain updated on the project's progress and to provide the project team with your comments and/or questions.

Sincerely,
George F. Ryan, P.E.
Deputy Director of Highways

IN THIS ISSUE

This publication is dedicated to keeping the community informed about the US 30 Environmental Impact Statement and Phase I Design Report.

A Message from IDOT 1

What has been happening with the project 1

Four - Lane Expressways 2

Resources of the US 30 Study Area: The Black Sandshell Mussel 2

Next Steps 3

US 30 Project Timeline 4

WHAT HAS BEEN HAPPENING WITH THE PROJECT?

In January 2009, IDOT presented the original sixteen corridors developed by the CAG and the two general corridors that had been determined to be carried forward for further study. Two-hundred thirty-seven (237) people attended the Public Informational Open House in Morrison. The public's main concerns included impacts to agricultural land, displacements, development and environmental disturbance. The many comments and concerns were summarized and kept as part of the project file.

Shortly following the Public Informational Open House, IDOT staff and the consultant team presented the proposed project corridors and the views of the public to various environmental regulatory agencies. The agencies considered the information presented to them and requested additional corridor areas be studied further.

ENVIRONMENTAL REGULATORY AGENCIES
Illinois Department of Natural Resources
Illinois Historic Preservation Agency
Illinois Environmental Protection Agency
Illinois Department of Agriculture
U.S. Army Corps of Engineers
U.S. Fish & Wildlife Service
U.S. Environmental Protection Agency

The PSG then set out to meet with various stakeholders to update them on the next steps of the project and the corridors within which alignments would be developed. Stakeholders voiced concerns that included a request to use existing US 30 as much as possible for the final alignment, closure of the roads during the construction of US 30, and the timeframe in which the actual construction phase will begin.

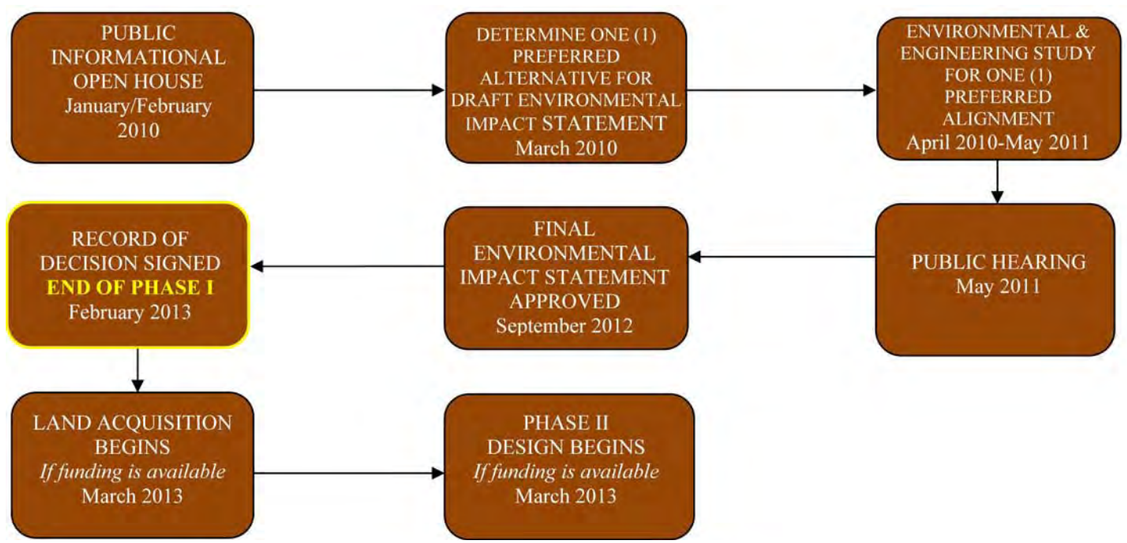
With the input received from these various stakeholders, at the Public Informational Open House and from the CAG, in addition to considering the project's Purpose & Need, engineering feasibility, and the environmental resources, six alignments were developed. Please see the "US 30 Alignments" map included in this newsletter. These alignments will continue to be refined and will be presented at a **Public Informational Open House tentatively scheduled for the early 2010** for comment. If you would like to view a larger depiction of this map, please visit the website and click on the "US 30 Alignments Map" link.

Should any stakeholder or stakeholder group like for a representative to present to your group, please contact the project hotline at 1-866-ROUTE 30 (1-866-768-8330).

A **corridor** is an area(s) that is established early in a project that identifies potential locations for a future transportation facility. For this project, the corridors were 1400 feet wide.

An **alignment** is developed *within* a corridor. For this project, an alignment is 200 feet wide, which approximates the width of a four-lane expressway.

US 30 PROJECT TIMELINE



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COMMUNITY CONNECTION

Illinois Department of Transportation

US 30 Environmental Impact Statement and Phase I Design Report
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Collinsville, IL 62234

FOUR - LANE EXPRESSWAYS

With each project undertaken by IDOT, the Department strives to meet the needs of the traveling public. For US 30 in Whiteside County, this is certainly at the forefront of everything being done as a part of the study and is in keeping with the project's Purpose & Need, which includes the following goals:

- •Reduce Traffic Congestion
- •Improve Traffic Capacity
- •Improve Safety
- •Accommodate Freight
- •Establish Roadway Continuity

In an effort to achieve these goals, the type of facility being considered in this study is an expressway. What does this mean? An expressway is a highway that provided a higher level of mobility and safety than a typical highway. It does this with higher design standards, fewer access points and more lanes of traffic. It typically has two or more lanes in each direction with ample paved shoulders and a median separating the two directions of travel. The median is most often a ditch with relatively gentle slopes and measures approximately 50 feet between lanes of travel. Sometimes the median is narrower, but this is usually within urban areas where adjacent development makes a wider facility difficult to achieve. In that instance a concrete barrier replaces the ditch.

Expressways strive to limit access but not to the extent of an interstate highway. For instance, where a side road meets an interstate, the side road is provided with access via an interchange, overpass or dead end. With an expressway, however, a fourth option is typically available: at-grade intersections. As long as projected traffic volumes on the side road are under a certain level, the fourth option can be implemented. This is the case with most, if not all, the intersections within the US 30 study area. Another important distinction for expressways is that private access points such as agricultural field entrances and driveways for single-family homes are allowed. This is not the case for interstate highways. With either type of highway, however, direct commercial access to the highway is prohibited.

While expressways provide increased flexibility when it comes to direct access, it is still important that access be managed and spaced appropriately. We recognize the importance of access for the properties along the proposed highway. At the same time we understand the need to provide a safe and efficient highway facility. IDOT's policies for expressways strike a balance for these things through prescribed spacing requirements for access points with median crossovers and for private access points. All of these issues will be considered during the planning for access along US 30.

Typical expressway with grassed median, right and left turn lanes and broad, paved shoulders.

RESOURCES OF THE US 30 STUDY AREA: The Black Sandshell Mussel

IDOT is committed to protecting and enhancing the environmental resources of the State of Illinois. The first step in determining the environmental impacts of different alternatives for improving US 30 was to conduct a detailed inventory of environmental resources within the project study area. This inventory included surveys of streams and rivers by the Illinois Natural History Survey. Aquatic surveys included water quality, fish, mussels, and other invertebrates.

Historically, the Midwest boasted the most diverse collection of mussels in the world. But today, Midwestern states list more than half of their 78 known mussel species as endangered, threatened, or requiring special concern. Scientists estimate that 43% of the 300 species of freshwater mussels in the continental US are in danger of extinction.

Mussels are important food sources for many other animals and are natural water filters. As filter-feeders, they clean water and store toxins in their tissue. Many species also act as good indicators of ecosystem health because they remain essentially in one place for long periods of time and require good water and sediment quality to survive.

Threats to freshwater mussels include degradation of their habitat by dams and impoundments, channelization and dredging, pollution, sedimentation, fish kills that eliminate potential host fish or mussel larvae, and introduction of non-native species.

One of the mussel species found in the project area is the Black Sandshell (*Ligumia recta*). The Black Sandshell is listed as threatened in Illinois. The Black Sandshell has a dark, elongated, slightly compressed shell that may grow up to 8 inches long. It is usually found in riffles of medium to large rivers. The mussel, like many others, was once abundant in Illinois but was heavily harvested during the late 1800s to the 1930s for button making. The button industry nearly wiped out many of the mussel resources in Illinois and other states. Mussel harvesting slowed when plastic became the preferred button material, but in the 1950s it regained momentum when it was discovered that freshwater mussel shells could be used to culture pearls.

Though it is unknown if the black sandshell mussel will be found in the project study area, it is a prime example of a natural resource that IDOT will work to protect, as well as any other resources found.

Next Steps

The US 30 Project Team has been working diligently over the last few months evaluating the environmental studies that have been conducted for the project and developing design alternatives. Great progress has been made in refining the alternatives so that in the next few months those alternatives can be evaluated and an alignment that serves the surrounding community's needs while minimizing the environmental effects can be determined. Ultimately with the public's input, a preferred alignment will be selected and become the focus of an in-depth design and environmental evaluation. We still have numerous steps to complete in order to get to the selection of a preferred alternative. The following lists the steps that remain in the Environmental Impact Statement and Phase I Design process. In an effort to assure that the public remains an integral part of this process, the public will continue to be asked to be involved in each of these steps.

Step 8 Record of Decision concurring with recommended alternative.

Step 7 Complete Environmental Impact Statement and Phase I Design Report.

Step 6 CAG and Stakeholder meeting to continue to gather input and keep the communities informed.

Step 5 Hold a Public Hearing to present the perferred alternative.

Step 4 CAG and Stakeholder meetings to discuss elements of the project design.

Step 3 Conduct in-depth Engineering and Environmental Studies on the perferred alternative.

Step 2 Hold a Public Informational Open House to gather input from the public on six alignments prior to the selection of a perferred alternative.

Step 1 Meet with Community Advisory Group (CAG) and Stakeholders to discuss the six alignments along with their potential land, economic, and environmental impacts. Gather input and receive a recommendation on an alignment to be carried forward for in-depth design and environmental evaluation.

An Environmental Impact Statement (EIS) is a document required by the National Environmental Policy Act for federal government agency actions affecting the quality of the environment. For U.S. 30, the federal action is a new transportation facility. A federally approved EIS is required in order to move on the next phase of design.

A Record of Decision (ROD) is a formal decision document which is recorded for the public that identifies the selection of a preferred alternative. The ROD is signed by the Federal Highway Administration (FHWA) after the EIS is signed.

A Public Informational Open House are meetings that are held in an open house format to provide project information and gather input from the public in order to aid in the development of a transportation facility. These meetings are not required but are an integral part of the overall project process.

A Public Hearing is similar to the Public Informational Open House in regard to format, providing project information, and gathering public input. The difference is Public Hearings are required and the hearing process, information presented, and comments received become part of an official public record for the project.

U.S. 30 ALIGNMENTS
Alt 1, 2, 3
Alt 4, 5, 6
Alt 1, 4
Alt 2, 5
Alt 5, 6
Alt 1, 2, 4, 5
Alt 2, 3, 5, 6
Alt 3, 6
Alt 1-6
Morrison Rockwood State Park
Morrison
Union Grove
Unionville
Round Grove
Emerson
Agnew
Como
Fenton
Sands
Lyndon
Garden Plain
Newton Corners
Hamilton Corners
Denrock
Ustick
White Pigeon
Franklin Corners
Coleta
Malvern
Ronald Reagan Memorial Hwy

Illinois Department of Transportation

COMMUNITY CONNECTION

ENVIRONMENTAL IMPACT STATEMENT and PHASE I DESIGN REPORT

ISSUE 5 - SUMMER 2010 NEWSLETTER

A Message From IDOT:

In the seven months since our last newsletter, a number of things have occurred to further the process of developing the Environmental Impact Statement (EIS) and Phase I Design Report for the U.S. Route 30 project. The U.S. Route 30 Project Study Team has met with various stakeholders and stakeholder groups, conducted a Project Study Group (PSG) meeting, and held the sixth Community Advisory Group (CAG) meeting. At these meetings, the project's progress to date and the next steps in the EIS process were discussed, which includes gathering input on the six alignments under consideration.

In addition to updating you on the project status, the purpose of this newsletter is to afford you with an additional opportunity to give the Project Study Team input on the six remaining alignments being evaluated. The Project Study Team has been working diligently to evaluate the environmental impacts and the engineering feasibility of the six proposed alignments. These alignments were developed after completing an environmental and engineering screening process of sixteen corridors that were initially identified during the early phase of the study. That brings us to an important juncture in the development of the project study: obtaining ***your*** input on these six alignments.

Your comments are an important part of the project process and will be considered as we continue to move forward in the development of the EIS document. Within this newsletter you will find a map of the alignments and a comment sheet. You may also visit the project website to view the map and obtain more detailed images of the project area. We are accepting comments on this portion of the project study until ***September 9, 2010.***

IN THIS ISSUE

This publication is dedicated to gathering comments on six proposed alignments for the U.S. Route 30 Environmental Impact Statement and Phase I Design Report.

A Message From IDOT 1

Next Steps 1

U.S. Route 30 Project Study Team Meets with Morrison Business Owners 2

Community Advisory Group Meeting 2

We Need Your Input On The Six Alignments 3

Public Comment Form & Map Insert

I strongly encourage your participation in this evaluation and comment process. After careful consideration of public comments, the Project Study Group will begin discussions to select two alignments that will be evaluated in the draft Environmental Impact Statement study. As always, a "no build" alternative will continue to be considered as well. Additional opportunities to provide comments regarding the project will continue to be available in the future, including a public hearing in early 2011.

I encourage you to visit the project website at **http://www.dot.il.gov/us30/index1.html** or contact the hotline at **1-866-ROUTE30 (1-866-768-8330)** to remain updated on the project's progress and to provide the project team with your comments and/or questions.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

Next Steps

- Step 1 • Project Study Group decision on two recommended alignments to move forward – Mid 2010
- Step 2 • Design Changes for Recommended Alignments – Mid 2010
- Step 3 • Public Hearing - Early 2011
- Step 4 • Project Study Group (PSG) decision on Preferred Alignment for detailed Study – Early 2011
- Step 5 • Detailed Phase I Engineering of Preferred Alignment – Mid 2011
- Step 6 • Submit Final Environmental Impact Statement - Mid 2011
- Step 7 • Submit Final Design Report – Late 2011
- Step 8 • Federal Highway Administration signs Record of Decision(ROD) – Early 2012

U.S. Route 30 Project Study Team Meets With Morrison Business Owners

In recent months, the U.S. Route 30 Project Study Team has received several inquiries from business owners in the Morrison area regarding the proposed corridor project. In order to address these questions and concerns, a meeting was hosted by the Morrison Business Advisory Group on April 15, 2010 to afford members of the business community an opportunity to discuss their concerns with the Project Study Team.

The presentation focused on the project process and procedures required to complete the study. In addition, the Project Study Team answered several questions presented by the audience.

Following are a selection of the questions discussed at the meeting:

- **Question:** Has the state decided on a north or south route?
  Answer: No, a final alignment has not been determined. Six alignments are still under study, which includes both a north and south alignment, and a "no build" option.
- **Question:** What is the estimated date for construction?
  Answer: The timing of construction will depend upon funding once an alignment is selected and approved.
- **Question:** Is there a "Plan B" if the four-lane bypass is not built?
  Answer: Several options to improve the roadway will be considered as the project study is developed, including a "no build" option.
- **Question:** Has there been any consideration for a truck-only bypass?
  Answer: If a bypass is built, it will be for all motorists. It is not feasible from an operational or enforcement standpoint to limit a bypass to trucks only.

Gil Janes of HR Green responds to business community concerns.

One of the most significant concerns expressed by members of the business community was to verify whether IDOT had already determined which bypass alternative would be selected. Ms. Bridgett Jacquot, a member of the U.S. Route 30 Project Study Team, explained to the audience that a decision has not been made on the proposed alternatives to date. She stated that the study team is still conducting engineering and environmental analysis to determine which alignments will be recommended for further evaluation in the Environmental Impact Statement (EIS). Ms. Jacquot explained that one of the chapters in the EIS will focus on the overall social and economic impacts of the proposed project. This chapter will include an analysis of the potential effects that a bypass may have on the city of Morrison and its business community. The analysis will also suggest potential mitigation efforts to support the vitality of the downtown area.

In closing, Mr. Bob Vaughn thanked the Project Study Team for responding to the business community's concerns. He encouraged the audience to stay involved in the process as the project moves forward.

Note: For more information about this stakeholder meeting and to view the meeting minutes as well as the presentation, please visit the project website at **http://www.dot.il.gov/us30/library3.html**

Business attendees review project exhibits.

Community Advisory Group Meeting

On Wednesday, June 2, 2010, the U.S. Route 30 Project Study Team hosted their sixth Community Advisory Group (CAG) meeting at the Odell Community Center in Morrison, Illinois. The purpose of the meeting was to update the CAG on the progress of the U.S. Route 30 Environmental Impact Statement (EIS) and Phase I Design Report and to gather input regarding the six alternatives identified for analysis.

During the meeting, CAG members learned that over the past few months the Project Study Team had been working diligently to refine the sixteen potential corridors for a future U.S. Route 30 alignment. The CAG committee had been instrumental in developing these corridors early in the project study. In order to begin the evaluation process, the Project Study Team developed approximately 200-foot-wide alternative alignments within the corridor areas. These alignments were then modified based on engineering and environmental conditions to eliminate or reduce impacts, and to ensure that they met the project's approved Purpose and Need Statement. As a result, six alignments were identified for further study. Each of the six alignments was evaluated in-depth with IDOT, FHWA, and various technical advisory groups. The technical advisory groups provided input and direction on issues such as access points, geometric configuration, safety, and environmental issues. An analysis describing elements of each alignment was reported to the CAG members, highlighting environmental and engineering conditions, land-use impacts, and traffic data.

After the presentation, CAG members participated in an exercise during which they were asked to discuss the six alignments and to note concerns, questions, and opinions about each alignment within a small group setting. The following statements were voiced by CAG members as a result of this discussion:

- Farmland should be preserved
- Utilize the existing U.S. Route 30 alignment as much as possible
- Prime residential development corridors near Morrison should be considered
- Truck traffic and access to landfill should be considered
- The impacts to private property and homeowners should be considered
- Concerns regarding sustainability and viability of Morrison businesses
- Proximity to Morrison and to the industrial park would allow for increased economic development growth opportunities
- Concerns regarding the quality of life in the area
- Concerns regarding restricting development and the compatibility with surroundings along the north alignment
- Environmental sensitivity and prudence is very important
- Residential growth is a positive effect

The CAG was informed that their comments, as well as the public's input, would be shared with the PSG. This will aid the PSG in determining which alignments will be carried forward for further study.

To review the CAG meeting minutes and presentation, please visit the project website at **http://www.dot.il.gov/us30/getinvolved2.html**

WE NEED YOUR INPUT ON THE SIX ALIGNMENTS

The U.S. Route 30 Project Study Team has been analyzing traffic and crash data, assessing environmental impacts (displacements, agricultural land impacts, water resource impacts, etc.), and evaluating engineering data (safety, congestion relief, etc.) on the six alignments over the past months. In addition to these efforts, we have received input on the project from various stakeholders from the affected communities of Fulton, Morrison, Sterling, and Rock Falls.

Now we need ***your*** input! A project map illustrating each of the six alignments is included in this newsletter. In order to facilitate your review of these alignments, an overview of their similarities and differences are highlighted below. These elements are summarized within the various portions of the project study area (western, central, eastern, and Moline Road to IL 40) and provide the location of the alignments along with primary engineering and environmental considerations within each section. Please note that in order to meet Federal Highway Administration (FHWA) requirements, a "no build" alternative must also be considered as a part of the study.

Western Portion (IL 136 to Hillside Road)

- Alignments 1, 2, and 3 are located north of the existing U.S. Route 30 roadway.
- Alignments 4, 5, and 6 are located primarily on the existing U.S. Route 30 roadway alignment.
- Primary considerations within this portion of the project study area include: railroad crossings, geometric constraints, access point considerations, wetlands, stream crossings, forested areas, centennial farms, cemeteries, residential and agricultural impacts, and traffic safety concerns at the intersection of U.S. Route 30 and IL 136.

Central Portion (Hillside Road to Lyndon Road)

- Alignments 1 and 4 bypass the city of Morrison to the north.
- Alignments 2, 3, 5, and 6 bypass the city of Morrison to the south.
- Primary considerations within this portion of the project area include: residential, commercial and agricultural property impacts, access to the Morrison downtown business community, access to the Morrison Rockwood State Park, forested land, stream crossings, wetlands, truck access to the industrial park, traffic safety in the downtown area and access to the existing U.S. Route 30 roadway and IL 78.

Eastern Portion (Lyndon Road and Moline Road)

- Alignments 1, 2, 4, and 5 primarily follow the existing U.S. Route 30 roadway alignment.
- Alignments 3 and 6 follow the existing Bunker Hill roadway alignment.
- Primary considerations within this portion of the project area include: impacts to residential, commercial and agricultural properties, cemeteries, access to the landfill, access to the Morrison downtown business community, stream crossings, forested areas, nature preserve, wetland impacts and traffic safety at access points such as at the Emerson Road and Moline Road intersections.

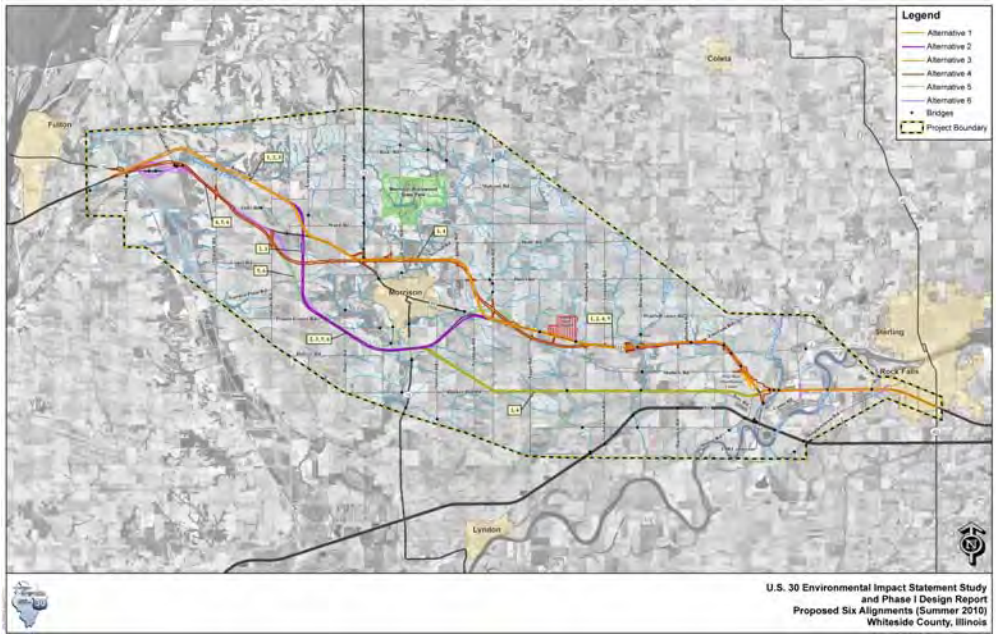
Moline Road to IL 40

- All six alignments follow the existing U.S. Route 30 roadway. The primary considerations along this segment of roadway include: impacts to residential, commercial and agricultural properties, Rock River and Elkhorn Creek, wetland impacts and traffic safety at access points.

We encourage you to review the alignments and provide feedback on the enclosed comment form or contact the project hotline at **1-866-ROUTE30 (1-866-768-8330)**. The alignment map is also available on the project website as well as a web link to the U.S. Route 30 Geographic Information System (GIS) portal, at **http://gis.hrgreen.com/USHwy30_Public/**. The U.S. Route 30 GIS portal provides details of additional project characteristics, such as environmental criteria and property information. Please be sure to provide your comments by ***September 9, 2010***. Your input is vital to the successful completion of this project study.

Get Involved!

Please follow the insert for full map view.



Project Website: **http://www.dot.il.gov/us30/index1.html** **GIS Portal Website:** **http://gis.hrgreen.com/USHwy30_Public/**

Illinois Department of Transportation

Opportunity to Comment on U.S. Route 30 Alignments Inside: Read More!

Project Team

Lead Agencies

Federal Highway Administration (FHWA)

Illinois Department of Transportation (IDOT)

Consultant Team

Volkert, Inc.
Project Management Consultant
(Joint Venture)

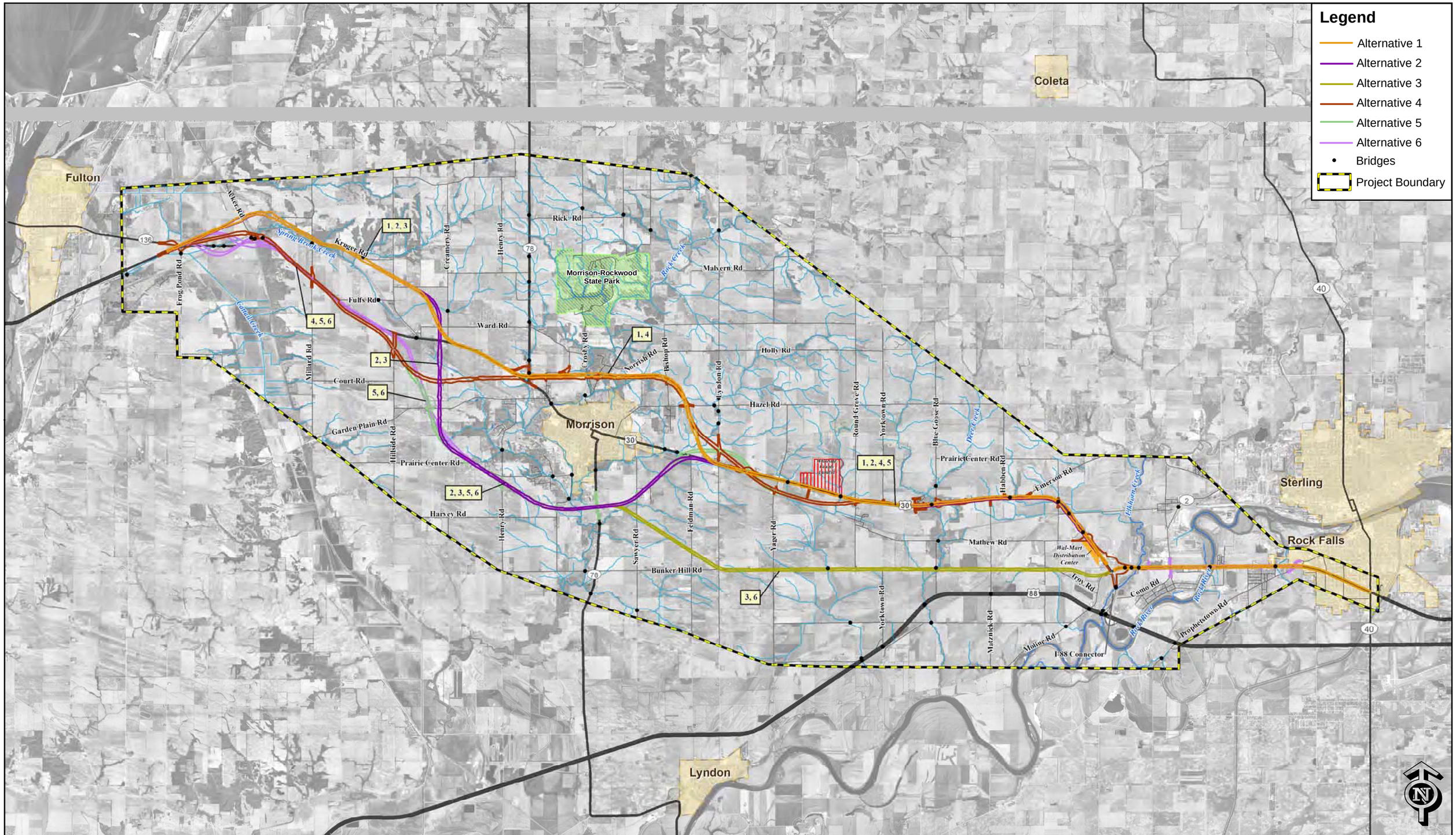
Howard R. Green Company
Project Management Consultant
(Joint Venture)

Hudson And Associates, LLC.
Context Sensitive Solutions/Public Involvement Consultant

Kaskaskia Engineering Group
GIS/Mapping and Environmental Consultant

COMMUNITY CONNECTION

Illinois Department of Transportation
U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Joint Venture Team
C/O Volkert, Inc.
103 Lanter Court
Collinsville, IL 62234



U.S. 30 Environmental Impact Statement Study
and Phase I Design Report
Proposed Six Alignments (Summer 2010)
Whiteside County, Illinois

THE ILLINOIS DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31

PLEASE PRINT ALL INFORMATION

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone Number: ( ) _____

Email: _____

Check one or more if applicable:

___ Homeowner ___Farmer/Farm Land Owner ___ Business Owner ___Special Interest ___ Developer

Which Special Interest Groups are you associated with, if any? _____

Would you like to remain on our mailing list? ___Yes ___No

What are your comments regarding the six alignments under evaluation for further environmental and engineering impacts, as shown on the enclosed map?

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Please return comment form by ***September 9, 2010.***

Your comments are greatly appreciated!

U.S. 30 Corridor Study
Keeping the Community Informed
Read More...

COMMUNITY CONNECTION

Project Team

Lead Agencies

Federal Highway Administration
Illinois Department of Transportation

Consultant Team

Volkert, Inc.
Project Management Consultant
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Howard R. Green Company
Project Management Consultant
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Hudson And Associates, LLC
Context Sensitive Solutions/Public
Involvement Consultant

Kaskaskia Engineering Group
GIS/Mapping/
Environmental Consultant

Illinois Department of Transportation
U.S. 30 Environmental Impact
Statement and Phase I Design Report
U.S. 30 Joint Venture Team
C/O Volkert, Inc.
103 Lanter Court
Collinsville, IL 62234

Illinois Department of Transportation

COMMUNITY CONNECTION

ENVIRONMENTAL IMPACT STATEMENT and PHASE I DESIGN REPORT

ISSUE 6 - FALL 2012 NEWSLETTER

IN THIS ISSUE

This publication is dedicated to keeping the community informed about the U.S. 30 Environmental Impact Statement and Phase I Design Report.

U.S. 30 Corridor Study: Moving Forward 1

Next Steps 1

U.S. 30 Draft Environmental Impact Statement (DEIS) Public Hearing 2

Revised Build Alternatives 2

Community Advisory Group Meeting 3

Whiteside County Engineer and Township Supervisors Meeting 3

Build Alternatives Map Insert

U.S. 30 Corridor Study: Moving Forward

Since our last newsletter, the Illinois Department of Transportation (IDOT) and the Project Study Team have continued their efforts to develop the Environmental Impact Statement (EIS) for improvements to the U.S. 30 Corridor in Whiteside County. This work has involved numerous meetings with stakeholders including public officials and property owners, and such work will continue over the coming months.

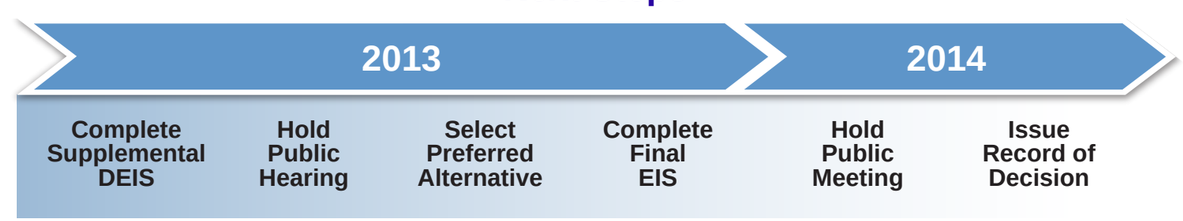
Our last newsletter provided an opportunity for stakeholders to comment on the six alternative alignments. The Project Study Team considered these comments as they evaluated the social and environmental impacts of these alternative alignments. The goal of this process was to determine which alternatives would best serve the public while meeting the Purpose and Need Statement for the project: to improve traffic capacity and safety, reduce traffic congestion, provide for an anticipated increase in transportation demand, and establish roadway continuity.

The documentation of this process is included within the Draft Environmental Impact Statement (DEIS) which was completed and signed by IDOT and the Federal Highway Administration (FHWA) in April 2011. The DEIS provides a thorough evaluation of the six alternative alignments in accordance with federal and state requirements. The DEIS specified that Build Alternatives 4 (northern) and 5 (southern), as well as the No-Build Alternative, will be studied further. This document was presented at the public hearing held in June 2011 where stakeholders were given the opportunity to comment on the DEIS, Build Alternatives 4 and 5, and the No-Build Alternative.

Following the June 2011 Public Hearing, further evaluation of the Build Alternatives became necessary as a result of statewide floodplain modernization efforts including the area of French Creek. Subsequently, IDOT determined that the affected alternatives would require modifications. As a result, a Supplemental Draft Environmental Impact Statement (SDEIS) will be required as an additional step within the EIS process. You will find additional updates about the SDEIS and the revised Build Alternatives in this newsletter.

Your input is important to us! If you have questions or comments about the U.S. 30 Corridor Study, you can contact us through the project hotline at **1-866-ROUTE30 (1-866-768-8330)**. We also encourage you to visit the website, **www.dot.il.gov/us30/index1.html**, to learn more about the project as it progresses.

Next Steps



U.S. 30 Draft Environmental Impact Statement (DEIS) Public Hearing

On June 15, 2011, the Illinois Department of Transportation (IDOT) hosted a public hearing for the U.S. 30 Draft Environmental Impact Statement (DEIS) at the United Methodist Church in Morrison, Illinois. The purpose of the hearing was to afford the public with an opportunity to view and comment on the DEIS document, to discuss their concerns regarding the project with the study team, and to provide comments on the two proposed Build Alternatives as well as the No-Build Alternative. Over 200 people signed in at the hearing and approximately 77 percent of the attendees indicated they were residents of the city of Morrison.

As part of the DEIS review process, respondents were given an opportunity to provide comments at the public hearing, or to submit comments via web or postal mail. A total of 88 comments were acquired prior to the published review period end date of July 29, 2011.

The most common concerns of stakeholders were farmland preservation, highway safety, economic development, and funding for the project. Also of interest were impacts to businesses, property, and the environment.

Build Alternative 4 (northern) received limited support from those who provided comments. Build Alternative 5 (southern) was primarily favored by business owners, developers, special interest groups, and the surrounding municipalities. The No-Build Alternative was preferred by homeowners, farmers/farmland owners and residents of Morrison.

To view the complete Public Hearing Record Report, please visit the project website at **www.dot.il.gov/us30/getinvolved4.html.**

Stakeholders review Public Hearing map display

Revised Build Alternatives

In 2011, the Federal Emergency Management Agency (FEMA) completed its Floodplain Insurance Study of Whiteside County. The results of this study included revised mapping of the 100-year floodplains within the U.S. 30 project study area. The most considerable revision within the U.S. 30 project study area was the expansion of the floodplain associated with French Creek, which is located outside of the eastern city limits of Morrison.

As a result of this expansion of the French Creek floodplain, a significant increase in floodplain impacts became evident within the limits of Build Alternative 5 (southern). These direct impacts were one area of concern, but future planning along the proposed route was an additional potential issue. According to Federal Executive Order 11988, titled Floodplain Management, federal agencies are required to consider indirect impacts on floodplains, such as the effect that an alternative's location would have on future opportunities for development. Consequently, it was necessary to investigate a partial realignment that would avoid impacts to the French Creek floodplain in order to allow continued consideration of Build Alternative 5. The Federal Highway Administration and IDOT subsequently determined that it would be feasible to realign Build Alternative 5 outside of the French Creek floodplain while retaining the basic nature of the original alignment.

The section of Build Alternative 5 that was realigned extends from west of Sawyer Road to immediately east of Lyndon Road. The revised section of this alternative is approximately one mile southeast from the original Build Alternative 5. This realignment allows for complete avoidance of the French Creek floodplain. The modification begins just west of Illinois Route 78 to allow the alternative to avoid the southern tip of the French Creek floodplain. This realignment has reduced the overall floodplain impacts of Build Alternative 5 by approximately 16,000 linear feet.

Additional adjustments were made to Build Alternative 4 (northern) which was modified slightly east to avoid the revised French Creek floodplain in the area west of Lyndon Road. This revision was enacted in order to follow the Floodplain Management Executive Order by minimizing the floodplain impacts for Build Alternative 4.

The realignment of Build Alternatives 4 and 5 not only reduced the floodplain impacts but also reduced the number of residential and farmstead displacements. The overall environmental and property impacts of revised Build Alternatives 4 and 5 will be assessed in greater detail as the preliminary engineering study for the project progresses.

The west and east ends of Build Alternative 4 and Build Alternative 5 are unchanged from the alignments presented at the June 2011 Public Hearing. The alignment modifications and their associated impacts will be evaluated and documented in a Supplemental Draft Environmental Impact Statement, which will be available for public review and comment in 2013. A map illustrating the Build Alternatives is included as an insert in this newsletter, or can be viewed on the project website at **www.dot.state.il.us/us30/maps.html.**

Community Advisory Group Meeting

On Tuesday, May 8, 2012, IDOT hosted the eighth Community Advisory Group (CAG) meeting at the United Methodist Church in Morrison. The purpose of the meeting was to update the members on the progress of the U.S. 30 Environmental Impact Statement (EIS).

During the meeting CAG members were provided with the results of the public hearing and an explanation of the statewide floodplain map modernization. Also discussed was the need to revise the Build Alternatives and the next steps in the EIS process.

An open discussion followed the presentation of this information in order to address the comments and concerns of those in attendance. Questions discussed include the following:

Q: Is the time, effort and expense involved in revising the alternatives necessary?

A: The department was prepared to submit the project to the Federal Highway Administration (FHWA) in order to secure their concurrence on a preferred alternative following the 2011 Public Hearing. However, the FHWA would not allow Build Alternative 5 (southern) to be considered as a viable option due to its impact to the newly delineated floodplains leaving Build Alternative 4 (northern) as the only viable alternative. The department has not yet determined which alternative will be recommended for further development in the Final Environmental Impact Statement. It is necessary to complete additional analysis before a preferred alternative can be identified by IDOT and FHWA.

Q: Does the new schedule still allow for selection of a preferred alternative in 2012?

A: No, the expectation is that a public hearing will be held in mid 2013 with the selection of a preferred alternative following shortly thereafter.

Q. What will be the deciding factor in selecting a preferred alternative?

A. There are many factors including public opinion, environmental impacts, engineering constraints, and cost. Input provided by FHWA and other regulating agencies is also a significant factor as we determine the preferred alternate. These factors will be analyzed and presented to the CAG group and stakeholders at the final public hearing in mid 2013.

The attendees were informed that a CAG meeting will be held to discuss the alternatives following the public hearing in 2013. Input from CAG members and the public will be considered in conjunction with a thorough engineering analysis of the alternatives. Following the completion of this analysis a preferred alternative will be selected by the Project Study Group. Subsequently, the Final Environmental Impact Statement will be prepared and submitted for review and comment. The department anticipates that the last milestone for the Phase I process, the Record of Decision, will be completed in 2014.

To view the meeting minutes and presentation, please visit the project website at **www.dot.il.gov/us30/getinvolved2.html.**

Whiteside County Engineer and Township Supervisors Meeting

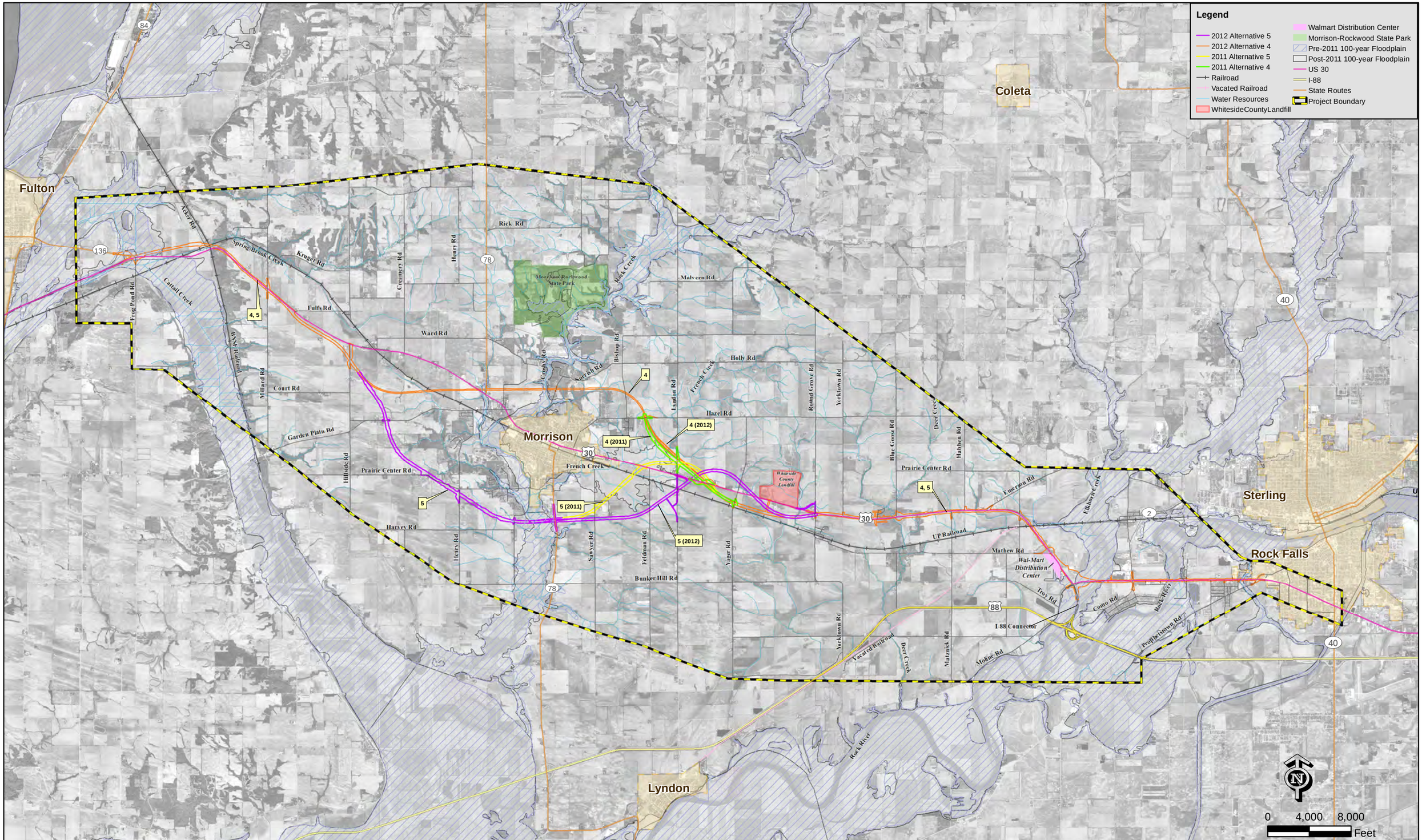
In a continued effort to coordinate with the many stakeholders throughout the corridor, representatives of the Illinois Department of Transportation (IDOT) and the consultant team met on May 22, 2012 with the Whiteside County Engineer and the supervisors of Fulton, Hopkins, Union Grove, and Ustick townships. The primary purpose of the meeting was to discuss the current alignments for Build Alternatives 4 and 5 as well as how each alignment would affect access for the various side roads crossed.

The discussion began with an explanation of the Federal Emergency Management Agency's (FEMA's) changes to the floodplain limits and the resulting need to revise the alignments of Build Alternatives 4 and 5. The basic criteria for the proposed expressway were also described. These criteria include use of a 70 mph design speed, elimination of direct commercial access to the expressway, minimized direct access for residential or agricultural purposes, and average spacing of one mile or more for public side road connections throughout the corridor.

IDOT representatives explained that it is not possible to provide direct access from every side road crossed by the proposed expressway as a result of the side road spacing policy. The design team identified side roads with projected traffic volumes of more than 300 vehicles per day in order to prioritize which routes would be afforded direct access to the proposed expressway. A summarization of side roads identified to be terminated short of the expressway with a cul-de-sac or to be grade-separated without access were discussed with the county engineer and township supervisors for their consideration and comments.

Input on the proposed access plan as well as any other pertinent issues was requested from the county and townships so that local concerns are known. The county engineer and township supervisors indicated they would provide the input once the matter has been given proper consideration and the other supervisors not in attendance were consulted. We are anticipating receipt of this input in the near future.

If you would like to view the minutes from the stakeholder meeting, please visit the project website at **www.dot.il.gov/us30/getinvolved8.html.**



Build Alternatives 4 and 5 (Summer 2012)
U.S. 30 Environmental Impact Statement
Whiteside County, Illinois

Illinois Department of Transportation

PROJECT STUDY GROUP (PSG) MEETING MINUTES

Exhibit C

U.S. Route 30
Project Study Group Meeting
June 20, 2007

Time: 1:00pm
Location: IDOT District 2 Assembly Room
Preparer of Minutes: Bridgett Jacquot

Attendees:

Dawn Perkins	D2 Program Development	815-284-5948
Mark Nardini	D2 Environment	815-284-5460
Ali Mansour	D2 Construction F.E.	815-284-5359
Bill McWethy	D2 Hydraulics	815-284-5360
Mahmoud Etemadi	D2 Bridge Maint. Eng.	815-284-5393
Mike Yusef	D2 Plans	815-284-5354
Brian Mayer	D2 Project Support	815-284-5353
Richard Maggi	D2 Landscape Architect	815-284-5404
Shawn Connolly	D2 Utility; Railroads	815-284-5981
Cassandra Rodgers	D2 Environment	815-284-5455
Steve Hamer	IDNR	217-785-4862
Kris Tobin	D2 Programming Eng.	815-284-5444
Michael Blumhoff	D2 Chief of Surveys	815-284-5977
Don Miatke	D2 Environment	815-284-5953
Dan Long	D2 Bicycle, Ped & Traffic	815-284-5966
Deana Hermes	D2 CSU-CSS	815-284-5457
Jay Howell	D2 Studies & Plans Eng.	815-284-5351
Mary Lou Goodpaster	Goodpaster-Jamison, Inc.	217-824-2264
Jon Estrem	Howard R. Green Co.	319-841-4404
Gil Janes	Howard R. Green Co.	319-841-4404
Vic Modeer	Volkert & Assoc.	618-345-8918
Bridgett Jacquot	Volkert & Assoc.	618-345-8918
Mike Walton	Volkert & Assoc.	618-345-8918
Shelia Hudson	Hudson & Assoc.	314-680-8439

Purpose of Meeting

- Vic explained that the purpose of the meeting was to explain the concept of IDOT's Context Sensitive Solutions process and also define the role of the Project Study Group in that process

Project Overview

- Gil provided a past project overview
    - Explained how the U.S. Route 30 project fits into a greater overall transportation effort in Illinois and Iowa
    - Stated this is a grassroots type of project with the communities within the U.S. Route 30 study area
    - Stated that U.S. Route 30 was a corridor of commerce – provided a route between Chicago and Iowa
    - Communities have suffered due to the decline in commerce along U.S. Route 30
    - City of Morrison supports the project
    - Initial stage of U.S. Route 30 project began with Feasibility Study in 2003
    - Feasibility Study completed in 2005 with an addendum completed in August 2006. The addendum provided an Origin-Destination Study
    - IDOT District 2 provided the traffic for that Study
    - Pavement width along U.S. Route 30 within the project study area varies from 22-28 feet with the average being 24 feet.
    - Current ADT is 6500 with a projected ADT of 12,000
    - Purpose & Need of Feasibility Study:
        1) Improve Regional Mobility: provide alternate access to residential areas and job centers around the City of Morrison; minimize truck traffic through the City of Morrison
        2) Accommodate Land Use Planning Goals: Implement a transportation system improvement that promotes attainment of local planning priorities
        3) Address Local System Deficiencies: improving local access, mobility, and safety

        Purpose of this phase also needs to address the IL 78 traffic

    Limits of this study are IL 40 in Rock Falls on the east and IL 136 in Fulton on the west
- Jon went through the maps illustrating the progression of the Feasibility Study:
    - Study Area Limits from 2003
    - Four (4) initial study corridors (March 2005)
    - Six (6) corridors (September 2005)
    - Three (3) corridors selected to move forward for further study (alternate 3Y, 3Z, and 6)
    - Environmental Study Limits for this project (March 2007)- Survey limits extend further west in order to determine terminus

- As part of the Feasibility study team, Mary Lou provided an overview of the public involvement during the Feasibility Study:
    - Project centers around City of Morrison
    - Aggressive public involvement
    - Meetings with municipal leaders, etc.
    - Two (2) public informational meetings – open house - well attended – City of Morrison
    - Five (5) newsletters
    - Key issues – **agriculture**: severance of farms, access for farmers, conversion of agricultural land, drainage; **socioeconomic**: business impacts, especially in Morrison, although Morrison wants trucks out of town worried about impacts of bypassing in-town businesses, better truck access to industrial park south of Morrison, relocation concerns; **traffic operations:** concerns about how traffic will be handled on the west end of project study limits near IL 136, US 30 and Frog Pond Road intersection, particular concern about Mississippi River crossing at Clinton, IA; **safety concerns** regarding mix of increased traffic and farm equipment and also increased speed
    - No CSS - No public interaction on purpose & need, logical termini, alternatives dismissed from consideration
    - Feasibility Study had no environmental field work, only GIS data

<u>IDOT'S CSS POLICY</u>

- Vic gave a brief overview of BDE Procedure Memorandum 48-06 "Design Flexibility and the Stakeholder Involvement Process for Context Sensitive Solutions (CSS)."
- IDOT's policy states that the Department will utilize a CSS process in the planning, design, construction and operation of all projects involving new construction, reconstruction and major expansion of transportation facilities.
- Purpose of CSS is to get everyone's viewpoint on the project
- The formation of a Community Advisory Group (CAG) allows for determining what the context of the community currently is and what the context of the community should be after the completion of the project.
- There will be three CAGs – one from Fulton, Morrison, & Sterling/Rock Falls
- In addition there will be a Corridor CAG that will bring together all of the information from the three city CAGs
- One of the first tasks for the CAGs to complete is the formation of a problem statement. This is a statement that will describe the context of the community and the concerns the community currently has in regard to the transportation system. This problem statement will aid in the development of the project's Purpose & Need Statement.

U.S. Route 30 CSS Process

- Study team reviewed proposed schedule for CSS activities through January 2008.
- SEE ATTACHED US 30 CSS PUBLIC INVOLVEMENT
- The public informational meetings, stakeholder meetings and CAG meetings provide opportunities to identify persons interested in serving on the CAGs, as well as potentially underrepresented groups. The composition of the CAGs and need for additional outreach will be continually evaluated throughout the study process.
- CAG #2 meeting will involve developing the criteria to evaluate the alternatives, for example, safety, wetlands, traffic, farm severance, etc. Ultimately will want five (5) criteria (engineering & environmental) to evaluate alternatives
- Fatal flaws will be discussed

For NEPA process, must still look at northern alternatives, existing, and southern alignments

- Jay stated that this could be confusing in the beginning because with the Feasibility Study, the northern alignments were already eliminated
- Dawn stated that we need to make it clear the difference between the study bands, corridor, and alignments
- CAG Series #2 should eliminate one or more of the bands
- Ultimate goal is to reduce to a corridor
- Intermediate goal after CAG Series #3 (November 1st) is the decision to fly for aerial surveys.
- Mike Blumhoff reiterated that we can ask for the low-level flights in the fall to include more than one track in areas where we need a few miles of additional coverage (i.e. potential Rte 78 interchange location and termini)
- Feasibility Study had no environmental field work, only GIS data

Draft Stakeholder Involvement Plan

Comments on the Draft SIP are due to Dawn prior to June 29.

Project Study Group (PSG)

- The PSG is comprised of multi-disciplinary members whose primary responsibility will be to ensure all applicable Federal, State, and Local requirements are being met throughout the study process. The PSG consists mainly of IDOT personnel.
- The role and responsibilities of the PSG:
    - Developing criteria for defining engineering and environmental criteria
    - Assisting with the development of a Stakeholder Involvement Plan (SIP)
    - Addressing and managing community issues
    - Monitoring Federal, State, and Local planning requirements
    - Get people involved

- Second PSG agenda will include:
    - Establish who will be CAG members
    - Review Materials for Public Informational Meeting (e.g. update on project, CSS process, CAG selection, tentative dates for CAG participation)
    - Determine Rules & responsibilities of the CAG
    - Provide two (2) to three (3) weeks notice for CAG members for meetings.

- Deanna expressed concerns about not getting everyone involved; concerned that a voice would not be heard through CAG process.
- Bridgett explained that in addition to the CAG meetings we will be conducting on-going Stakeholder meetings. In addition there is a Community Context Audit form (found in BDE Procedure Memo 48-06) that is filled out by the CAG. The purpose of this form is to be a guide to identify various community characteristics and to define the purpose and need of the proposed transportation project; what is important to the community. We then receive comments from the Public Informational Meetings. Hopefully the concerns of the CAG are the same as those that attended the public meeting; this means that we have identified all the voices that need to be heard on this project with the CAG members the PSG has selected. If there is an outstanding voice that has not been heard and is identified by the public informational meeting comments, we will invite someone to represent a particular group/issue on the CAG. This is our check and balance to determine whether the PSG has selected a good cross-section of community voices for the CAG.

<u>Dates and conflicts:</u>

- A CAG meeting is currently scheduled for Halloween – we may want to move this one.
- It is important to avoid the dates of the Morrison County Fair.

- The members of the PSG will review all of the proposed dates and let Dawn know of any other conflicts.

<u>Public Informational Meeting</u>

Location: The public meetings for the Corridor/Feasibility Study were held at the Morrison Methodist Church. Sheila will check on continued availability of this venue, as well as other potential locations in Morrison and locations in Fulton and Rock Falls. Rock Falls has a large community room at their municipal center that would accommodate any meetings we needed to have there. It is not particularly close to the alignment but anyone living in that area would know where it is.

Other notes:

- Morrison currently has plans to expand the industrial park south of town. Serving this park was an important part of the project need expressed by the public during the feasibility study.

Exhibit C

HANDOUTS

The PSG received a binder in which they can continue to place material handed out at each PSG meeting. The following handouts were provided at this meeting:

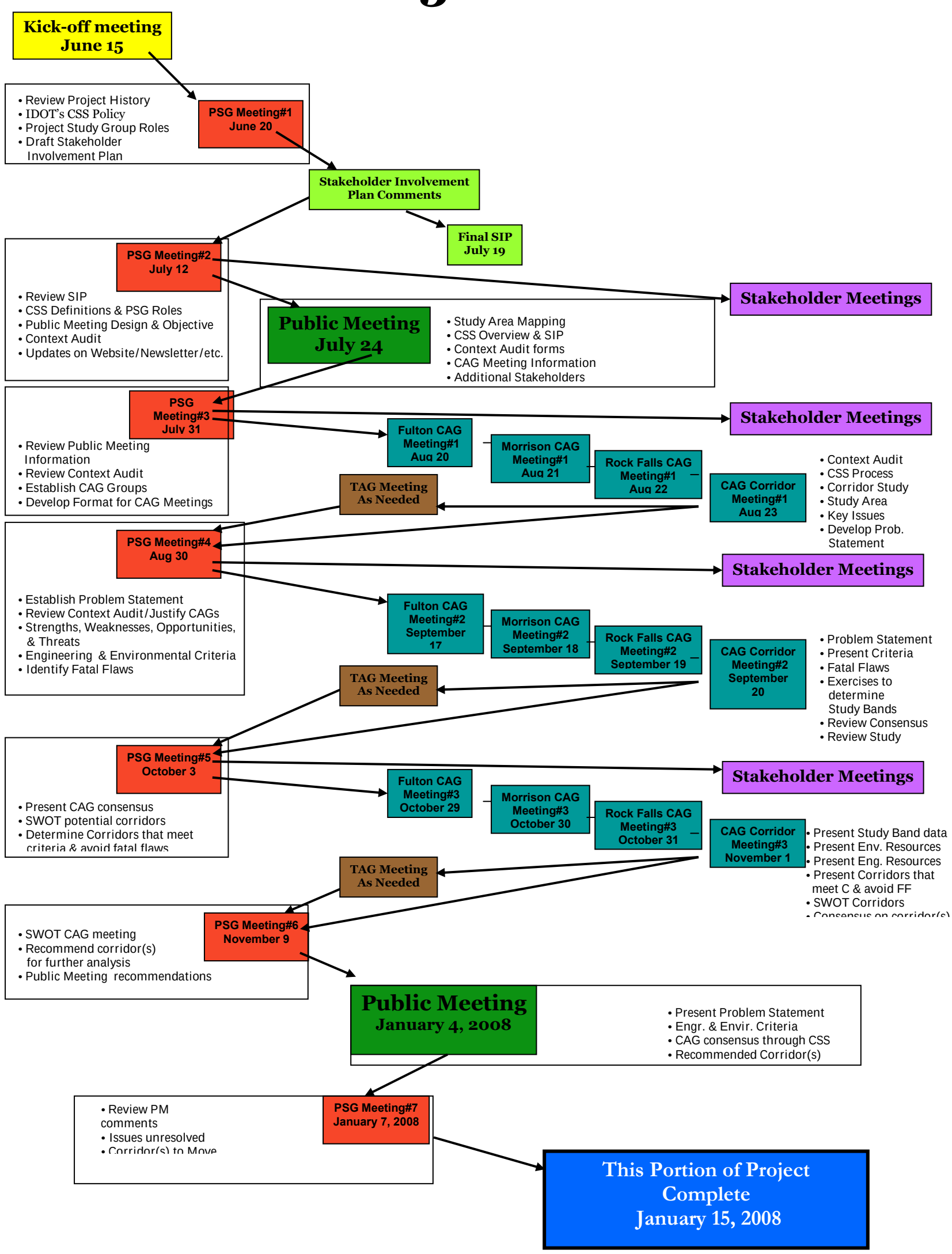
1) Project Overview & Maps
2) BDE Procedure Memo 48-06
3) Project Study Group Roles & Responsibilities
4) List of PSG Members
5) Draft Stakeholder Involvement Plan

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: *Volkert & Associates, Inc.*
103 Lanter Court
Collinsville, IL 62234

Or via email to: *mwalton@volkert.com*

US 30 CSS


Kick-off meeting
June 15
• Review Project History
• IDOT's CSS Policy
• Project Study Group Roles
• Draft Stakeholder Involvement Plan
PSG Meeting#1
June 20
Stakeholder Involvement Plan Comments
Final SIP
July 19
PSG Meeting#2
July 12
• Review SIP
• CSS Definitions & PSG Roles
• Public Meeting Design & Objective
• Context Audit
• Updates on Website/Newsletter/etc.
Stakeholder Meetings
Public Meeting
July 24
• Study Area Mapping
• CSS Overview & SIP
• Context Audit forms
• CAG Meeting Information
• Additional Stakeholders
PSG Meeting#3
July 31
• Review Public Meeting Information
• Review Context Audit
• Establish CAG Groups
• Develop Format for CAG Meetings
Stakeholder Meetings
Fulton CAG Meeting#1 Aug 20
Morrison CAG Meeting#1 Aug 21
Rock Falls CAG Meeting#1 Aug 22
CAG Corridor Meeting#1 Aug 23
• Context Audit
• CSS Process
• Corridor Study
• Study Area
• Key Issues
• Develop Prob. Statement
TAG Meeting As Needed
PSG Meeting#4
Aug 30
• Establish Problem Statement
• Review Context Audit/Justify CAGs
• Strengths, Weaknesses, Opportunities, & Threats
• Engineering & Environmental Criteria
• Identify Fatal Flaws
Stakeholder Meetings
Fulton CAG Meeting#2 September 17
Morrison CAG Meeting#2 September 18
Rock Falls CAG Meeting#2 September 19
CAG Corridor Meeting#2 September 20
• Problem Statement
• Present Criteria
• Fatal Flaws
• Exercises to determine Study Bands
• Review Consensus
• Review Study
TAG Meeting As Needed
PSG Meeting#5
October 3
• Present CAG consensus
• SWOT potential corridors
• Determine Corridors that meet criteria & avoid fatal flaws
Stakeholder Meetings
Fulton CAG Meeting#3 October 29
Morrison CAG Meeting#3 October 30
Rock Falls CAG Meeting#3 October 31
CAG Corridor Meeting#3 November 1
• Present Study Band data
• Present Env. Resources
• Present Eng. Resources
• Present Corridors that meet C & avoid FF
• SWOT Corridors
TAG Meeting As Needed
PSG Meeting#6
November 9
• SWOT CAG meeting
• Recommend corridor(s) for further analysis
• Public Meeting recommendations
Public Meeting
January 4, 2008
• Present Problem Statement
• Engr. & Envir. Criteria
• CAG consensus through CSS
• Recommended Corridor(s)
PSG Meeting#7
January 7, 2008
• Review PM comments
• Issues unresolved
This Portion of Project Complete
January 15, 2008

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

U.S. Route 30
Project Study Group Meeting #2
July 12, 2007

Sign-In Sheet

Name	Organization	E-mail Address
Bridgett Jacquot	Volkert & Assoc.	bjacquot@volkert.com
Michael Hinz	FHWA	mike.Hinz@fhwa.dot.gov
Jan Piland	FHWA	janis.piland@fhwa.dot.gov
Matt Fuller	FHWA-IL	Matt.Fuller@fhwa.dot.gov
Shelia Hudson	Hudson & Assoc. LLC	hudson.shelia@sbcglobal.net
GIL JANES	HOWARD R. GREEN CO.	gjanes@hrgreen.com
Cassandra Rodgers	IDOT-D-2 Environment	Cassandra.Rodgers@illinois.gov
Deana Hermes	IDOT-D-2	Deana.Hermes@illinois.gov
Maylon Goodpaster	Goodpaster-Jamison, Inc	mlg@gjinc.com
Mark Mardini	IDOT-D2-Environment	Mark.Mardini@illinois.gov
DON MICHKE	IDOT-D2-ENV	Donald.MICHKE@illinois.gov
JON ESTREM	HOWARD R. GREEN Co.	JESTREM@HRGREEN.COM
Bill McWethy	IDOT-D2-Hydraulics	William.McWethy@Illinois.gov
MICHAEL BLUMHOFF	IDOT-D2 Chief Surveyor	MICHAEL.BLUMHOFF@ILLINOIS.gov
Brian Mayer	IDOT-Project Support	Brian.Mayer@Illinois.gov
Jay Howell	IDOT-Studies & Plan	Jay.Howell@illinois.gov
Dale Long	IDOT-Programming	Dale.Long@illinois.gov
DAN TOBIN	IDOT-OPER	DANIEL.TOBIN@ILLINOIS.GOV
SHAWN CONNOLLY	I.D.O.T. - UTILITIES & RAILROADS	Shawn.Connolly@Illinois.gov
Michael Walton	Volkert & Assoc.	mwalton@volkert.com
Becky Marruffo	IDOT D2 Prog Dev	rebecca.marruffo@illinois.gov
Dawn Perkins	IDOT D2 PD	dawn.perkins@illinois.gov

Time: 2:00 p.m.
Location: IDOT District 2 Sauk Trail Room
Preparer of Minutes: Bridgett Jacquot

The meeting started off with a discussion regarding the meeting that was held with FHWA earlier that day in regard to the timeframe for the E.I.S.

- FWHA stated that the 36 month time frame for an EIS is a national median goal, not a requirement, therefore, the Notice of Intent (N.O.I.) would be published within the next few weeks. IDOT originally thought that a majority of the CSS process should be conducted prior to the NOI being published.
- FHWA said that in accordance with SAFETEA-LU 6002, IDOT only needs a draft Stakeholder Involvement Plan (S.I.P.) prior to the Notice of Intent (N.O.I.) being published. A draft SIP has been produced.

Draft SIP

- A Draft SIP had been developed and e-mailed to the members of the Project Study Group (PSG) for review on July 11th.
- It was agreed upon that all IDOT members of the PSG would get their comments to Dawn by July 18th and Dawn would send a comprehensive list of comments to Shelia.
- FHWA will be getting their comments to Dawn by July 23rd.
- FHWA stated that due to the requirements of SAFETEA-LU 2006, the sections titled "Lead Roles & Responsibilities" and "Cooperating & Participating Agency Roles & Responsibilities" need to be added to the SIP in order to fulfill the SAFETEA-LU requirement of a Coordination Plan. A coordination plan is essentially the SIP but does require these sections.

Context Sensitive Solutions (CSS) Process

- Vic started the CSS Process Power Point presentation. A copy of the presentation was handed out and is attached to these meeting minutes.
- The overall purpose of this portion of the presentation was to define the following:
    - CSS
    - Stakeholder (including examples of stakeholders)
    - PSG and PSG Roles & Responsibilities
    - Community Advisory Group (CAG) and CAG Roles & Responsibilities
    - Consensus
    - Technical Advisory Group (TAG)
    - Stakeholder Meetings
    - How Representation is Assured
    - Proposed Stakeholder Advisory Group Meeting Schedule (available in the SIP)

- There was a discussion regarding the Corridor CAG, which is to be established to bring the ideas of the three proposed CAGs (Fulton, Morrison, Sterling/Rock Falls) together. The intent of the Corridor CAG is to represent interests of the entire corridor.
- Everyone agreed that at this point in the project, no one knows if the Corridor CAG will work but it needs to be tested out.
    - Gil explained that the CSS process is a work in progress that will be continually evolving. The Corridor CAG is an aspect that may change over time.
- Dawn and FHWA stated this is fine, but the Corridor CAG needs to be defined in the SIP.

<u>Public Information Meeting</u>

- The press release was sent out on Thursday July 12th
- Publications that need to repeatedly receive updates include – The Daily Gazette (Sterling), The Telegraph (Dixon), The Review (Morrison), the Fulton Journal, Whiteside News Sentinel, the Prophetstown Echo, and Clinton Herald.
    - The media write-up for the week of July 16th for these publications will be scaled back as compared to the press release.
- Shelia provided an overview of the upcoming Public Information Meeting.
    - The meeting will be held Wednesday, July 25th at the Odell Community Center/Public Library in Morrison from 1:00-7:00pm.
- Shelia explained that the objective of the public information meeting is to:
    - Present project information and activities to the public.
    - Provide a time and place for face-to-face contact and two-way communication with every stakeholder.
    - Provide a means for which the public can express concerns at project milestones.
- Shelia explained the proposed stations for the pubic information meeting:
    - Welcome
    - Project History
    - Study Process
    - Get Involved
    - Land Acquisition
    - Environmental Issues
    - Public Comments
- A slide was shown illustrating the room layout for the meeting.

Public Information Meeting Displays

- A review of the public information meeting displays took place.
- The following comments were made:
    1) **Public Information Meeting – Welcome!**
        - Need to check if everything that has been sent out regarding the project states "information" or "informational" meeting.
    2) **Project History** – decided to eliminate so the public would not be mislead about the purpose of the meeting; which was not to discuss the Corridor/Feasibility Study but the Phase I process. *It was decided at a later date to include a map showing the feasibility study boundary but the map will not include the alternatives that were chosen.*
    3) **US Route 30 Corridor Alternatives (map**) - decided to eliminate so the public would not be mislead about the purpose of the meeting; which was not to discuss the Corridor/Feasibility Study but the Phase I process. *It was decided at a later date to include a map showing the feasibility study boundary but the map will not include the alternatives that were chosen.*
    4) **US Route 30 Corridors Recommended for Further Study (map) -** decided to eliminate so the public would not be mislead about the purpose of the meeting; which was not to discuss the Corridor/Feasibility Study but the Phase I process. *It was decided at a later date to include a map showing the feasibility study boundary but the map will not include the alternatives that were chosen.*
    5) **Phase I Design Report & Environmental Impact Statement –** no comment
    6) **Project Timeline:**
        - Remove "estimated completion time 36 months"
        - Remove "Not yet funded" under Phase II and Phase III and reword to "Not funded"
        - Remove November 2010 and replace with Late 2010 (regarding EIS and Design Report).
        - Restate "Environmental & Design Report" to "Environmental Impact Statement & Design Report."
    7) **How Does a Highway Get from Planning to Construction:**
        - Add "EXAMPLE" to the title of the display
        - Add "Step 1, 2, 3, & 4" as appropriate to each step on the display
        - In Step 2: remove "possible highway construction" and "possible transportation improvements."
        - In Step 3: remove "impacts of construction of a roadway" and replace with "transportation improvements."
    8) **U.S. Route 30 Study Band:**
        - Do not use red as a boundary color
        - Fill in the area around the town of Morrison
    9) **Context Sensitive Solutions – Stakeholder Involvement Process**
        - Simplify display by using bullet points & flow chart

10) Community Advisory Group
- Add project logo

11) CAG Members Responsibilities
- 2nd bullet point remove the word "learn" & replace with "receive"
- 3rd bullet point remove "their representative groups "and replace with "the group they represent."
- Add project logo

12) Land Acquisition – no comment

13) Potential Environmental Issues
- Remove "business impacts" and replace with "businesses"
- Remove cultural resources and replace with "historic & archaeological resources"
- Add Social & Economic
- Add project logo

14) Phase I Environmental Impact Statement (E.I.S.)
- Remove 3 year process
- Remove US 30 sign and IDOT logo and replace with project logo
- Change November 2007 to July 2007
- Change November 2010 to Late 2010

15) Please Give Us Your Comments – No comments

Other Outreach Tools
- Shelia stated that she would be working with the District on an outline of what they would like to see on the project website.
- A newsletter will be sent out after the 1st Public Meeting.
- The project logo had been sent to Becky and Dawn for their review.
- Briefing packets would be delivered to the legislators on Friday July 20th.

Next PSG Meeting
- The next PSG meeting was originally scheduled for July 31st. However, because the purpose of the next PGS meeting is to discuss comments from the public meeting and because IDOT gives the public 10 days after public meetings to respond (which would be August 3rd), the PSG meeting was moved to August 7th.
- The PSG will fill out the Context Audit Form.

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: *Volkert & Associates, Inc.*
103 Lanter Court
Collinsville, IL 62234

Or via email to: *mwalton@volkert.com*

Illinois Department of Transportation

U.S. Route 30 Design Report and Environmental Impact Study

Project Study Group Meeting

Thursday,
July 12, 2007

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Illinois Department of Transportation

US Route 30
Project Study Group Meeting (PSG) #2
Thursday July 12, 2007

AGENDA

Welcome

IDOT Opening Remarks

Draft Stakeholder Involvement Plan
- *CSS Process*
- Stakeholder Groups
  - Project Study Group
  - Community Advisory Groups
  - Technical Advisory Groups
  - Stakeholder Meetings

BREAK (15 minutes)

Public Meeting Design and Objective
- Objective
- Proposed Stations
- Room Layout

Update-Project Outreach Tools
- Newsletter
- Website
- US 30 Toll free number

Stakeholder Involvement Plan (Draft)

DRAFT - July 6, 2007

ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)
US 30 PHASE I LOCATION/DESIGN REPORT AND ENVIRONMENTAL
IMPACT STATEMENT STUDY
STAKEHOLDER INVOLVEMENT PLAN

TABLE OF CONTENTS

1. Purpose of Stakeholder Involvement Plan (SIP) and Goals/Objectives
2. Stakeholder Advisory Groups
   2.1 Project Study Group (PSG)
   2.2 Community Advisory Group (CAG)
   2.3 Technical Advisory Group (TAG)
   2.4 Stakeholder Meetings
3. Stakeholder Advisory Groups and Public Meetings
4. Other Method of Contact
   4.1 Media Relations
5. Public Outreach Tools

Context Sensitive Solutions (CSS)

Plan in which transportation projects are designed to "fit" into their surroundings. It is an approach that incorporates the need to:

- Strike a balance between cost, safety, mobility, community needs, and the environment.
- Address all appropriate modes of transportation.
- Use all disciplines to help plan and design the project.
- Apply flexibility in the design to fit the project into its surroundings.
- Incorporate aesthetics into the design.
- ***Involve stakeholders in the decision-making process early and continuously throughout the development of the project.***

Stakeholder

An individual or group with an interest in the way an issue is resolved, and/or, an investment in the project as it moves forward.

Who are your stakeholders?

- Residents and landowners near this project.
- Minority or disabled communities affected by this project.
- Businesses affected by this project.
- Advocates for various community interests.
- Elected officials with a vested interest in this project.
- Governmental resource and regulatory agencies.
- Travelers who use the facility.

Project Study Group (PSG) Roles & Responsibilities

- Identify key stakeholders.
- Address stakeholder concerns and suggestions.
- Determine engineering and environmental criteria (e.g. safety, constructability, regional mobility, agricultural impacts, floodplain impacts).
- Ensure Federal, State, & Local requirements are met.
- Select advisory group members.

Advisory Groups

- Community Advisory Groups (CAG)
- Technical Advisory Groups (TAG)
- Stakeholder Meetings

Community Advisory Group (CAG)

Will provide a forum for community representatives to learn about the project, share their views, and discuss project issues with one another and IDOT in a group setting.

What Is The CAG's Role?

- Identify criteria that reflects the ideas and interests of the community (e.g. safety, severance of farms).
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents and the potential corridors and alignments of U.S. 30.

CAG Members Responsibilities

- Attend meetings designed to share project related information and to elicit input from the CAG members.
- Members are responsible for sharing the information they learn with the groups they represent.
- Members must bring the various perspectives of their representative groups to the CAG for discussion

Consensus

Definition:
When a majority agrees upon a particular issue, while the dissenting remainder agrees that their input has been heard and duly considered and that the process as a whole was fair.

- The CAG will reach a consensus that meets the project context for a given task.
- The consensus is reached while not completely satisfying all viewpoints or singular concerns.
- ***Important to remember: CAG will provide guidance but FHWA and IDOT will maintain authority over project decisions***

Technical Advisory Group (TAG)

Used as necessary to address a specific issue
(e.g. drainage, aesthetics)

Stakeholder Meetings

- Target a wide variety of individuals and groups:
  Service clubs, city councils, county boards, chambers of commerce, homeowners associations, local and regional planning agencies, farm bureaus, state officials, environmental organizations, and minority organizations.
- Each individual and group provides a unique perspective into the issues being discussed.

How is Representation Assured?

- CAG Member selection based on stakeholder concerns
- Stakeholder Meetings
- PSG review of all advisory group members and public involvement activities
- Stakeholder Involvement Plan monitored and updated
- Public Information Meetings
- Public Comment Forms
- Context Audit Forms
- Project Surveys
- Hotline Comments
- Website Comments

Proposed Stakeholder Advisory Group Meeting Schedule

STAKEHOLDER ADVISORY GROUPS/ PUBLIC MEETING SCHEDULE

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
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Illinois Department of Transportation

BREAK

Public Information Meeting

JULY 25TH

Public Information Meeting

OBJECTIVE

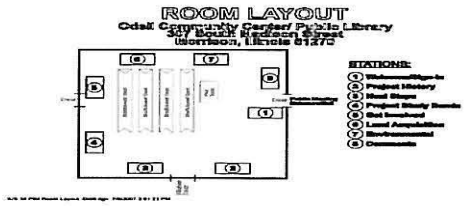
- Present project information and activities to the public
- Provide a time and place for face-to-face contact and two-way communication with every stakeholder
- Provide a means for which the public can address concerns at project milestones

Public Information Meeting

Proposed Stations

- Welcome
- Project History
- Study Process
- Get Involved
- Land Acquisition
- Environmental Issues
- Public Comments

Public Information Meeting



Illinois Department of Transportation

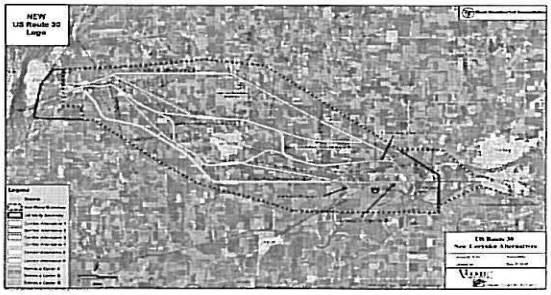
Public Information Meeting

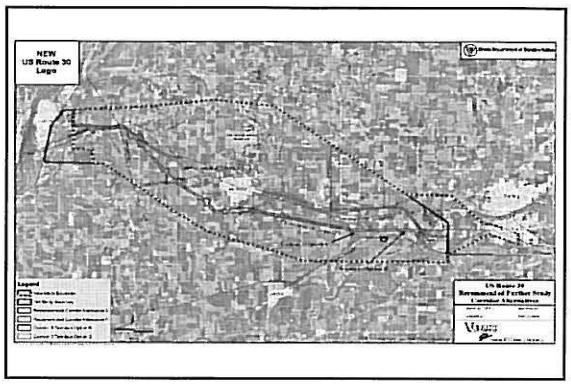
Welcome!!!

Illinois Department of Transportation

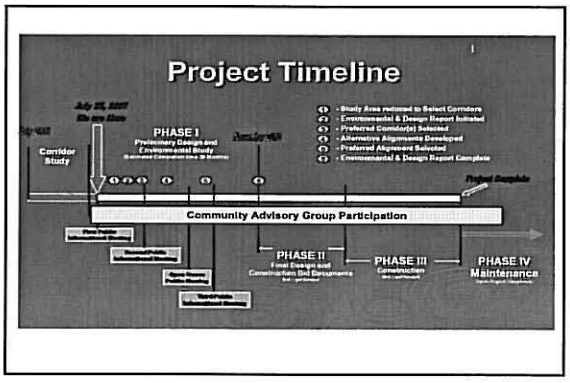
Project History

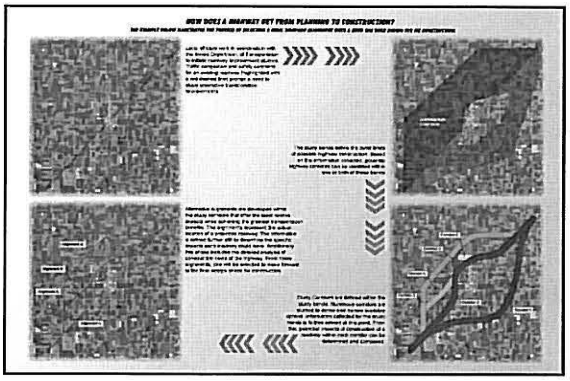
Corridor Study Completed 2006

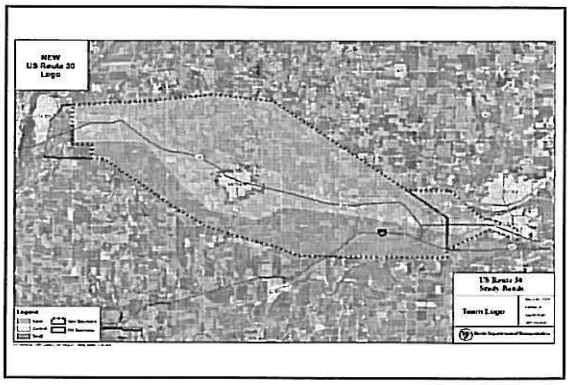


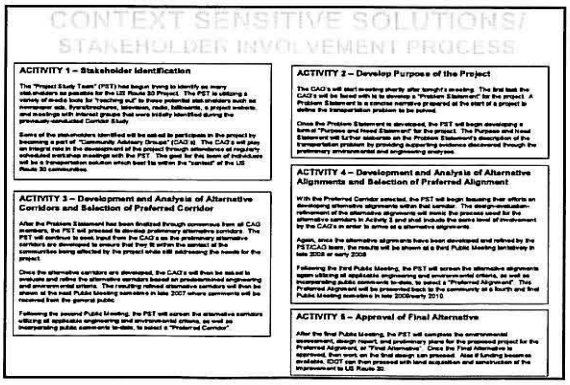

NEW
US Route 30
Logo

Illinois Department of Transportation
PHASE I
DESIGN REPORT
&
ENVIRONMENTAL
IMPACT
STATEMENT


Project Timeline
Corridor Study
PHASE I
Preliminary Design and Environmental Study
Community Advisory Group Participation
PHASE II
Final Design and Construction Bid Documents
PHASE III
Construction
PHASE IV
Maintenance




NEW
US Route 30
Logo
Team Logo


CONTEXT SENSITIVE SOLUTIONS/
STAKEHOLDER INVOLVEMENT PROCESS
ACTIVITY 1 – Stakeholder Identification
ACTIVITY 2 – Develop Purpose of the Project
ACTIVITY 3 – Development and Analysis of Alternative Corridors and Selection of Preferred Corridor
ACTIVITY 4 – Development and Analysis of Alternative Alignments and Selection of Preferred Alignment
ACTIVITY 5 – Approval of Final Alternative

Community Advisory Group (CAG)

Will provide a forum for community representatives to learn about the project, share their views, and discuss project issues with one another and IDOT in a group setting.

CAG Members Responsibilities

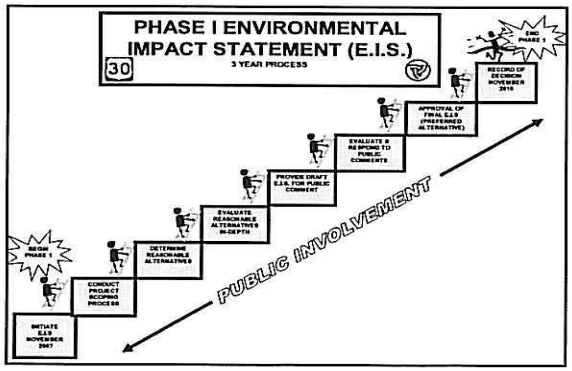
- Attend meetings designed to share project related information and to elicit input from the CAG members.
- Members are responsible for sharing the information they learn with the groups they represent.
- Members must bring the various perspectives of their representative groups to the CAG for discussion

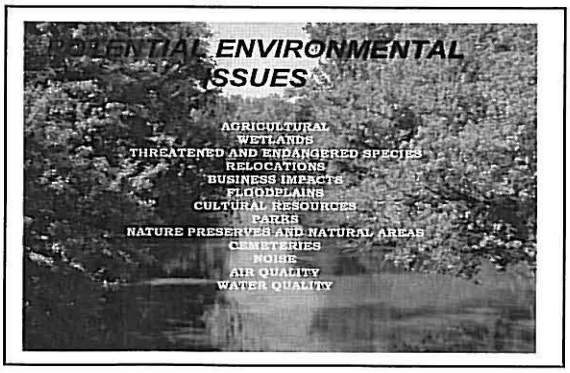
What Is The CAG's Role?

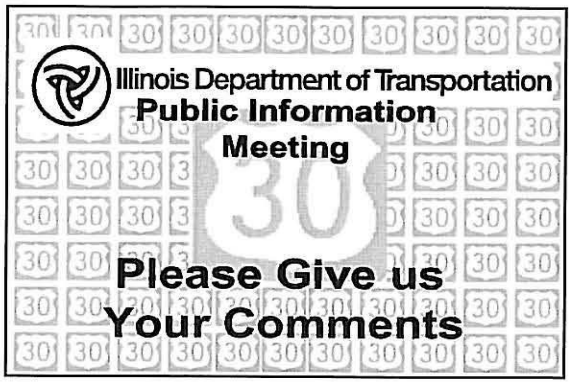
- Identify criteria that reflects the ideas and interests of the community (e.g. safety, severance of farms).
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents and the potential corridors and alignments of U.S. 30.

Illinois Department of Transportation

Land Acquisition






Illinois Department of Transportation
Public Information
Meeting
30
Please Give us
Your Comments

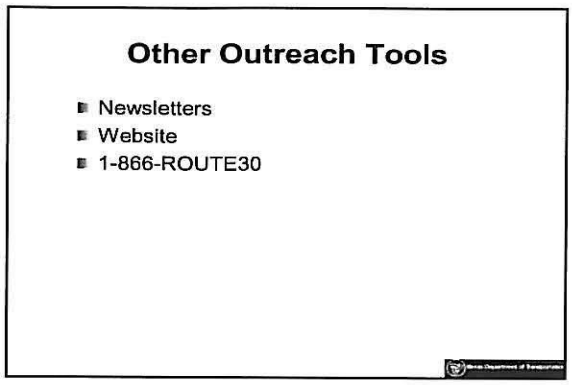

Other Outreach Tools
Newsletters
Website
1-866-ROUTE30

 Exhibit C

PSG Meeting #3
U.S. 30
August 7, 2007

Location: IDOT District 2
Time: 10:00am
Preparer of Minutes: Bridgett Jacquot

Attendees

Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net
Becky Marruffo	IDOT D2 PD	Rebecca.marruffo@illinois.gov
Deana Hermes	IDOT D2	Deana.Hermes@illinois.gov
Dawn Perkins	IDOT D2 PD	Dawn.Perkins@illinois.gov
Don Miatke	IDOT D2 Environment	Donald.Miatke@illinois.gov
Mark Nardini	IDOT D2 Environment	Mark.Nardini@illinois.gov
Jay Howell	IDOT D2 S&P	Jay.Howell@illinois.gov
Shawn Connolly	IDOT D2 Utilities & RRs	Shawn.Connolly@illinois.gov
Paul Neiderhoff	BDE	Paul.Neiderhoff@illinois.gov
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Michael Blumhoff	IDOT D2 Surveys	Michael.Blumhoff@illinois.gov
Cassandra Rodgers	IDOT D2 Environment	Cassandra.Rodgers@illinois.gov
Bridgett Jacquot	Volkert & Associates	bjacqout@volkert.com
Vic Modeer	Volkert & Associates	vmodeer@volkert.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mike Walton	Volkert & Associates	mwalton@volkert.com

- A copy of power point presentation was handed out. Please see attachment.

Public Information Meeting

- Shelia provided an overview of the public information meeting
  - Held July 25th, 1-7pm, Odell Community Center/Public Library in Morrison, 253 attended
- Shelia provided a summary of the public meeting comments
  - A copy of the Public Comment Executive Summary Report was handed out (please see attachment)

- The summary report was broke down into the following categories:
  - Attendance profile by Classification
  - Respondent Profile
    - 71 comments received (28% of attendees)
    - Majority of comments from homeowners
  - City
    - 65% from Morrison
  - CAG/Stakeholders
    - 39 people expressed an interest in being on the CAG
  - CSS Process
    - Majority of those who commented stated they had knowledge about CSS
  - IDOT effectively communicating
    - 58% of those who completed a comment form stated that IDOT is effectively communicating with the public.

- One of the comments suggested adding the Morrison Post (a weekly paper) to the list of media contacts
- Dawn stated that everyone on the mailing list is a stakeholder
  - Deana made the point that whether they chose to participate or not is obviously up to them
- Shelia asked when the deadline was for receiving and addressing comments from the public meeting
  - Dawn stated that we will continue to answer as long as we receive them.

<u>Stakeholder Meeting Update</u>

- The following is a list of the Stakeholder meetings that have been held to date:

NAME	ORGANIZATION	LOCATION	DATE	TIME	STUDY TEAM STAFF	IDOT STAFF
Tom Determan	**Illinois Highway Partnership**	Iowa Chamber of Commerce 721 South 2nd	Monday, July 16	10:00 A.M	Mike W Gil J Shelia H	Dawn Becky
Sen. Todd Sieben Sen. Mike Jacobs Rep. Mike Boland Rep. Jerry Mitchell	**Illinois State Legislators**	Capitol Bldg. Springfield, Ill.	Thurs., July 19	1:00 PM until 4:00 PM	Vic M Mike W Gil J Shelia H	Dawn Becky
Betty Steinert	**US 30 Coalition**	Whiteside County Court House	Monday, July 23	10:00 AM	Vic M Mike W Gil J Shelia H	Dawn Becky
Mayor Roger Gray	**City of Morrison City Council (Council Chambers)**	200 West Main Street	Monday, July 23	7:00 PM	Mike W HR Green Shelia H	Dawn Becky
Shamus Ahern (Field Dir.)	**US Senator Barack Obama**	IDOT – Dist. 2 Dixon, Ill.	Tuesday July 24	10:00 AM	Vic/Mike Gil Shelia H	Dawn Becky

- It was agreed upon that we still need to meet with Fulton, Sterling, and Rock Falls. Some of these towns did have representation at the US 30 Coalition but need to meet with them individually.
- Need to send a letter to Senator Don Manzullo – Shelia will send out.

Draft Stakeholder Involvement Plan

- Dawn spoke with Mike Hine (FHWA) and the name of the project will be "EIS & Phase I Design Report."
- FHWA provided numerous comments
    - One comment was that IDOT had the project broke down in to study bands, corridors, and alternatives. FHWA wanted everything to be called alternatives. Dawn did not agree with this comment and therefore did not pass it on to Shelia.
    - Shelia will revise and finalize the S.I.P. based on these comments.

Community Advisory Groups (CAGs)

- The agenda had the following items related to the CAG to be discussed:
    - Potential CAG Members
    - Number of CAG Groups
    - Corridor CAG
    - Where CAG meetings should be held
    - When (date & time)
    - Proposed CAG Agenda
- The conversation regarding the CAGs started out by discussing the number of CAG groups we should have: 1) Separate interest groups and one CAG, 2) One big CAG, or 3) Three separate CAG groups (Fulton, Morrison, & Sterling/Rock Falls) with a Corridor CAG (CCAG).
- The PSG determined that interest groups can have their own separate meeting and invite us to come to their meetings if they want. We can provide information on the project, and then they can discuss.

In regard to determining from the potential CAG members:

- A list of potential CAG members was handed out:

SPECIAL INTREST GROUPS
Political Leadership
Media Partners
Local Government Agency
Chamber of Commerce
Economic Development Agency
Farm Bureau
Local Emergency Agency
Historical Society
US 30 Coalition
Historic Lincoln Highway
College/ University
Illinois Bicyclist Coalition
Home Owner

- The following was decided:
  - Media Partners and Local Emergency Agencies would be deleted from the list.
  - Farm Owners, NRCS Whiteside County Natural Area Guardians, School Districts, Wal-Mart Distribution Center, Dorren's Trucking, and the County Landfill would be added to the list.
  - The Sierra Club and churches will not be included.
  - There is not organized minority group in the County so will not be included.
  - Jon pointed out that we can add groups as the project progresses.
- Vic pointed out that it is the PSG's duty to determine who is not an organized group and somehow get them organized. The PSG determined that farmer owners and homeowners were not organized groups.
- It was agreed upon that anyone can show up to the CAG meetings but only CAG members can participate.
- Media can come to the meetings but not participate.
- Number of CAG groups – it was agreed upon that the PSG needs to see how many individuals/groups want to participate and determine the number of CAG groups at that time.
- The location of the meetings will be determined at a later dated.
- First CAG meetings to be held the 2nd week of September.

<u>Proposed CAG Agenda</u>

Facilitators: Volkert /Hudson

Goals and Objectives:

- Develop Problem Statement
- Develop Project Logo and Slogan
- Conduct Context Audit
- Garner Consensus on Process

Welcome Remarks	(IDOT)
Introductions	
Purpose of Meeting	(Volkert)
Next Phase / Project Time line	(Volkert / HR Green)
Context Sensitive Solutions (CSS) Process	
BREAK (10 Minute)	
Community Advisory Group (CAG)	(Hudson)
Explain Group Exercises / Break Into Groups o Context Audit o Draft Problem Statement o Project Logo and Slogan	(Hudson)
Group Exercise o Re-Cap exercises	(Group Leaders)
BREAK (15 Minute)	
Closing Remarks	(Volkert)
o Discuss Next Steps o Set Date, Time and Location for next meeting	

- Dawn stated to add Consensus to the Ground Rules section of the Agenda.
- Becky – eliminate the project logo selection from the agenda and just present to the CAG at the end of the meeting as "something to think about" for the next meeting.

Proposed Newsletter Outline

Section A - Featured Story (Cover Page):

- US 30 Environmental Impact Statement and Phase I -Design Report Begins
  - Why this project is needed
  - Project Scope and Limits
  - NEPA Process
  - US 30 Project Timeline /Highlight Major Milestones

Graphics
Project Area Map
EIS Steps Graphic
Project Timeline Graphic

Supporting Article:

- Context Sensitive Solutions (CSS)
- Are we starting over? (optional)
  - Highlight the Feasibility Study and Its Purpose

Graphics
CSS Flow Chart

Section B- Second Featured Story:

- Get Involved…. Stay Involved
  - Community Advisory Group Role and Responsibility
  - Members (name of organization member is representing)
  - Scheduled Meetings

Graphics
CAG Schedule
CAG Participants (name of organization member is representing)

Section C - Public Contact and Information

- Contact US
  - We Want to Hear From You
    - Comment Form
    - Project Website
    - Project Hot Line

Graphics
Comment Form (space availability)

- Frequently Ask Questions (FAQ)

- Shelia will provide a draft of the newsletter to the consultant team on August 13th
- Shelia will then provide draft to D2 on August 16th
- Delete "Are we Starting Over" and replace with "Next Steps"

- Add message from Deputy Director George Ryan
- Eliminate members and scheduled meetings
- List group members in later newsletter
- If space available add FAQs

Proposed Website Outline

Featured Links (Top Level Navigation Links)
Home Page
Project Overview
Get Involved
Public Library
Land Acquisition
Frequently Ask Questions
Contact Us

1. **Home Page – Featured Link -** Message from the PSG or IDOT

2. **Project Overview – Featured Link**

- US 30 Environmental Impact Statement and Phase I -Design Report Begins
  - Why this project is needed
  - Project Scope and Limits
  - NEPA Process
  - US 30 Project Timeline /Highlight Major Milestones

Second Level Links

- History – Purpose of the Feasibility Study
- Context Sensitive Solutions (CSS) Process

3. **Get Involved – Featured Link**

- Community Advisory Group (Role and Responsibility)

Second Level Links

- CAG Members, Schedule and Meeting Minutes
- Highlights from Public Information Meeting

4. **US 30 Library**

- Historical Data
- Press Releases and Featured Stories
- Newsletters and Presentations
- Speeches

5. **Land Acquisition – Featured Link**

- IDOT's Policy and Contact Information

Second Level Link

- Project Map – Potential Impacted Properties (interactive)

 Exhibit C

- Add IDOT CSS website link
- Add link to S.I.P. under CSS
- Remove Land Acquisition tab for now
- Add lots of pictures
- Restate Public Library to U.S. 30 Library
- Explain the Context Audit Form under CSS

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: *Volkert & Associates, Inc.*
103 Lanter Court
Collinsville, IL 62234

Or via email to: *mwalton@volkert.com*

Illinois Department of Transportation

U.S. Route 30 Environmental Impact Statement

Project Study Group Meeting #3

Tuesday

August 7, 2007

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

U.S. Route 30
Project Study Group Meeting #3
August 7, 2007
10:00am

AGENDA

1. Opening Remarks

2. Public Information Meeting
   a. Highlights
   b. Public Comments

3. Stakeholder Meeting Update

4. Draft Stakeholder Involvement Plan Status

5. Community Advisory Group (CAG) Meetings
   c. Potential Members
   d. Number of CAG groups
   e. Corridor CAG
   f. Where & When
   g. Proposed Agenda

6. Public Involvement Tools

7. Context Audit Process

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PUBLIC INFORMATION MEETING

Wednesday July 25th

UPDATE

Illinois Department of Transportation

PUBLIC INFORMATION MEETING

Highlights

Illinois Department of Transportation

PUBLIC INFORMATION MEETING

Comment Summary

Illinois Department of Transportation

STAKEHOLDER MEETING UPDATE

NAME	ORGANIZATION	LOCATION	DATE	TIME	STUDY TEAM STAFF	IDOT STAFF
Tom Determan	**Illinois Highway Partnership**	Iowa Chamber of Commerce 721 South 2nd	Monday, July 16	10:00 A.M	Mike W Gil J Shelia H	Dawn Becky
Sen. Todd Sieben **Sen. Mike Jacobs** **Rep. Mike Boland** **Rep. Jerry Mitchell**	**Illinois State Legislators**	Capitol Bldg. Springfield, Ill.	Thurs., July 19	1:00 PM until 4:00 PM	Vic M Mike W Gil J Shelia H	Dawn Becky
Betty Steinert	**US 30 Coalition**	Whiteside County Court House	Monday, July 23	10:00 AM	Vic M Mike W Gil J Shelia H	Dawn Becky
Mayor Roger Gray	**City of Morrison City Council (Council Chambers)**	200 West Main Street	Monday, July 23	7:00 PM	Mike W HR Green Shelia H	Dawn Becky
Shamus Ahern (Field Dir.)	**US Senator Barack Obama**	IDOT – Dist. 2 Dixon, Ill.	Tuesday July 24	10:00 AM	Vic/Mike Gil Shelia H	Dawn Becky

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DRAFT STAKEHOLDER INVOLVEMENT PLAN (S.I.P.)

UPDATE

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COMMUNITY ADVISORY GROUP MEETINGS

- Potential Members
- Number of CAGs
- Corridor CAG
- When & Where
- Proposed Agenda

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POTENTIAL CAG MEMBERS

Illinois Department of Transportation

CAGs

- Number of CAG groups
- Corridor CAG
- Where CAG meetings should be held
- When (date and time)

Illinois Department of Transportation

PROPOSED CAG AGENDA

COMMUNITY ADVISORY GROUP (CAG) MEETING
LOCATION TBD
TIME TBD

PROPOSED AGENDA

Facilitators: Volkert /Hudson

Goals and Objectives:

- Develop Problem Statement
- Develop Project Logo and Slogan
- Conduct Context Audit
- Garner Consensus on Process

Welcome Remarks	(IDOT)
Introductions	
Purpose of Meeting	(Volkert)
Next Phase / Project Time line Context Sensitive Solutions (CSS) Process	(Volkert / HR Green)
BREAK (10 Minute)	
Community Advisory Group (CAG)	(Hudson)
Explain Group Exercises / Break Into Groups o Context Audit o Draft Problem Statement o Project Logo and Slogan	(Hudson)
Group Exercise o Re-Cap exercises	(Group Leaders)
BREAK (15 Minute)	
Closing Remarks o Discuss Next Steps o Set Date, Time and Location for next meeting	(Volkert)

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PUBLIC INVOLEMENT TOOLS UPDATE

- Newsletter
- Website

Illinois Department of Transportation

US 30 Newsletter
Issue 1 / Summer 2007
Draft Outline

Project Logo and Slogan

Section A - Featured Story (Cover Page):

- US 30 Environmental Impact Statement and Phase I -Design Report Begins
  - Why this project is needed
  - Project Scope and Limits
  - NEPA Process
  - US 30 Project Timeline /Highlight Major Milestones

Graphics
Project Area Map
EIS Steps Graphic
Project Timeline Graphic

Supporting Article:

- Context Sensitive Solutions (CSS)
- Are we starting over? (optional)
  - Highlight the Feasibility Study and Its Purpose

Graphics
CSS Flow Chart

Section B- Second Featured Story:

- Get Involved…. Stay Involved
  - Community Advisory Group Role and Responsibility
  - Members (name of organization member is representing)
  - Scheduled Meetings

Graphics
CAG Schedule
CAG Participants (name of organization member is representing)

Section C - Public Contact and Information

- Contact US
  - We Want to Hear From You
    - Comment Form
    - Project Website
    - Project Hot Line

Graphics
Comment Form (space availability)

US 30 ENVIRONMENTAL IMPACT STATEMENT AND
PHASE I- DESIGN REPORT
PROPOSED WEB SITE OUTLINE
Draft 8/3/2007

Project Logo and Slogan

Featured Links (Top Level Navigation Links)
Home Page
Project Overview
Get Involved
Public Library
Land Acquisition
Frequently Ask Questions
Contact Us

1. **Home Page – Featured Link -** Message from the PSG or IDOT

2. **Project Overview – Featured Link**

- US 30 Environmental Impact Statement and Phase I -Design Report Begins
  - Why this project is needed
  - Project Scope and Limits
  - NEPA Process
  - US 30 Project Timeline /Highlight Major Milestones

Second Level Links

- History – Purpose of the Feasibility Study
- Context Sensitive Solutions (CSS) Process

3. **Get Involved – Featured Link**

- Community Advisory Group (Role and Responsibility)

Second Level Links

- CAG Members, Schedule and Meeting Minutes
- Highlights from Public Information Meeting

4. **US 30 Library**

- Historical Data
- Press Releases and Featured Stories
- Newsletters and Presentations
- Speeches

BREAK

COMMUNITY CONTEXT AUDIT PROCESS

- Intended to be a ***guide*** to identify various community characteristics that make each transportation project location ***unique*** to its residents, its businesses and public in general.

- The information will help ***define the purposed & need*** of the proposed transportation improvements based upon community goals and local plans for future development.

- Designed to take into account the ***community's history, heritage, present conditions and anticipated conditions.***

- As CAG members complete, asked to consider the ***interaction of persons and groups*** within your community when considering factors such as mobility and access (vehicular, non-vehicular and transit modes), safety, local and regional economics, aesthetics and overall quality of life.

Illinois Department of Transportation

Illinois Department of Transportation

Community Context Audit Form

Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Infrastructure	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks Comments:	☐	☐	☐	☐	☐
ADA Compliance Comments:	☐	☐	☐	☐	☐
Bicycle Lanes/Paths/Facilities Comments:	☐	☐	☐	☐	☐
On-street Parking Comments:	☐	☐	☐	☐	☐
Transit Connections Comments:	☐	☐	☐	☐	☐
Transit Shelters Comments:	☐	☐	☐	☐	☐
Street Lighting Comments:	☐	☐	☐	☐	☐
Pedestrian Lighting Comments:	☐	☐	☐	☐	☐
Pedestrian Crossings Comments:	☐	☐	☐	☐	☐
Signals (Traffic, Directional & Pedestrian) Comments:	☐	☐	☐	☐	☐
Crosswalks Comments:	☐	☐	☐	☐	☐

Other Comments:

_____

_____

_____

COMMUNITY CONTEXT AUDIT FORM
Figure 19-3E

QUESTIONS????

Illinois Department of Transportation

 Exhibit C

PSG Meeting #4
U.S. 30
October 10, 2007

Location: IDOT District 2
Time: 1:30 pm
Preparer of Minutes: Jill Calhoun

Attendees

Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net
Jon McCormick	IDOT D2	Jon.McCormick@illinois.gov
Deana Hermes	IDOT D2	Deana.Hermes@illinois.gov
Dawn Perkins	IDOT D2 PD	Dawn.Perkins@illinois.gov
Jay Howell	IDOT D2 S&P	Jay.Howell@illinois.gov
Bill McWethy	IDOT D2	Bill.McWethy@illinois.gov
Brian Mayer	IDOT D2	Brian.Mayer@illinoi.gov
Mark Nardini	IDOT D2 Environment	Mark.Nardini@illinois.gov
Cassandra Rodgers	IDOT D2 Environment	Cassandra.Rodgers@illinois.gov
Michael Hine	FHWA	Mike.Hine@fhwa.dot.gov
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mary Lou Goodpaster	Goodpaster-Jamison	mlg@gjinc.com
Mike Walton	Volkert & Associates	mwalton@volkert.com

- A copy of power point presentation was handed out. Please see attachment. Also provided to PSG members were the US 30 Newsletter, Proposed Project Logos, Community Context Audit Form Summary, Community Context Audit Assessment results, and Proposed Corridors Maps

Community Advisory Group Meeting # 1

- Gil provided an overview of the CAG meeting
    - Held September 12, 6:30-8:30pm, Odell Community Center/Public Library in Morrison, 26 attended
- Gil stated the CAG represented a good cross-section of community members; 2 farmers were at each of 5 tables.
    - A comment from a CAG member was addressed concerning little representation from Morrison. Fourteen people from Morrison were invited to participate in the CAG and 5 individuals attend the CAG. There was no

formal city representation. Dawn stated Becky spoke with Morrison Mayor Roger Drey who advised that if he can not attend, Barb Bees will represent the City of Morrison.

- Gil reviewed the goals of the meeting:
  Highlighted Stakeholder Involvement Plan
  Explained the CSS/CAG Process
  Discussed Community Context Audit Form Exercise
  Developed a Problem Statement
  Presented Project Logo Concepts
- The 4 Group Exercises were explained:
  Exercise 1: Identified and Categorized key Issues - Discussed key issues and prepared key issues as a group. After the consultant team recorded the key issues and identified their categories, the members regrouped and individually voted on their top 5 categories.
  Exercise 2: Developed a Problem Statement – Each table developed a "Problem Statement" using the top 5 category results from the voting ballots.
  Exercise 3: Presented Project Logo Concepts – Logo concepts were presented and members asked to carry these forward to modify, add to, or approve during the next CAG meeting.
  Exercise 4: Community Context Audit Form – Each member was required to complete a Community Context Audit Form and turn them in to the consultant at the end of the meeting. Results will be presented at this PSG meeting.
- From the Key Issues Identified, the Top Five Categories were:
  1. Social Economic (96)
     a. Economic Impacts
     b. Property Impacts
  3. Safety (60)
  4. Access (50)
  5. Agriculture (50)

- Shelia provided a summary of the Community Context Audit Form
  - A copy of Community Context Audit Assessment Results and the Community Context Audit Form Summary were handed out (please see attachments)
  - The summary and assessment was broken down into the following categories:
    - Community Characteristics
    - Infrastructure
    - Resource
    - Economic Development
    - Community Planning
    - Rural Areas
  - The reports identified context and identified key issues. The results showed the CAG has fair representation concerning the key issues and interest groups.

- The concern of a bicyclist group participating in the CAG was discussed. Shelia stated she has tried to contact Jerry Peterson of the League of Bicyclists numerous times and he was invited to the CAG, but Mr. Peterson has not responded. Shelia will continue to attempt to contact Mr. Peterson; however, if he does not respond, another bicyclist group will be invited to participate in the CAG.

Technical Advisory Groups (TAGs)

- Municipalities have been contacted and meetings will be scheduled with EMS services, school bus services, and the Postal Service to address the safety and access concerns.

Problem Statement

- Mary Lou discussed the CAGs proposed problem statements. It was noted that each problem statement offered solutions but did address the problem.
- The Project Team suggested problem statement was discussed. The PSG developed the following problem statement to propose to the CAG:

  "The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overload the existing traffic system and compromise the safety of the traveling public. There is a need for improved access and economic development within this agriculturally significant region."

Draft Purpose & Need Outline

- Mary Lou presented the Draft Purpose & Need Outline.
  - System Linkage will be added and there will be multi-modal consideration.
  - Diverting truck traffic will be in the alternative discussion, not purpose and need.
- Jon asked if the determination had been made regarding whether the proposed facility would be an expressway. It was indicated that a formal decision had not been made to date to designate proposed US 30 as an expressway. After extensive discussion, consensus amongst the PSG was reached that if a build alternative is selected through the EIS process, it will meet expressway standards. Any decisions regarding the number of lanes will be determined through engineering analysis & will be primarily based upon projected traffic volumes.
- It was agreed upon that the minimum standards and the type of roadways must be presented to the CAG and alternative corridors will then be derived.
- The Purpose & Need can be completed concurrently with reducing the corridor alternatives.
- Mark Nardini stated that the P&N will probably be reviewed in June.

FHWA Coordination

- Gil asked Mike H. what can be done to improve response time from FHWA. Mike H. stated he will attempt to coordinate better response time.
- The SIP issue has still not been resolved as Barbara Stevens and JD Stevenson are still deciding if 6002 is incorporated into CSS or vice versa.

- Mary Lou expressed her concern in about the process and whether PSG concurrence on an issue can be accepted as the basis for the consultant team moving forward, or if additional clearance needed, specifically from FHWA. Mike H. stated he did not know but would discuss the matter with Barbara and JD Stevenson.

Corridor Alternatives

- Discussion on how to proceed with presenting the corridor alternatives to the CAG.
- Mike H. suggested following the process used in the Prairieview Parkway in which the CAG members drew the corridors. Mike suggested an educational session in which the professionals explain how corridors are developed and which areas are unacceptable for corridors to be placed. The CAG members would then draw corridors on maps.
- There was concern the CAG would view no corridors being presented to them as stepping backwards in the process and would be perceived as the project team is not moving forward/making progress.
- It was agreed that the CAG will not be shown the corridor alternatives that the project team has developed but the CAG members will draw proposed Corridor Alternatives.
- CAG members can view corridors from the Feasibility study if requested as these are a matter of public record.
- The alternatives will then be presented and then reduced by the PSG. The PSG can also add alternatives not proposed by the CAG. The alternatives retained for additional study will then be taken back to the CAG.
- The Purpose & Need can be completed concurrently with reducing the corridor alternatives.

Stakeholder Meeting Update

The following is a list of the Stakeholder meetings that are scheduled for next week.

1) Monday, October 15th
   Audience: Greater Sterling Development Corporation
   Location: Sterling Small Business & Technical Center (Conference Room)
   1741 Industrial Drive
   Sterling, Ill
   Time: NOON (First on agenda. Would like for team to arrive around 12:15 pm)
   Handouts Only (Focus on next phase and CAG activity)
2) Tuesday, October 16th
   Audience: Kiwanis Club of Fulton
   Location: Paddle Wheel Pizza & Pub
   1112 4th Street
   Fulton, Ill
   Time: NOON (Focus on next phase, funding and scheduling)
   Handouts Only
3) Wednesday, October 17th
   Audience: Morrison Rotary Club Meeting
   Location: Northside Country Inn
   611 Genesee Street
   Morrison, Illinois
   Time: NOON until 1:00 p.m.
   Power Point or Handouts

4) Thursday, October 18th
   Audience: Whiteside County NAG
   Location: Odell Community Center
   307 South Madison Ave
   Morrison, Illinois
   Time: 7:00 to 9:00 p.m.. (Focus on Study Bands and Corridor Selection Process - including environmental criteria and engineering evaluations)

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: *Volkert & Associates, Inc.*
103 Lanter Court
Collinsville, IL 62234

Or via email to: *mwalton@volkert.com*

Welcome!

U.S. Route 30
Project Study Group
(PSG meeting #4)

Wednesday October 10, 2007

IDOT Dist 2 Office

Dixon, Illinois

Illinois Department of Transportation

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

U.S. Route 30
Project Study Group Meeting #4
October 10, 2007
1:30pm

AGENDA

1. Welcome

2. CAG meeting #1 review
   Key Issues
   Problem Statement
   Logos
   Community Context Audit Form

3. Discuss Preliminary Problem Statement

4. Present Draft Purpose & Need Outline

5. Break

6. Present Potential Corridors (explain how they were developed)

7. Explanation of Potential Corridor Alternatives screening process
   First Round Elimination (Common Sense Elimination)
   Second Round Elimination (Critical Flaws)
   Third Round CAG Criteria Ranking (Goal – get to 6 to 8)
   Fourth Round Screen against problem statement

8. Discuss CAG#2 Agenda
9.

Illinois Department of Transportation

Review

U.S. Route 30

Community Advisory Group (CAG)

Wednesday September 12, 2007

Odell Community Center/Public Library

Morrison, Illinois

Illinois Department of Transportation

CAG Member Profile & Attendees

William “Bill Abbott	Whiteside County Board
Randy Balk	City of Fulton
Heather Bennett	Fulton Chamber of Commerce
Allen Bush	Business Owner/Farmer Land
Daniel Dugal, Sr.	Home Owner
Arlyn Folkers	Farmer
Elisa Rideout	Whiteside Natural Area Guardians
Russell Holesinger	Developer/Ethanol Plant
Barbara Suehl-Janis	Business Owner/Fulton Rotary and Kiwanis Club
Eric Janvrin	Farmer
Roger Johnson	Business Owner
Francis Kelly	Home Owner
Doug Kuehl	Farmer
Glen Kuhlemeir	Blackhawk Hills RG&D Council
Matt Lillpop	Whiteside County Farm Bureau
Barbara Mask	Fulton Historical Society
David Mickley	Farmer
Karen Nelson	Home Owner
Everett Pannier	Morrison Area Development Corp.
Phil Renkes	Morrison Rotary Club
William “Bill” Shirk	Morrison Preservation Historic Commission
Scott Shumard	City of Sterling
Dale Sterenberg	Farmer
Betty Steinert	Whiteside County Economic Development Corp.
Jody Ware	Morrison School Superintendent
Doug Wiersema	Rock Falls Chamber of Commerce

Total Attendees: 26

Goals of Meeting

- Highlighted Stakeholder Involvement Plan
- Explained the CSS/CAG Process
- Discussed Community Context Audit Form Exercise
- Developed a Problem Statement
- Presented Project Logo Concepts

Group Exercises included

Exercise 1: Identified and Categorized key Issues - Discussed key issues and prepared key issues as a group. After the consultant team recorded the key issues and identified their category the members regrouped and individually voted on their top 5 categories. See Attachment for Results.

Exercise 2: Developed a Problem Statement – Each table Developed a "Problem Statement" using the top 5 category results from the voting ballots. See Attachments for Results.

Exercise 3: Presented Project Logo Concepts – Logo concepts were presented and members asked to carry these forward to modify, add to, or approve during the next CAG meeting.

Exercise 4: Community Context Audit Form – Each member was required to complete a Community Context Audit Form and turn them in to the consultant at the end of the meeting. Results will be presented at this PSG meeting.

CATEGORIES

Social/Economic
Cultural
Natural Resources
Flood Plains/Wetlands
Parks/Natural Areas
Energy
Permits
Impacts
Aesthetics
Roadway Characteristics
Roadway Capacity
Safety
Maintenance Cost

Agricultural
Air Quality
Water Quality
Special Waste
Noise
Mitigation Measures
Visual/Construction

Bicycle & Pedestrian
Structures
Access
Construction
Utilities

Illinois Department of Transportation

Key Issues Identified (and Categorized)

Social Economic (96)
Economic Development (+3)
Loss of Business (+2)
Property Values
Truck Stop
Stay Close to Morrison Business District (+1)
Business along all US 30
Access to Future Industrial Parks (+1)
Economic Development of Business from 4 Lanes
Whiteside County – No Comprehensive Plan
Loss of Agricultural ground
Property Loss
Assist Tourism
Relocations

Access (50)
To IL 78
Either End – Termini
Stay as close to Morrison
Access to Future Industrial Development
Maintain adequate shoulder
Access easily to all of County
Access from I-88
Need ending in Rock Falls to properties
Railroad
Access to Bridge to West

Agriculture (50)
Sep. of Farmland
Access for Equipment
Drainage (+1)
Morrison Access
Generation Farms (+1)
Loss of "Class A" Land

Roadway Characteristics (22)
Abandonment of Existing Route
(Utilize as much of U.S. 30 Existing)
Shorten Travel

Safety (60)
Bus Route (Esp. School)
High Traffic Volume
Farm Equipment
Twin Oaks Railroad
Safety Issues

Construction (13)
Railroad
Use Existing
Bridges
RR Overpasses
Phasing construction for access to Township Road

Natural Resources (3)
Degradation
Impacts

Roadway Capacity (16)
Traffic Flow
Truck Traffic
Spurs Business

Structures (15)
Bridges
RR Overpasses
Interchanges

Permits (0)

Parks Natural Areas (4)
Degradation

Utilities (3)

Aesthetics (0)

Water Quality (0)

Visual/Construction Impacts (0)

Energy (0)

Noise (3)

Flood Plains/ Wetlands (10)
Degradation
Impacts
Impacts to Wetlands

Special Waste (0)

Bicycle/ Pedestrian (1)
Connect to existing Bike Trails

Mitigation Measures (3)

Maintenance (0)

Top Categories

Social Economic (96)

1. Economic Impacts
2. Property Impacts
3. Safety (60)
4. Access (50)
5. Agriculture (50)

Problem Statement Exercise Results

Table 1: Whiteside County between Fulton and RF is caused by increasing traffic, overloading the existing facilities. An optimal solution is to develop and enhance Hwy 30 focusing on safety and economic development while minimizing effects on agricultural and adjacent property owners.

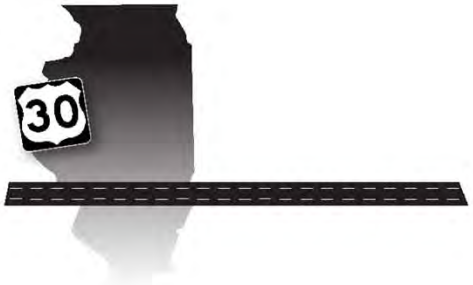
Table 2: The transportation problem on Highway 30 through Whiteside County is a two-lane highway that needs to be four-lane highway for safety and economic issues.

Table 3: Enhance the economic development on the new Rout 30 corridor and to provide improvements to safety and traffic flow while preserving agricultural access and assets.

Table 4: To safely enhance the economic development of the US 30 corridor in a socially sensitive way considering our agricultural heritage and stewardly management of our natural resources; and for the benefit of all communities of Whiteside County.

Table 5: Multi-lane Route 30 development will enhance economic development; provide jobs, while safely traversing Whiteside County and striving to conserve and preserve Agricultural Land and recreational opportunities

Proposed Project Logos



COMMUNITY CONTEXT AUDIT RESULTS

COMMUNITY CONTEXT AUDIT ASSEMENT RESULTS
TOP FIVE COMMUNITY CHARACTERISTICS OR ISSUES OF IMPORTANCE ACCORDING TO CAG MEMBERS – CAG INTEREST GROUPS IDENTIFIED

COMMUNITY CHARACTERISTICS, ISSUES AND RESOURCES	COMMUNITY ADVISORY GROUP REPRESENTATIVES
COMMUNITY CHARATERTICS / LAND USE ASSEMENT	INTEREST GROUPS
Is this place a rural/agricultural area?(18)	• FARMERS • HOME OWNERS /FARME LAND • MAYORS (FULTON, MORRISON, ROCK FALLS and STERLING) • HISTORICAL SOCIETY • WHITESIDE NATURAL AREA GAURDIANS (NAGS) • PRESEVATION COMMISSION • STATE PARK
Are there important natural features within the project area? (11)	
Is this place an established center? (10)	
Is this place a multi-media transportation center? (9)	
Are there important cultural features or identifiers which convey information about the community within the project area? (9)	
Are there important architectural features within the project area? (9)	
Are there social/community features or identifiers within the project area? (9)	
INFRASTUCTURE ASSEMENT	INTEREST GROUPS
Signals (Traffic, Directional and Pedestrian) (10)	• WHITESIDE COUNTY ENGINEER • LEAGUE OF ILLINOIS BICYCLIST
Crosswalks (8)	
Pedestrian Crossings (8)	
Bicycle Lanes, Paths and Facilities (7)	
Street Lighting (6)	
NEIGHBORHOOD CULTURE, AESTHETICS, and STREET AMMENTIES ASSEMENT	INTEREST GROUPS
Traffic Safety (18)	• WHITESIDE COUNTY ENGINEER • STAE PARK • NAGS • UNIVERSITY and LOCAL SCHOOL
Community Safety Issues (16)	
Neighborhood Parks, Open Space, Civic Areas (12)	
Way Finding Signage (11)	
Street Trees (8)	

CONTINUED COMMUNITY CONTEXT AUDIT RESULTS

COMMUNITY CHARACTERISTICS, ISSUES AND RESOURCES	COMMUNITY ADVISORY GROUP REPRESENTATIVES
ECONOMIC DEVELOPMENT ASSEMENT	INTEREST GROUPS
Do stakeholders include business or other advocacy groups? (19)	•LOCAL AREA CHAMBER OF COMMERCE S
Does the roadway serve as a gateway? (18)	•HISTORIC LINCOLIN HIGHWAY COAILITION (IIHP)
Are visitors attracted to this area? (15)	•ILLINOIS LINCOLIN HIGHWAY ASSOCIATION
Has this area been identified for new development? (14)	•WHITESIDE COUNTY ECONOMIC DEVELOPMENT CORP.
Is the local economy supported by historic, natural cultural, and entertainment resources? (13)	•LOCAL AREA DEVELOPMENT CORPORATIONS •AREA ROTARY and KIWANIS CLUBS •DEVELOPER •US 30 COALITION •IOWA-ILLINOIS HIGHWAY PARTNERSHIP (IIHP) •BUSINESS OWNERS
COMMUNITY PLANNING ASSEMENT	INTEREST GROUPS
Does this project have regional significance? (17)	•IOWA-ILLINOIS HIGHWAY PARTNERSHIP (IIHP) •WHITESDIE COUNTY ECONOMIC DEVELOPMENT CORPORATION
Are there other scheduled or planned projects that may tie into this project or impact this project? (12)	•MUNICPPAL GOVERNEMNT (MAYORS OFFICE)
Has the municipality's adopted a growth management plan or designated growth area? (9)	
Is this project generally consistent with the municipality's comprehensive plan? (8)	
RURAL AREA ISSUES	INTEREST GROUPS
Is access to the farms an issue for you? (17)	•FARM BUREAU
Is field access a concern? (16)	•FARMERS •HOME OWNERS /FARM LAND
Do you believe that trucks create travel problems along roadways in this area? (16)	•MUNICIPAL GOVERNEMNT (MAYORS OFFICE) •WHITESIDE COUNTY ENGINEER
Do you believe utilizing existing roadway within most of the project study area would be beneficial? (15)	
Can you safely drive farm equipment on roadways? (15)	
Do you believe an alternate route around Morrison would be a benefit to the communities in the project area? (15)	
Is crossing railroads a concern in the project study area?	

Project Team Suggested Problem Statement

The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overload the existing traffic system and compromise the safety of the traveling public. There is a need for improved access and economic development within this agriculturally significant region.

CAG Groups

Table 1
The transportation issue in Whiteside County in-between Fulton and Rock Falls is caused by increasing traffic, overloading existing facilities. An optimal solution is to develop and enhance Highway 30 focusing on safety and economic development while minimizing effects on agricultural and adjacent property owners.

Table 2
The transportation problem on Highway 30, through Whiteside County, is a two-lane highway that needs to be a four-lane highway for safety and economic issues.

Table 3
Enhance the economic development on the new Route 30 corridor and to provide improvements to safety and traffic flow while preserving agricultural access and assets.

Table 4
To safely enhance the economic development of the US Route 30 corridor in a socially sensitive way considering our agricultural heritage and stewardly management of our natural resources; and for the benefit of all communities of Whiteside County.

Table 5
Multi-Lane Route 30 development will enhance economic development and provide jobs while safely traversing Whiteside County and striving to conserve and preserve agricultural land recreational opportunities.

Draft Purpose & Need Outline

- PURPOSE & NEED
- FAP 309 (US 30)
- OUTLINE
- Purpose & Need for Action
  - Purpose
  - History
  - Project Location & Description
  - Need
- 1.4.1 **Existing Traffic Conditions & Capacity Deficiencies**
- 1.4.1.1. Existing & Projected ADT & LOS
- 1.4.1.2. Truck Traffic (alleviating truck traffic through Morrison)
- 1.4.2 **Safety**
- 1.4.2.1 Crash Information
- Types & percentages of crashes
- K & A information
- Any 5% selected segments
- 1.4.2.2. Farm Equipment Safety
- Safe for farm equipment to drive on roadway
- 1.4.2.3. School Bus Routes
- 1.4.3. **Access**
- Access for farm equipment
- Access through town
- Railroads
- 1.4.4. **Economic Opportunities**
- Loss of Business/Displacements
- Staying Close to Morrison
- Keep Business in Morrison
- Future Industrial Development
- Preserve Historical Aspect
- 1.4.5. **Agriculture**
- Minimize agriculture impacts

Break !

Corridor Alternatives

- Present Corridors/Segments
- Explain How They were Developed

Corridor Screening Process

Suggest a multiple level screening process to evaluate potential corridor alternatives:

I. Common Sense Elimination – simply does not make sense either from an environmental and/or engineering stand point.

II. Critical Flaw Analysis
Screen potential corridors with exclusionary issues.

III. CAG Corridor Criteria Analysis
Screen potential corridor alternatives against the top five corridor criteria established by the CAG

IV. Screen potential corridors against problem statement

Process Goal: Establish six(6) to eight (8) corridor alternatives to be carried forward. Break will be established at a jump in the scoring process.

First Round

Common Sense Elimination

Corridor Alternatives that simply do not make sense from either an environmental or engineering standpoint.

Second Round

Critical Flaw Analysis

- Screen corridor alternatives that have been determined to be exclusionary.
- Initial exclusionary Criteria are:

  Impacts Nature Preserve
  Impacts State Park
  Impacts Burial Mound
  Impacts Landfill
  Impacts Known Critical Habitat for T&E Species
  Does not reduce truck traffic through city of Morrison
  Requires Railroad Relocation or extensive RR Impacts

Third Round

CAG Criteria Analysis

- Screen corridor alternatives against the top five corridor criteria established by the CAG.
  - 1. Socio-Economic
  - 2. Safety
  - 3. Access
  - 4. Agriculture
  - 5. Roadway Characteristics
- Collectively score each corridor on a scale of 1 to 3 based on their favorability to each of the key issues.
  - 1. Not favorable
  - 2. Moderately Favorable
  - 3. Very Favorable
- Rank Corridor Alternatives based on total scores (goal carry 6 to 8 forward)

5 Key Issues with Identified concerns

Social Economic (96)

Economic Impacts

Economic Development (+3)
Loss of Business (+2)
Assist Tourism
Truck Stop
Stay Close to Morrison Business District (+1)
Business along all US 30
Access to Future Industrial Parks (+1)
Economic Development of Business from 4 Lanes
Whiteside County – No Comprehensive Plan

Property Impacts

Loss of Agricultural ground
Property Loss
Relocations
Property Values

Access (50)

To IL 78
Access to Bridge to West
Either End – Termini
Stay as close to Morrison
Access to Future Industrial Development
Maintain adequate shoulder
Access easily to all of County
Access from I-88
Need ending in Rock Falls to properties
Railroad

Agriculture (50)

Sep. of Farmland
Access for Equipment
Drainage (+1)
Morrison Access
Generation Farms (+1)
Loss of “Class A” Land

Safety (60)

Bus Route (Esp. School)
High Traffic Volume
Farm Equipment
Twin Oaks Railroad
Safety Issues

Fourth Round

Screen Corridors against Problem Statement

The transportation problem in Whiteside County from Fulton to Rock Falls is increasing traffic volume, which overloads the existing traffic system, impedes economic development, compromises the safety of the traveling public, including those who operate farm equipment and drive school buses, and intensifies the need for improved access within this agriculturally significant region.

U.S. Route 30 Community Advisory Group (CAG)

Wednesday October 17, 2007

Odell Community Center/Public Library

Morrison, Illinois

Illinois Department of Transportation

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

U.S. Route 30
Community Advisory Group Meeting #2
October 17, 2007
6:30pm

AGENDA

1. Welcome
2. Review Key Issues & Problem Statements Previously Developed
3. Present Preliminary Problem Statement subsequently Developed & Gain Consensus
4. Present Draft Purpose & Need Outline
5. Break
6. Explain to CAG the PSG process of determining corridors within study bands
7. Present Corridors developed by the PSG
8. Gain Consensus of Corridors to move forward
9. Select Project Logo

Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Exhibit C

PSG Meeting #5
U.S. 30
April 11, 2008

Location: IDOT District 2
Time: 10:00 am
Preparer of Minutes: Jill Calhoun

Attendees

Michael Blumhoff	IDOT D2	Michael.Blumhoff@illinois.gov
Deana Hermes	IDOT D2	Deana.Hermes@illinois.gov
Jay Howell	IDOT D2 S&P	Jay.Howell@illinois.gov
Jon McCormick	IDOT D2	Jon.M.McCormick@illinois.gov
Bill McWethy	IDOT D2	William.McWethy@illinois.gov
Brian Mayer	IDOT D2	Brian.Mayer@illinoi.gov
Mark Nardini	IDOT D2 Environment	Mark.Nardini@illinois.gov
Dawn Perkins	IDOT D2 PD	Dawn.Perkins@illinois.gov
Cassandra Rodgers	IDOT D2 Environment	Cassandra.Rodgers@illinois.gov
Kris Tobin	IDOT D2	Kristine.Tobin@illinois.gov
Jan Twardowski	IDOT D2	Jan.Twardowski@illinois.gov
Michael Hine	FHWA	Mike.Hine@fhwa.dot.gov
JD Stevenson	FHWA	Jerry.Stevenson@dot.gov
John Betker	Corps of Engineers	John.Betker@usace.army.mil
Jill Calhoun	Volkert & Associates	jcalhoun@volkert.com
Bridgett Jacquot	Volkert & Associates	bjacquot@volkert.com
Vic Modeer	Volkert & Associates	vmodeer@volkert.com
Mike Walton	Volkert & Associates	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mary Lou Goodpaster	Goodpaster-Jamison	mlg@gjinc.com
Shelia Hudson (via phone)	Hudson & Associates	hudson.shelia@sbcglobal.net

- Provided to the PSG members were the Meeting Agenda, PowerPoint Presentation, Draft Purpose & Need, Corridor Screening Process, and Corridor Maps developed by the CAG. Please see attachments.

Progress to Date

- Michael Walton presented an overview of the progress made to date.
    - CAG Meeting was conducted on October 17, 2007
    - Traffic Analysis was completed in February 2008
    - Crash Analysis has been submitted and is currently being revised to address IDOT comments
    - Stakeholder Involvement Plan (SIP) has been submitted and awaiting FHWA approval
    - EIS Timeframe was approved by FHWA. The completion of Phase I will be in Fall 2011
    - ESR Results are pending
    - Draft Purpose and Need was submitted to IDOT and will be sent to FHWA for their first round of comments

Draft Purpose and Need

- Mary Lou Goodpaster discussed the Draft Purpose & Need
    - Outlined developed by IDOT D2, BDE & FHWA stated the following Items would be used in the US 30 Purpose & Need to explain the need for the proposed action: Project Status, Capacity, System Linkage, Transportation Demand, Legislation, Safety, and Roadway Deficiencies.

    - Summary of US 30 Purpose & Need (P&N)
        - Improve Traffic Capacity & Reduce Congestion
            - Based on existing and projected level of service and traffic volumes
            - Table 1 in the P&N provides the traffic volumes and Table 3 provides the LOS
            - Existing traffic ranges from 4000 vpd west of Emerson Road to over 13000 east of Prophetstown Road
            - Existing % of trucks ranges from 7-25%
            - 2033 projects 6000 vpd to over 15000 vpd
            - Existing LOS A to E; most of the corridor is C or below
            - 2033 A to E with over half of the segments analyzed at D or E
            - Traffic levels are the highest and LOS the lowest within Morrison
        - Improve Safety
            - P&N summarizes Crash Analysis and roadway deficiencies
            - 2002-2006 crashes summarized in Table 4 of the P&N
            - 568 crashes in this period resulting in 1 fatality and 275 injuries
            - 166 rear-end crashes (29%)
            - 112 turning crashes (almost 20%)
            - Three 5% selected segments in the study area: east and west termini and west of the intersection with Emerson Rd. near Habben Rd. Contributing roadway factors include:
                Lack of left turn lanes
                Insufficient length of right turn lanes
                Poor angles of intersection
                Sight distance limitations for passing

- ❖ Provide for Increase in Transportation Demand
  - Existing facility less than ideal as Class II truck route because of lack of access control and low speed limit in Morrison plus adverse impacts to community from noise and safety concerns
  - Demand is expected to increase both as a result of natural growth and because of new traffic generation such as the ADM ethanol plant expansion in Clinton, increased traffic to the landfill east of Morrison, and future growth of the Morrison Industrial Park
- ❖ Establish Roadway Connectivity
  - Improvement of US 30 would provide a link to existing or planned four or five lane facilities east and west of the project area.

- Draft Purpose & Need Timeline:
  - Submitted to IDOT D2 & Central Office; consultant team received comments and addressed comments,
  - Revised draft submitted April 7th to District 2
  - Mark Nardini stated the Draft has not yet been given to Charles Perino in the Central Office. Once Charles reviews the draft, he will send to FHWA with a formal cover letter
  - Comments are to be received from FHWA by May 7th.
  - Draft P&N will go through another round of review and comment by IDOT D2, BDE, and FHWA
  - NEPA/404 Merger Meeting in September 2008
- A discussion took place regarding when we can begin screening the corridors against the Purpose & Need and in addition present the Purpose & Need to the CAG. It was agreed upon that FHWA would like to first provide comments on the Purpose & Need prior to the corridor screening process taking place and presenting to the CAG. FHWA is currently scheduled to provide comments on the Draft Purpose & Need May 7th. This discussion determined that the PSG does not have to wait for the NEPA/404 meeting in September in order to proceed, but FHWA will give the go ahead that the P&N is ready after they have reviewed the revised P&N to determine if all comments were addressed.

<u>Corridor Screening Process</u>

- Jon Estrem explained the CAG Corridor Development Process
  - The CAG members were seated at 5 predetermined tables that represented cross-sections of the community groups.
  - The consultant team explained engineering and environmental factors that would affect potential corridors and a mock corridor was drawn on a blank map.
  - The CAG drew potential corridors on tracing paper overlaying the environmental issues map and 16 corridors were identified by the CAG
  - The corridors established by the CAG stayed on existing alignments and then south of the Railroad in the western portion of the study area.
  - A corridor has added by the consultant team to the north of US 30 in the western portion of the study area to avoid the railroad

- The next step is to screen the corridors. Mike Walton and Bridgett Jacquot emphasized that the P&N will need to be approved by FHWA and the ESR results will need to be received before the screening process takes place.

- Bridgett Jacquot presented the overview of the Corridor Screening Process (handout attached).
  - This is a tool developed to aid in the preferred corridor selection process.
  - It was emphasized that this will be used in selecting the preferred corridor, not alignment.
  - The corridors are 1400 feet wide.
  - IDOT & the Consultant team will run the corridors developed by the CAG through a multiple level screening process to evaluate corridors.
  - Before the screening process can occur, the PSG & CAG must provide consensus on the process and the ESR results must be received.
  - If a corridor fails screening against the Purpose & Need **(Step I)**, the corridor will be eliminated
  - In **Step V**, the corridor alternatives within each section will be screened against: 1) Environmental factors determined from the ESR Results
    2) Engineering factors determined from the Traffic and Crash Analyses
    3) CAG Corridor Criteria which are the 5 most important issues identified by the CAG
    4) Quantitative data will be developed from this screening step.
  - In **Step VI** the ranking scale will be applied to establish which corridors within each section should be carried forward.
    - There will be detailed documentation of the reasons why corridors are eliminated
  - **Step VII** will establish three maximum corridor alternatives within each section
    - JD Stevenson was concerned about a imposing a maximum limit, therefore, the PSG will wait to examine the outcome of the screening process and associated ranking to determine how many corridor alternatives will be carried forward.
- ESR Results are still pending.
  - Cassandra Rodgers stated that the ESR report is still in the Central Office and is being revised. Cassandra stated that the GIS information is available and she will work with Central Office on providing the consultant team this information.
- JD Stevenson suggested an informal meeting with the environmental resource agencies before the NEPA/404 Merger Meeting in September and before the Public Meeting. It was agreed that the environmental resource agencies will be invited to the next PSG meeting so input and process understanding can be accomplished when eliminated corridor alternatives. **(Step VIII)**

Consensus was given on the screening process with the addition of the environmental resource agency meetings and not predetermining the number of corridor alternatives to be selected within each section.

CAG Meeting #3

- The agenda for CAG Meeting #3 was approved.
- The next CAG meeting was scheduled for Thursday, May 8th, 6 p.m. at the Odell Community Center/Public Library in Morrison
- Discussed requests for two additional CAG members.
    - If only these 2 individuals were added, this would unbalance the representation of the CAG as there are 7 Coalition Members currently on the CAG.
    - Sheila Hudson will contact the Natural Area Guardians and inquire if more individuals would like to be a part of the CAG.
    - John Betker stated that he would do some research to see if he had anyone that would represent the environment and would forward the information to the group.
    - Consensus of the PSG was that the 2 individuals would be asked to join the CAG; then we would pursue the addition of 2 more who would represent environmental groups.

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: *Volkert & Associates, Inc.*
103 Lanter Court
Collinsville, IL 62234

Or via email to: *mwalton@volkert.com*

Illinois Department of Transportation

U.S. Route 30 Environmental Impact Statement & Phase I Design Report

Project Study Group Meeting

Friday

April 11, 2008

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

AGENDA

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

U.S. Route 30
Project Study Group Meeting #4
April 11, 2008
10:00am

30

AGENDA

1. Discuss Progress made to date
   a. Traffic Analysis
   b. Crash Analysis
   c. Stakeholder Involvement Plan (SIP)
   d. EIS Timeframe
   e. Draft Purpose & Need
   f. CAG Meeting (Oct. 17th)

2. Draft Purpose & Need
   a. NEPA Overview
   b. FHWA Guidance
   c. US 30 Purpose & Need
   d. Timeline

3. Corridor Screening Process
   a. CAG Corridor Development Process
   b. Overview of Screening Process

4. Proposed CAG Meeting #3
   a. Date
   b. Agenda

PROGRESS TO DATE

- CAG Meeting (October 17, 2007)
- Traffic Analysis
  - Completed Feb. 2008
- Crash Analysis
  - Has been submitted and is currently being revised to address IDOT comments
- Stakeholder Involvement Plan (SIP)
  - Has been submitted and awaiting FHWA approval
- EIS Timeframe
  - Approved by FHWA; completion of Phase I Fall 2011
- ESR Results
- Draft Purpose & Need

Purpose & Need

- Part of the NEPA Environmental Impact Statement (EIS) process
- The purpose & need of a project plays an important role in three areas of the EIS:
  - Screening alternatives in order to identify those that will be studied in detail
  - Selecting the preferred alternative from those that will be studied in detail
  - Evaluating the No-Action alternative

FHWA Guidance (Technical Advisory T 6640.8A) PURPOSE & NEED

The following is a list of items which may assist in the explanation of the need for the proposed action

1) Project Status
2) Capacity
3) System Linkage
4) Transportation Demand
5) Legislation
6) Social Demands or Economic Development
7) Modal Interrelationships
8) Safety
9) Roadway Deficiencies

US 30 Purpose & Need

Outline developed by IDOT D2, BDE & FHWA stated the following would be used in the US 30 Purpose & Need:

1) **Project Status**
2) **Capacity**
3) **System Linkage**
4) **Transportation Demand**
5) **Legislation**
6) ~~Social Demands or Economic Development~~
7) ~~Modal Interrelationships~~
8) **Safety**
9) **Roadway Deficiencies**

Summary of US 30 P&N

- Improve Traffic Capacity
  - Based on existing & projected LOS
- Reduce Traffic Congestion
  - Based on existing & projected traffic volumes
- Improve Safety
  - Roadway Deficiencies
- Provide for an Increase in Transportation Demand
  - Not ideal for designation as a Class II Truck Route
- Establish Roadway Continuity
  - Provide system linkage in the northwestern portion of the State and within the local transportation network

Draft Purpose & Need Timeline

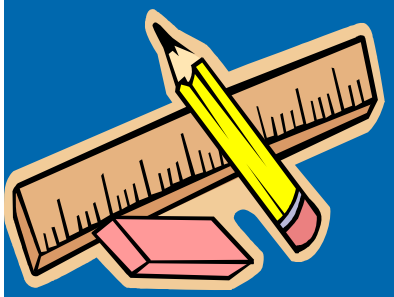
- Submitted to the IDOT District 2 & Central Office
- Have received comments
- Addressed comments
- Revised Draft has been submitted to FHWA on April 7th
- Receive comments from FHWA May 7th
- P&N will go through another round of review and comment
- Take a NEPA/404 Merger Meeting in September 2008

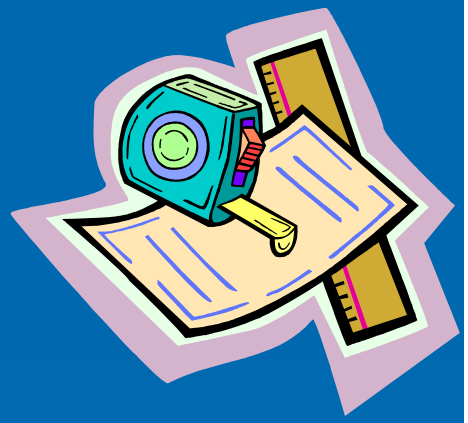
THOUGHTS?

QUESTIONS?

DISCUSSION?

CORRIDOR SCREENING PROCESS





A tool to aid in the corridor selection process

Illinois Department of Transportation

How were the Corridors developed by the CAG?

- Provided Environmental Criteria
- Provided Engineering Criteria
- Tracing paper was overlapped on the project environmental issues map and provided to each table
- Five tables of six to seven CAG members
  - Members at each table were selected beforehand in order for there to be a variety of ideas and interests at each table with developing the corridors.
- Resulted in 16 corridors

CAG CORRIDOR ALTERNATIVES MAP

Corridor Screening Process*

- IDOT & the Consultant team will run the corridors developed by the CAG through a multiple level screening process to evaluate the corridors.
- Before the screening process takes place:

  1) PSG & CAG must provide consensus on the process
  2) Receive ESR Results

**A tool that has been developed to aid in the corridor selection process*

Illinois Department of Transportation

CORRIDOR SCREENING PROCESS

CORRIDOR SCREENING PROCESS

Illinois Department of Transportation

Corridor Screening Process
U.S. 30
April 11, 2008

The Corridor Screening Process is a ***tool*** that has been developed in order to aid in the preferred corridor selection process. The Corridor Screening process will allow for the corridors developed by the CAG to be run through a multiple level screening process for evaluation.

The following must occur prior to the screening process:

- PSG and CAG consensus on this corridor screening process
- Environmental Survey Request (ESR) Results have been completed

I. Screen the corridors against the Purpose & Need

- Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an increase in transportation demand
- Establish roadway continuity

II. Break project into sections for study purposes. The formulation of these sections provides for the evaluation of a manageable series of corridors to simplify the corridor selection process:

- **Section 1** – From the western study area terminus at IL 136/Frog Pond Road to Hillside Road
- **Section 2** – From Hillside Road to Lyndon Road
- **Section 3** – From Lyndon Road to Moline Road
- **Section 4** – From Moline Road to IL 40

III. Consolidate or Combine corridors that are similar within each Section.

IV. Establish corridor alternatives within each Section

This is accomplished by assigning nomenclature as follows:

- Section1 = corridor alternatives A, B, C, D, etc.
- Section 2 = corridor alternatives A, B, C, D, E, F, etc.
- Section 3 = corridor alternatives A, B, C, D, etc.
- Section 4 = corridor alternatives A, B, C, D, etc.

V. Screen the corridor alternatives within each Section against the following environmental, engineering, and CAG corridor Criteria* for which quantitative data will be developed:

- Traffic Operations/Congestion Relief
- Corridor Utilization
- Safety (CAG)

US 30 PSG
April 11, 2008

CORRIDOR SCREENING PROCESS

- Agriculture Land Severance (CAG)
- Displacements
- Property Impacts (CAG)
- Economic Sustainability(CAG)
- Section 4f /6f Properties
- Natural Areas
- Nature Preserve
- Floodplain
- Water Resources
- Wetlands
- T& E Species & Habitat
- Special Waste
- Air Quality
- Construction Cost
- Land Acquisition Cost

VI. Apply a ranking scale to establish which corridor alternatives within each section should be carried forward.

- This ranking scale will be based on the quantitative data associated with each of the screening criteria listed above and then ranked accordingly from the least impact to greatest impact. The outcome will be an average of these ranking scores to establish which corridor alternatives have the least impacts to the corridor alternatives with the greatest impacts.

VII. Establish a maximum of three corridor alternatives within each Section based on the outcome of the screening process and associated ranking scale. These corridor alternatives will be carried forward to the PSG and CAG.

VIII. PSG Meeting - discuss the results of the screening process, associated ranking, and recommended corridor alternatives to be taken to the CAG.

IX. CAG Meeting - Take the recommended corridor alternatives and screening results to the CAG and allow them to select their preferred corridor by choosing corridor alternatives within each section. This preferred corridor will be the CAG recommendation to the PSG.

X. PSG Meeting - Take preferred corridor to the PSG for modification and/or approval.

XI. Public Information Meeting - Take the preferred corridor to a public information meeting

XII. Within this preferred corridor, develop alternative alignments that will be studied in-depth as part of the NEPA EIS process.

US 30 PSG
April 11, 2008

CORRIDOR SCREENING PROCESS

**The environmental information is from the April 2008 Environmental Survey results. The engineering information is from the Crash Analysis and Traffic Analysis. The CAG criteria were established in the Oct. 17, 2007 meeting in which the CAG listed their top five issues of importance.*

THOUGHTS?

QUESTIONS?

DISCUSSION?

Next CAG Meeting

- Date
  - Set date at the PSG
  - Additional CAG Membership Discussion
- Agenda
  - Summary of Previous CAG Meeting
  - Draft Purpose & Need
  - Present the corridors they developed
  - Corridor Screening Process Consensus
  - Stakeholder Involvement Plan
  - Logo

Next PSG Meeting

- Results Screening Process
- Corridor alternatives to be carried forward to the CAG
- ESR Results
- Discuss next Public Information Meeting

THANK YOU

QUESTIONS???

Exhibit C

PSG Meeting #6
September 18, 2008

Location: IDOT District 2
Time: 9:00 am
Preparer of Minutes: Jill Calhoun

Attendees

Deana Hermes	IDOT D2	Deana.Hermes@illinois.gov
Jay Howell	IDOT D2 S&P	Jay.Howell@illinois.gov
Jon McCormick	IDOT D2	Jon.M.McCormick@illinois.gov
Brian Mayer	IDOT D2	Brian.Mayer@illinoi.gov
Mark Nardini	IDOT D2 Environment	Mark.Nardini@illinois.gov
Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Dawn Perkins	IDOT D2 PD	Dawn.Perkins@illinois.gov
Cassandra Rodgers	IDOT D2 Environment	Cassandra.Rodgers@illinois.gov
Kris Tobin	IDOT D2	Kristine.Tobin@illinois.gov
Charles Perino	IDOT BDE	charles.perino@illinois.gov
Michael Hine	FHWA	Mike.Hine@fhwa.dot.gov
Jan Piland	FHWA	janis.piland@dot.gov
Adam Larsen	FHWA	Adam.Larsen@dot.gov
Steve Hamer	IDNR	steve.hamer@illinois.gov
Jill Calhoun	Volkert & Associates	jcalhoun@volkert.com
Bridgett Jacquot	Volkert & Associates	bjacquot@volkert.com
Vic Modeer	Volkert & Associates	vmodeer@volkert.com
Mike Walton	Volkert & Associates	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mary Lou Goodpaster	Goodpaster-Jamison	mlg@gjinc.com
Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net

- Provided to the PSG members were the PowerPoint Presentation and Corridor Maps. Please see attachments.

Introduction

- The meeting began with Sheila Hudson describing the agenda to the PSG.
- Sheila Hudson reviewed the public comments received to date and responses to the comments
    - Majority of comments were requests for general information concerning the project, individuals to be placed on the mailing list, and the purpose & need.
- Sheila Hudson then summarized CAG Meeting #3 conducted on May 8, 2008.
    - Four new CAG members were introduced to the CAG to balance representation. The new CAG members and the groups they represent are:
        Ann Slavin (Friends of the Park/Illinois League of Bicyclists)
        Jerry Paulson (Natural Land Institute)
        Fred Turk (Whiteside Natural Area Guardians)
        Barb Bees (MAPPING Group)
    - Project Logo was selected
    - Revised SIP was presented
    - Draft Purpose & Need was presented
    - The corridors the CAG established at the previous meeting were presented.
    - Corridor Screening was explained to CAG and consensus was granted

Purpose & Need Concurrence

- Bridgett Jacquot explained the Purpose & Need was presented at the NEPA/404 Merger Meeting on September 04, 2008.
    - Concurrence was received from the environmental resource agencies.
    - The Purpose & Need is available on the project website:
        http://www.dot.il.gov/us30/index1.html

Screening Process

- Bridgett Jacquot reviewed the Corridor Screening Process and explained steps 1-7 have been completed.
- The CAG Corridor Map (Handout Map 1) was reviewed. This map showed the corridors (1400 feet wide) developed by the CAG in October 2007.
- Bridgett explained the goal for the PSG today was to complete Step 8-PSG Meeting/Environmental Resource Agency Meeting-discuss the results of the screening process, associated ranking, and recommended corridors to be taken to the CAG.
- Jon Estrem reviewed the Corridor Screening Technical Memo.
    - The first step of the Corridor Screening Process was to screen the corridors against the Purpose & Need. If certain corridors did not meet the Purpose & Need, these were not considered in subsequent steps of the screening process.
    - Explained that Corridor 2I was eliminated because there is no continuity and it does not address traffic demands, congestion or safety issues and therefore does not meet the Purpose & Need. This corridor was therefore not run through the matrix. PSG had no questions or comments.
    - Discussed corridors in Section 4. Concluded the term “No Build” was not being used appropriately in regard to Section 4B. It was agreed that spot improvements could be completed.

- Mark Nardini's concern was continuity throughout the corridor. Jon Estrem stated that continuity does not necessarily mean a 4-lane throughout the corridor.
- Charles Perino noted that the overall recommendation includes improvement of a two-lane or a four-lane and both are possible.
- Corridors 4A and 4C are basically on four lane roadways that have been built to meet or exceed expressway standards. They do not meet the Purpose & Need and can be eliminated from being run through the matrix. Therefore, Corridor 4B is the only remaining option in this section. and will not require a matrix evaluation.

Development of Screening Matrix

- Jon explained the screening matrix was developed upon 23 criteria based upon five sources: Traffic Analysis, Crash Analysis, Environmental Survey Request Results, Public Web Sources, and Whiteside County GIS.
- The screening matrix was reviewed and approved by IDOT, BDE & FHWA.
- The corridors were ranked within each of the sections.
- Dawn Perkins asked for a definition of "Flood Plains: Diagonal Acres and Longitudinal Acres." Mary Lou Goodpaster explained the difference is diagonal acres have more of an impact.
- Cassandra Rodgers asked for a definition of "Forest." Mary Lou Goodpaster and Bridgett Jacquot explained a "Forest" was identified on the cover type map developed by INHS. In addition, USGS maps and aerial photography were used in determining forested areas. Areas labeled as forest in the database may include areas of wooded subdivisions and other areas that are not actually contiguous forest.
- Charles Perino inquired about the ranking of Wetlands, stating that not all wetlands were equal. Bridgett Jacquot explained the points assigned to the wetlands were based upon FQI values. The areas impacted were assigned a point value of 1 through 4 using the criteria provided in the INHS wetland report, with 1 being poor and 4 being excellent. This point value was then multiplied by the acreage. No wetlands within the project area were assigned a 3 or 4 value, two were assigned a 2 value, and the rest were 1 values. Charles recommended that we distinguish between high quality wetlands, such as sedge meadows and forested wetlands, and lower quality wetlands, such as wet meadows, at the next NEPA/404 merger meeting. We should also describe the types of wetland impacts to the CAG.
- Jon Estrem explained the rankings and results in more detail.
    - There were four categories: Traffic & Safety; Environmental Sensitivity- Social & Economic Criteria; Environmental Sensitivity- Additional Criteria; & Cost. Subcategories are within each category.
    - Scores to Rankings: This was done by converting and normalizing the scores and then the totals were compared to other categories. Equalization was completed by category and ranking.
    - Jon demonstrated that he combined all the normalized scores and then ranked them. A higher normalized score always is better. This was done so one category does not override another category.
    - Consensus and approval was again granted to the matrix process with the agreement that scores rather than rank would be shown for individual criteria on various corridors.

- The rankings and scores will be explained to the CAG in terms that are easy to comprehend.; perhaps using a simple graphic to demonstrate the concepts involved. The PSG agreed upon presenting the normalized scores to the CAG instead of the rankings so the CAG will be able to understand the computations and results.
- Individual corridor sections were evaluated independently without reference to connectors between sections. At this point there is no reason prior to the matrix being run to develop connectors between sections. This will be done if corridor selections make the development of connectors necessary.
- Becky Marruffo suggested taking more than one corridor in each section to the CAG and for further study.
- Mark Nardini's expressed concern that the team is limiting options by recommending that only one southern Corridor be carried forward. Becky reiterated that the corridors recommended for further study are 1400 feet wide and multiple alternative alignments may be developed within each corridor.
  Becky reminded the PSG of the budget assigned to this project.
- At the recommendation of the District 2 Environment Section and FHWA, the PSG agreed to retain Corridor 2E (the lone corridor north of Morrison) for further study even though it did poorly in the matrix. If the CAG does not approve the Northern Corridor, it will be explained that the environmental factors need to be studied more in-depth before eliminating. Cassandra Rodgers stated she did not want to eliminate the northern corridor at this point because the results of the ESR Addendum for this area have yet to be received. Charles Perino stated that the due date for these results is January 20, 2009 but unfortunately INHS is having staffing issue and could not promise the results by this date. According to CSS, the project team needs to document the recommendations of the CAG but FHWA and IDOT have the final approval on which corridors will be carried forward for in-depth study.
- In Section 2, Corridors 2A, 2C, & 2L will be combined into one corridor.
- In Section 3, Corridors 3A, 3F, & 3H are eliminated because they do not meet the Purpose & Need. The Corridor Screening Tech Memo will be rewritten to reflect this.
- PSG gave consensus and approved the recommended corridors to be carried forward to the CAG:

Section 1: 1A, 1B, & 1C (which will include a connection to Section 2 which has not yet been developed)
Section 2: combining 2A, 2C, & 2L into one corridor and 2E (north corridor)
Section 3: 3B & 3C
Section 4: 4B

February 2009 NEPA Meeting

- Jan Piland suggested presenting an explanation of the corridor rankings and how this impacted the selected and eliminated corridors at the NEPA meeting February 2009.
- Mike Hine has spoken with Matt Fuller regarding having the US 30 Project Team being placed on the agenda.
- PSG agreed
- Dawn Perkins stated aerial mapping can begin as soon as possible.

CAG Meeting #4

- The next CAG meeting was scheduled for Wednesday, October 15, 6 p.m. at the Odell Community Center/Public Library in Morrison.
- CAG Agenda will be the same as the PSG agenda and the goal is to receive CAG consensus on the corridors to be moved on for further study. This recommendation will be brought to the PSG for approval.
- The CAG invitation will include a copy of the matrix with a simplified explanation of the scoring methodology.
- PSG agreed that if a CAG member has never attended a CAG Meeting and fails to attend the October meeting, the member will be replaced before the next CAG meeting.

Next Steps

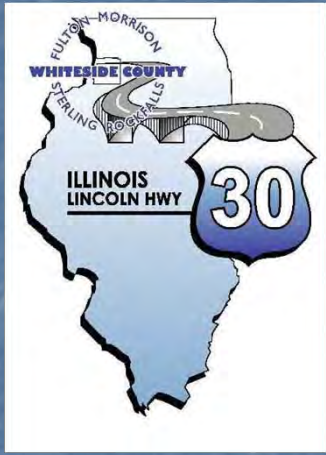
- Mid-November: Bring CAG's recommendation for preferred corridor back to the PSG for approval.
- October & November: Meet with key stakeholders.
- Early December: Public Informational Meeting.
- December-January: Develop & evaluate Reasonable Alternatives in-depth.
- February: Present corridor screening methodology and results to NEPA/404 merger group.

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: *Volkert & Associates, Inc.*
103 Lanter Court
Collinsville, IL 62234
Or via email to: *mwalton@volkert.com*

Illinois Department of Transportation

U.S. ROUTE 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



PROJECT STUDY GROUP

September 18, 2008

AGENDA

1) Public Comments
2) May CAG Meeting
3) Purpose & Need Concurrence
4) Review of Corridors
5) Corridor Screening Process
6) Step 1 Purpose & Need Screen
7) Development of Matrix
8) Results and Ranking
9) Recommendations
10) Consensus of Corridors to be presented to the CAG
11) Next CAG Meeting Date & Agenda
12) Next Steps

Public Comments

Date	Customer's Name	Response
09-05-08	Eric Benson	Traffic analysis that was mentioned was done in 2007 and will be done again 2009; these analyses are done every 2 years. Farmland is an environmental concern; impacts to farmland will be avoided or minimized to the extent possible.
08-06-08	David J. Weber	Explain the purpose of P&N and the time it takes for an EIS
07-25-08	Marlene J. Osterhaus	An email was sent regarding project status. Name was added to the stakeholder mailing list in order to receive project newsletter and information regarding PIMs.
02-12-08	Gary Hayenga	Letter was sent addressing how the Problem Statement was developed and the next steps of the EIS process to complete a P&N
10-18-07	William Boyd	Email sent to Mr. Boyd informing him that his son Jon's contact information has been updated in the US 30 database.
10-15-07	Merle Reisenbigler	Shelia informed Dawn and Carla per email that the newsletters were sent to both Ms. Zaagman and Mr. Burns.
09-06-07	Edwin Rahn	The road description is from Indiana to I-39 on US 30 North from there to Wisconsin. This section is not included in the US 30 project we are working on; the area we are covering is 50 miles to the west from Rock Falls to Fulton in Whiteside County.
09-07-07	Larry Fiehn	Mr. Fiehn was contacted by phone to inform him that the meeting was not a Public Information Meeting but a CAG meeting and is by invitation only.

CAG Meeting
May 8, 2008

- New Members
  - Ann Slavin (Friends Of the Park/Illinois League of Bicyclist)
  - Jerry Paulson (Natural Land Institute)
  - Fred Turk (Whiteside Natural Area Guardians)
  - Barb Bees (MAPPING Group)
- Selected Project Logo
- Revised SIP
- Draft Purpose & Need Statement
- Recap of the CAG Corridors
- Corridor Screening Process

Purpose & Need Concurrence

- NEPA/404 Merger Meeting – September 4, 2008
- Received Concurrence on the P&N from the environmental resource agencies
- P&N available on the project website

  http://www.dot.il.gov/us30/index1.html

Illinois Department of Transportation

Corridor Screening Process
U.S. 30
May 13, 2008

The Corridor Screening Process is a ***tool*** that has been developed in order to aid in the preferred corridor selection process. The Corridor Screening process will allow for the corridors developed by the CAG to be run through a multiple level screening process for evaluation.

The following must occur prior to the screening process:

- PSG and CAG consensus on this corridor screening process
  - Received consensus from the PSG on April 11, 2008
- Environmental Survey Request (ESR) Results have been completed

I. Screen the corridors against the Purpose & Need

- Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an increase in transportation demand
- Establish roadway continuity

II. Break project into sections for study purposes. The formulation of these sections provides for the evaluation of a manageable series of corridors to simplify the corridor selection process:

- **Section 1** – From the western study area terminus at IL 136/Frog Pond Road to Hillside Road
- **Section 2** – From Hillside Road to Lyndon Road
- **Section 3** – From Lyndon Road to Moline Road
- **Section 4** – From Moline Road to IL 40

III. Consolidate or Combine corridors that are similar within each Section.

IV. Establish corridors within each Section

This is accomplished by assigning nomenclature as follows:

- Section 1 = corridor A, B, C, D, etc.
- Section 2 = corridor A, B, C, D, E, F, etc.
- Section 3 = corridor A, B, C, D, etc.
- Section 4 = corridor A, B, C, D, etc.

V. Screen the corridors within each Section against the following environmental, engineering, and CAG corridor Criteria* for which quantitative data will be developed:

- Traffic Operations/Congestion Relief
- Corridor Utilization
- Safety (CAG)

- Agriculture Land Severance (CAG)
- Displacements
- Property Impacts (CAG)
- Economic Sustainability(CAG)
- Section 4f /6f Properties
- Natural Areas
- Nature Preserve
- Floodplain
- Water Resources
- Wetlands
- T& E Species & Habitat
- Special Waste
- Air Quality
- Construction Cost
- Land Acquisition Cost

VI. Apply a ranking scale to establish which corridors within each section should be carried forward.

- This ranking scale will be based on the quantitative data associated with each of the screening criteria listed above and then ranked accordingly from the least impact to greatest impact. The outcome will be an average of these ranking scores to establish which corridors have the least impacts to the corridors with the greatest impacts.

VII. Establish corridors within each Section to be carried forward based on the outcome of the screening process and associated ranking scale. These corridors will be carried forward to the PSG and CAG.

VIII. PSG Meeting/Environmental Resource Agency Meeting - discuss the results of the screening process, associated ranking, and recommended corridors to be taken to the CAG.

IX. CAG Meeting - Take the recommended corridors and screening results to the CAG and allow them to select their preferred corridor by choosing corridors within each section. This preferred corridor will be the CAG recommendation to the PSG.

X. PSG Meeting - Take preferred corridor to the PSG for modification and/or approval.

XI. Public Information Meeting - Take the preferred corridor to a public information meeting

XII. Within this preferred corridor, develop alignments that will be studied in-depth as part of the NEPA EIS process.

**The environmental information is from the April 2008 Environmental Survey results. The engineering information is from the Crash Analysis and*

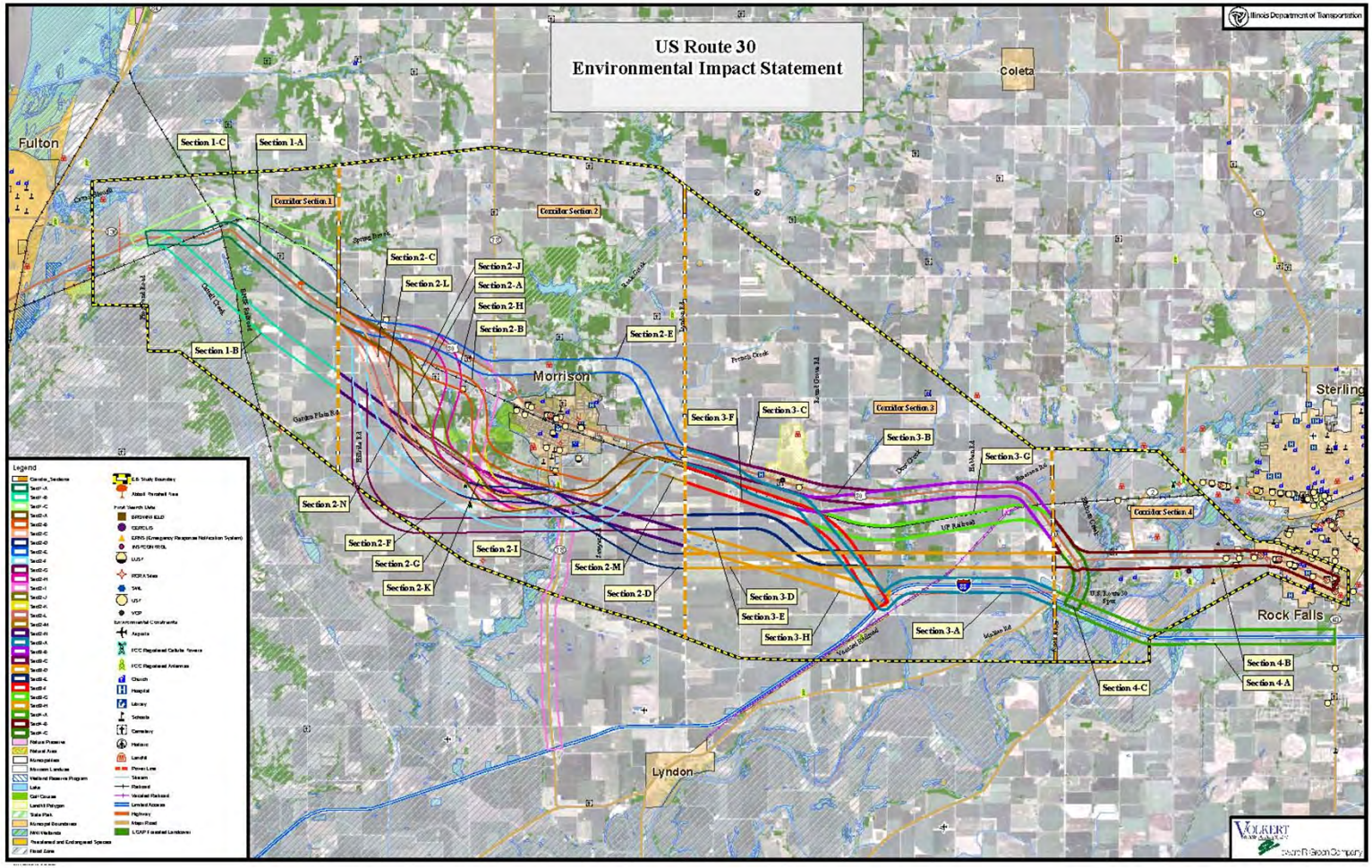
Steps Completed in the Corridor Screening Process

- Steps 1-7 have been completed
- Today want to complete Step 8:

Discuss the results of the screening process, associated ranking, and recommended corridors to be taken to the CAG

Review of Corridors

go to pdf map of CAG Corridors



FAP 309 (U.S. 30)
IL 136/Frog Pond Road Intersection to IL 40
Section: (20-1, 17R, 16, 15, 110) PE1
Job No.: P-92-004-03
Whiteside County

Corridor Screen Technical Memo
July 16, 2008

The first step of the Corridor Screening Process is to screen the corridors against the Purpose & Need. This memo provides documentation outlining the reasons certain corridors did not meet the purpose & need and therefore were not considered in subsequent steps of the corridor screen process.

It should be noted that this portion of the evaluation process is intended to be the initial focus in analyzing reasonable corridors and identifying a recommended corridor for further study (Step 11 of the Phase I Project Development Network). Within the selected corridor reasonable alignments will then be identified, and the No-Build Alternative will be considered with these alignments (Step 27 of the process).

The key elements of the Purpose & Need to be addressed within the project study area are:

- Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an increase in transportation demand
- Establish roadway continuity

Please see the U.S. 30 corridor map that illustrates the corridors discussed below.

1) **Corridor 2I** – This corridor runs along existing U.S. 30 until it reaches IL 78 North, then heads south and goes cross-country west of Morrison. It then turns east and connects into existing IL 78 south of Morrison which it follows south to I-88.

   The U.S. 30 project's purpose is to establish an east-west corridor in Whiteside County that fulfills the Purpose & Need elements as listed above. This corridor does not fulfill these needs as it does not provide a roadway that serves the majority of those travelling on U.S. 30 and does not establish roadway continuity. It does not provide a direct and logical connection nor does it maintain continuity between the communities of Morrison/Fulton and Sterling/Rock Falls. As evidenced by the existing lower volume of traffic on IL 78, this corridor would not provide the direct access needed by and between these communities.

   Second, the corridor departs from the intended east-west path and travels south to I-88. This path is 5.9 miles more than the existing route. Given this significant departure from the established corridor, a large portion of the U.S. 30 through traffic could reasonably be expected to remain on the existing corridor rather than reroute along Corridor 2I and continue east to I-88.

   Based on the expectations described above, it is anticipated that Corridor 2I would not facilitate existing traffic needs and therefore would not improve capacity nor reduce congestion. As such the corridor can not be expected to meet the additional traffic demand or improve safety and will not be considered further.

2) **Corridor 4A –** This corridor runs along I-88 from Moline Road heading east to IL 40 just south of Rock Falls. This section is an existing 4-lane freeway. Although the project study limits are carried out to IL Route 40 at the eastern terminus, improvements will not be necessary along this section of the corridor to fulfill the purpose and need of this proposed project. As such it represents a No-Build alternative and will not be considered as a build corridor.

3) **Corridor 4B –** This corridor runs along existing U.S. 30 from Moline Road heading east to IL 40 in Rock Falls and is 4.83 miles in length. A minimum design Level of Service (LOS) B is suggested for a rural arterial facility as stated in the Purpose & Need.

   Based on traffic analysis of existing U.S. 30, the 3.3 mile two-lane section between Moline Road and Prophetstown Road has an existing LOS B. The five-lane section between Prophetstown Road and IL 40 has a LOS A. Neither of these sections would require geometric improvements to fulfill the requirements of the Purpose and Need. As such the corridor represents the No-Build alternative and will not be considered as a build corridor.

4) **Corridor 4C** – This corridor runs along the existing U.S. 30 spur which connects U.S. 30 at Moline Road to I-88. It is 0.85 mile in length and consists of an existing four-lane expressway cross section. This roadway segment has an existing LOS A and would not require geometric improvements to fulfill the the requirements of the Purpose and Need. As such it represents a No-Build alternative and will not be considered as a build corridor.

Development of Screening Matrix

- Criteria
  - 23 criteria; some of which had sub-categories
    - Traffic & Safety
    - Environmental Sensitivity – Social & Economic Criteria
    - Environmental Sensitivity – Additional Criteria
    - Cost
- Sources
  - Traffic Analysis, Crash Analysis, Environmental Survey Request Results, Public web sources, Whiteside County GIS
- Reviewed and approved by IDOT, BDE, & FHWA

Results & Ranking

- The lower the point total, the higher the rank
- The corridors were ranked within each of the four sections

	SECTION 1		
	1A	**1B**	**1C**
Corridor Overall Rank Totals	5 points	9 points	10 points
Overall Corridor Rank	**1**	**2**	**3**

CORRIDOR SELECTION

- Corridors that will be recommended to the CAG will be 1400 feet wide
- Various alternative alignments will be developed within the corridors

Section 1

continue to have the pdf map up and go to the Section 1 bookmark

- 1A – Existing alignment ranked #1 (5 points)
- 1B – South of U.S. 30 ranked #2 (9 points)
- 1C – North of U.S. 30 ranked #3 (10 points)

RECOMMENDATION IN SECTION 1

continue to have the pdf map up and go to the Recommendation Section 1 bookmark

- *Carry Corridor 1A forward to the CAG*

Section 2

continue to have the pdf map up and go to the Section 2 bookmark

- 2A, 2C, & 2L ranked #1 (16 points)
- 2J ranked #4 (21 points)
- 2B ranked #5 (27 points)
- The remaining corridors in Section 2 had 28 points and higher

RECOMMENDATION IN SECTION 2

continue to have the pdf map up and go to the Recommendation Section 2 bookmark

- *Carry 2A, 2C, & 2L forward to the CAG*
- *Allow CAG to choose preferred corridor*

Section 3

continue to have the pdf map up and go to the Section 3 bookmark

- 3C on existing alignment ranked #1 (12 points)
- 3B just south of U.S. 30 near the landfill ranked #2 (14 points)
- 3F just south of UPRR and connects to I-88 ranked #3 (17 points)
- The remaining corridors in Section 3 had 18 points and higher

RECOMMENDATION IN SECTION 3

continue to have the pdf map up and go to the Recommendation Section 3 bookmark

- *Carry 3B & 3C forward to the CAG*
- *Allow CAG to choose preferred corridor*

Recommended Corridors to be Carried forward to the CAG

** continue to have the pdf map up and go to the Overall Recommendation bookmark**

- Section 1 – 1A
- Section 2 – 2A, 2C & 2L
- Section 3 – 3B & 3C
- Section 4 – 4B

Consensus on Corridors to Carry Forward to CAG

CAG AGENDA

- Wednesday October 8th
- Same agenda as this PSG Meeting
- Select a preferred corridor to recommend to the PSG

NEXT STEPS

- Bring preferred corridor recommendation back to the PSG for approval (mid- November)
- Meet with Key Stakeholders (October & November)
- Public Informational Meeting (Early December)
- Develop & Evaluate Reasonable Alternatives In-Depth (December-January)

QUESTIONS?

 Exhibit C

PSG Meeting #7
U.S. 30
December 16, 2008

Location: IDOT District 2
Time: 1:00 pm
Preparer of Minutes: Jill Calhoun

Attendees

Jay Howell	IDOT D2	Jay.Howell@illinois.gov
Brian Mayer	IDOT D2	Brian.Mayer@illinois.gov
Mark Nardini	IDOT D2	Mark.Nardini@illinois.gov
Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Dawn Perkins	IDOT D2	Dawn.Perkins@illinois.gov
Cassandra Rodgers	IDOT D2	Cassandra.Rodgers@illinois.gov
Bill McWethy	IDOT D2	William.McWethy@illinois.gov
Barbara Stevens (via phone)	IDOT BDE	Barbara.Stevens@illinois.gov
Charles Perino (via phone)	IDOT BDE	charles.perino@illinois.gov
Michael Hine (via phone)	FHWA	Mike.Hine@fhwa.dot.gov
Adam Larsen	FHWA	Adam.Larsen@dot.gov
Jill Calhoun	Volkert & Associates	jcalhoun@volkert.com
Vic Modeer	Volkert & Associates	vmodeer@volkert.com
Mike Walton	Volkert & Associates	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mary Lou Goodpaster	Kaskaskia Engineering	mgoodpaster@kaskaskiaeng.com
Bridgett Willis (via phone)	Hudson & Associates	willis.hudsonassoc@sbcglobal.net

- Provided to the PSG members were the PowerPoint Presentation and Explanation of Traffic Values used in the Corridor Screening Matrix. Please see attachments.

Introduction & Review of Corridors

- Mike Walton reviewed the meeting agenda.
- Mike reviewed the original sixteen corridors in the established four sections of the corridor study area.
- Mike then reviewed the corridors that the PSG recommended be carried forward to the CAG, which were: Section 1- 1A & 1C
  Section 2- 2A, 2C, 2L & 2E
  Section 3- 3B & 3C (+3D & 3E)

- As a result of guidance at the September PSG and corresponding changes :
  - Corridor 2L emerged as clear leader in Section 2
  - Corridors 2A & 2C were deselected but 2E was retained
  - Corridors 3D & 3E were added.
- These changes were coordinated with the PSG and the revised list of recommended corridors was presented at the CAG Meeting. (reviewed map)

CAG Meeting #4

- Mike Walton discussed Community Advisory Group Meeting #4, conducted on November 6, 2008 at the Morrison Technical Institute in Morrison Illinois.
  - The CAG Agenda was as follows:
    - Purpose & Need Concurrence
    - Review CAG Corridors
    - Review Screening Process
    - Screening Process Results
    - Corridors Retained by Project Study Group
    - CAG Recommendations for PSG to consider
    - Next Steps
    - Updated Project Timelime
  - CAG members accepted the matrix evaluation process and had no questions about the matrix or its development.
- CAG Corridor Input & Recommendations
  - CAG was divided into 5 groups/tables with a mixture of members at each to represent all community groups.
  - Each group assessed the PSG corridors in each section and gave input and recommendations.
  - Section 1
    - All comments were directed at Corridor 1A:
      - -Preferred; Less Farmland
      - -More original route
      - -Would disrupt fewer wetlands
      - -Follows current Route 30
      - -Housing disruptions
      - -Could be continued further east to disrupt less farmland
      - -Highest benefit to cost
      - -Less environmental impact
      - -Save land acquisition costs
      - -Avoid more separations
      - -Seems to be more direct route
      - -By far the best choice
    - Concerns:
      - -Make sure farm equipment has access
      - -Not too much frontage off existing owners
      - -Farm owners with land on both sides being able to cross
      - -Concern about traffic during construction
      - -Doesn't disturb too much land

PSG Discussion on CAG comments on Section 1:

- Mike Walton noted that 1B was not recommended for further study at last PSG and no comments were directed or written about 1C.
- Mary Lou Goodpaster believes the lack of comments equals 1C being not favorable to the CAG and the PSG agreed.
- Mike Hine asked about the comment "avoids more separations." Mary Lou Goodpaster explained this means less severances of farmland.
- Mary Lou stated that Section 1 is primarily agricultural and that most of the comments on this section came from farmers. The farmers' main focus is access across US 30.
- Charles Perino's concern is the engineering solutions with the railroads and Section 1A has the most railroad crossings.

- <u>Section 2</u>
  - All CAG comments were directed at Corridors 2L & 2E.
  - <u>Corridor 2L</u>

    -Would have a railroad overpass if connects to 3C or 3B (better response times for emergency vehicles/no railroad in way)
    -Provides closer access to industrial park
    -IL 78 – think about truck traffic out of town
    -Easier to expand Morrison infrastructure
    -Preferred; benefit of railroad overpass for emergency vehicles in Morrison
    -Proximate to Industrial Park, City Utilities, Provides overpass for UPRR public safety, emergency vehicles N-S
    -Impacts more farms but would benefit Morrison expansion & Industrial Park
    -Impact on hardwood timber
    -No comprehensive plan has been developed so we can not really recommend
    -Avoid Park, covered bridge, wildlife areas
    -Services Morrison Industrial Park
    -Creates a good area on east edge of Morrison for overpass
    -Best choice as it is close to the industrial area

    - Concern: Traffic plan with IL 78
  - <u>Corridor 2E</u>

    -Less farmland affected
    -Would affect greenway on North
    -May affect future growth of prime residential (Morrison expands north)
    -Would cut Morrison off from state park & cuts off greenways plan
    -Cuts Morrison off from Park
    -Infrastructure much more difficult to build North vs. South of city
    -Takes prime residential development land
    -Takes us away from IL 78 and Industrial Park
    -Cuts us off from Greenways & Trails Plan
    -Morrison would benefit significantly from overpass
    -Not acceptable-isolates park from city, crosses prime residential territory, difficult for provision of utilities, crosses greenways
    -Has a lot of elevation changes-could cause erosion concern

PSG Discussion of CAG comments on Section 2:

- Mary Lou stated the CAG explained it was hard to judge the indirect impacts if there is not a Comprehensive Plan in place.

- Mary Lou and Vic Modeer explained the CAG is still confused regarding the difference between corridors and alignments.
- Greensway Plan was discussed. A map of this plan was requested from Morrison but IDOT has not yet received a copy. Dawn Perkins will again request a copy of the map.
- Vic Modeer pointed out that CAG members who are not affected in certain sections are not commenting on these areas.
- Discussed the CAG's focus on IL 78 and whether IL 78 needs to be discussed as part of the project or if this is a separate focus.
  - Becky Marruffo reiterated that IL 78 is not in the Purpose & Need.
  - Mike Hine stated that IL 78 would be an additional study and US 30 truck traffic is more important.

- Section 3
  - Comments received for Corridors 3B, 3C, 3D, 3E & 3F
  - Corridor 3B
    -Goes away from landfill
    -Seems the best; it goes along section lines & follows existing US 30; no parallel highways
  - Corridor 3C
    -Follows existing route and deals with landfill traffic
    -Landfill is affecting traffic. This is driving the need to solve the traffic problem.
    -Provides opportunity for UP rail overpass
    -Preferred
    -2L to 3C: Will give Morrison a much needed overpass
    : Eliminates one more rail crossing
    : Follows existing US 30 Corridor, so less land acquisition required
  - Corridor 3D
    -Appears to pass through many farmsteads
  - Corridor 3D & 3E
    -Would interrupt the continuity of the Lyndon Prairie
  - Corridor 3E
    -Diagonally cuts one farm
    -Most direct route to I-88 using easternmost portion of 3F to connect to I-88 half way between Morrison and Sterling/Rock Falls
  - Corridor 3F
    -1 person preferred: is direct to I-88
    -Less construction costs to utilize I-88

  PSG Discussion on CAG comments on Section 3:
  - It was agreed that the CAG again confused the difference between alignments and corridors; especially in reference to the Lyndon Prairie.
  - 3A, 3F, and 3H were eliminated because they did not meet Purpose & Need

- Section 4
  - No Build or include in a later Phase of construction/improvement because of cost
  - Traffic on this section may not be significant
  - US 30 could end at Junction I-88
  - Section 4 is unnecessary- Use 4C
  - Preferred "No Build" – why go through Rock Falls?

- Major environmental impacts on Rock River & creek & wetlands
- ROW constrained by quarry & power lines
- 4B or 4C
- Use I-88 from east to west and connect to Rte. 30 at Wal-Mart Distribution Center
- No traffic congestion in this area
- Bridge Costs

PSG Discussion on CAG comments on Section 4:

- There was substantial confusion by the CAG concerning the difference between corridors and alignments in this section.
- Mike Walton stated the CAG questioned the need for improvements in this section. He explained Rock Falls members wanted this section included but some of the other CAG members did not want this to be considered a priority.

- Summary of CAG Discussion
  - Section 1- CAG Consensus: Recommend 1A
    Section 2- CAG Consensus: Recommend 2L
    Section 3- No CAG Consensus: 3B & 3C generally accepted
    Section 4- No CAG Consensus: some concern about 4B
  - CAG was told that all comments would be taken back to the PSG, which has the final decision on which corridors would be carried forward.
  - The CAG meeting goal of obtaining input and comments was accomplished.

Other Questions & Comments

- Mike Walton reviewed the two general comments received from two CAG members in October & November (see attached).
- Doug Wiersema's comment was made prior to the CAG meeting, and he did not attend the CAG meeting.

Remaining Corridors

- Discussed the corridors to be presented at the FHWA NEPA/404 Merger Meeting.
- All alignments can be connected and pursued.
- Mike Hine discussed the February NEPA/404 Merger Meeting. Regarding the corridors eliminated by not meeting the Purpose and Need, we can eliminate any corridor that does not meet the Purpose and Need. Before other corridors are eliminated, we should develop one of more preliminary alignments within those corridors, along with evaluating the potential impacts. At the next meeting, we should only discuss the corridors that did not meet the Purpose and Need.
- Charles Perino stated he sent an email to Dawn concerning potential impacts of Corridor 2E and recommending additional study of this Corridor.
- PSG agreed the matrix will be used to evaluate alignments within corridors.

Design Team Recommendations & Consensus

- Corridors to focus study of alignments are:
  Section 1- 1A
  Section 2- 2L, 2E
  Section 3- 3B & 3C (combined)
  Section 4- 4B

- Design Discussion:
  - 2L: Mark Nardini stated this would include an interchange with IL 78, which may have a large wetland impact.

: Mary Lou asked whether a design exception could be requested to reduce the wetland impact.

- PSG agreed to consider an expressway design in each section.

Impacts Data

- Mary Lou asked Charles Perino if the environmental report for the northern section of the study area was available.
- Charles stated the final report for the southern section has been received. The GIS files for the wetlands in the northern portion of the study area have been received, but the final report for the northern portion will not be complete until January.
- Dawn has posted the final environmental report for the southern portion of the study area to Stellant.
- Mike Walton provided Charles with the email address of GIS coordinator Trevor Westover of KEG. Charles will email the GIS information to Trevor when received.

Next Steps

- Stakeholder Meetings
- Public Informational Open House: will be held from 1pm to 7pm. Dates are being explored and Sheila Hudson will try to reserve the Odell Community Center for January 29th
- NEPA/404 Merger Meeting: February 3rd, 2009
- Develop Preliminary Alternatives within selected corridors

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: *Volkert & Associates, Inc.*
103 Lanter Court
Collinsville, IL 62234
Or via email to: *mwalton@volkert.com*

Illinois Department of Transportation

U.S. ROUTE 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

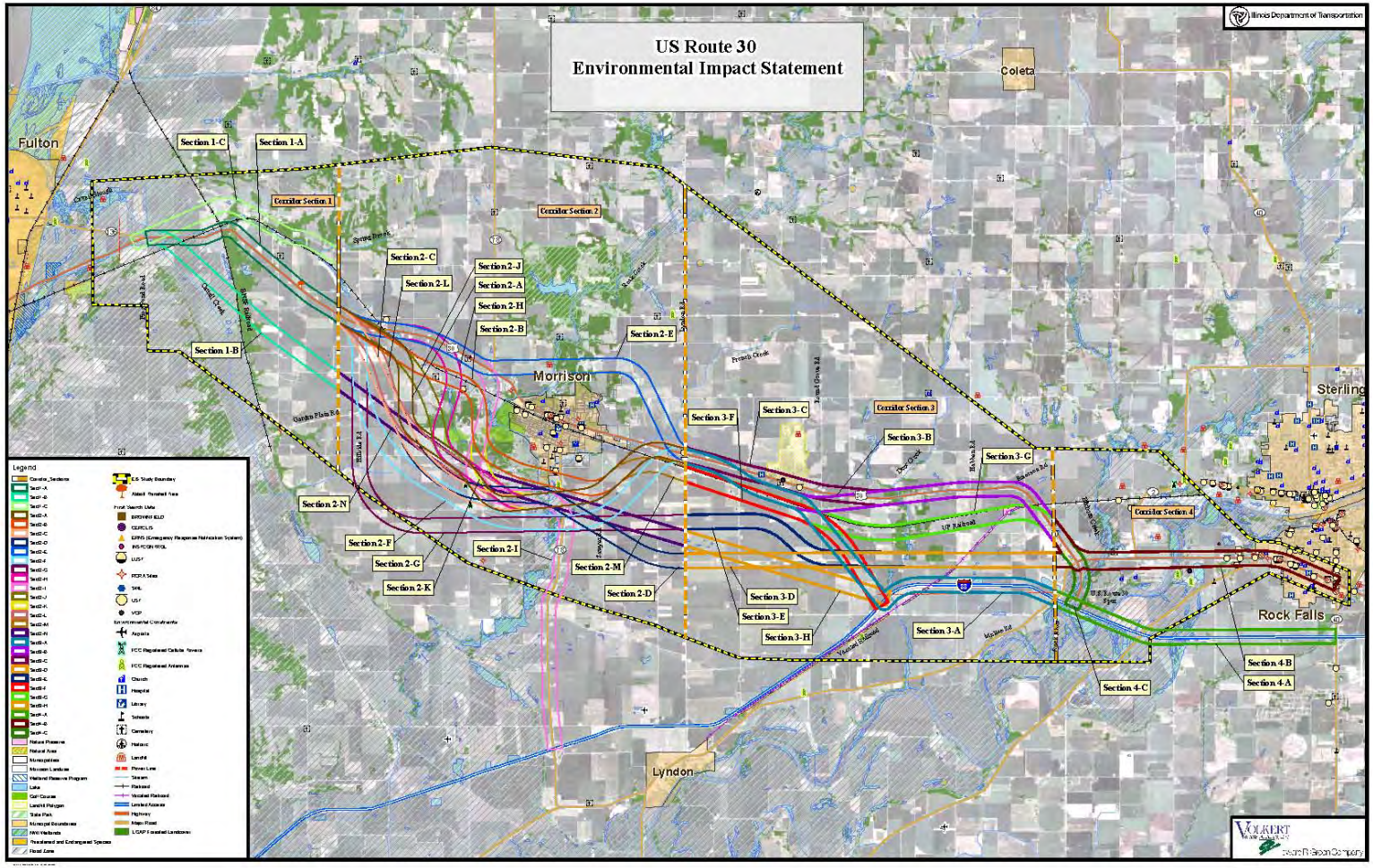
PROJECT STUDY GROUP MEETING

December 1, 2008

AGENDA

1) Review of Corridors
2) September PSG Meeting and Follow-up
3) November CAG Meeting – CAG Input & Recommendations
4) Other Questions & Comments
5) Design Team Recommendations
6) PSG Consensus
7) Next Steps

Review of Corridors



PSG Recommended Corridors Carried forward to the CAG

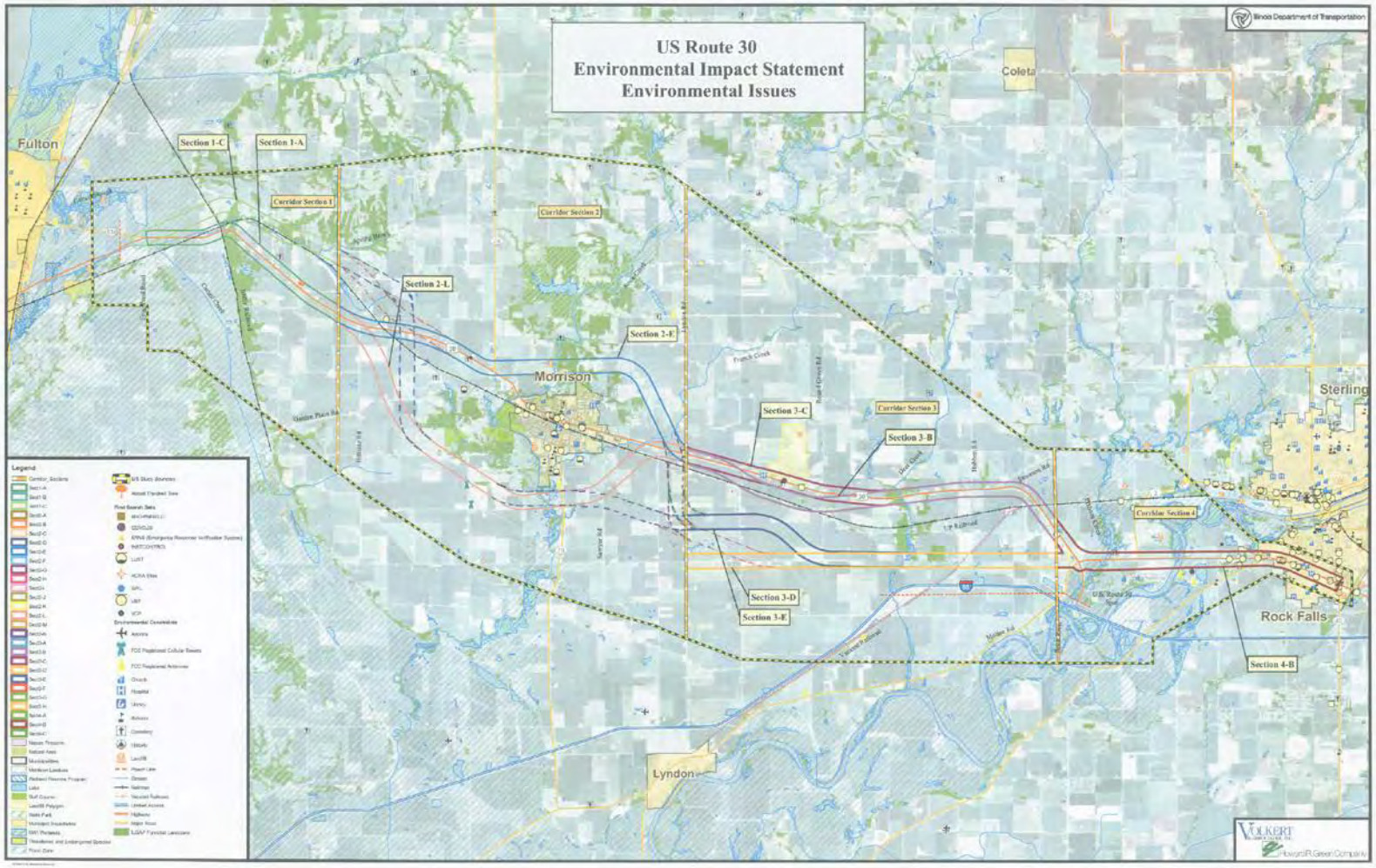
- Section 1 – 1A & 1C
- Section 2 – 2A, 2C , 2L & 2E
- Section 3 – 3B & 3C (+ 3D & 3E)
- Section 4 – 4B

As a result of guidance at the September PSG and corresponding changes :

- Corridor 2L emerged as clear leader in section 2
- Corridors 2A & 2C were deselected but 2E was retained
- Corridors 3D& 3E were added

These changes were coordinated with the PSG and the revised list was presented at the CAG Meeting

PSG Recommended Corridors



U.S. Route 30
Community Advisory Group Meeting #4
November 6, 2008
6:00pm

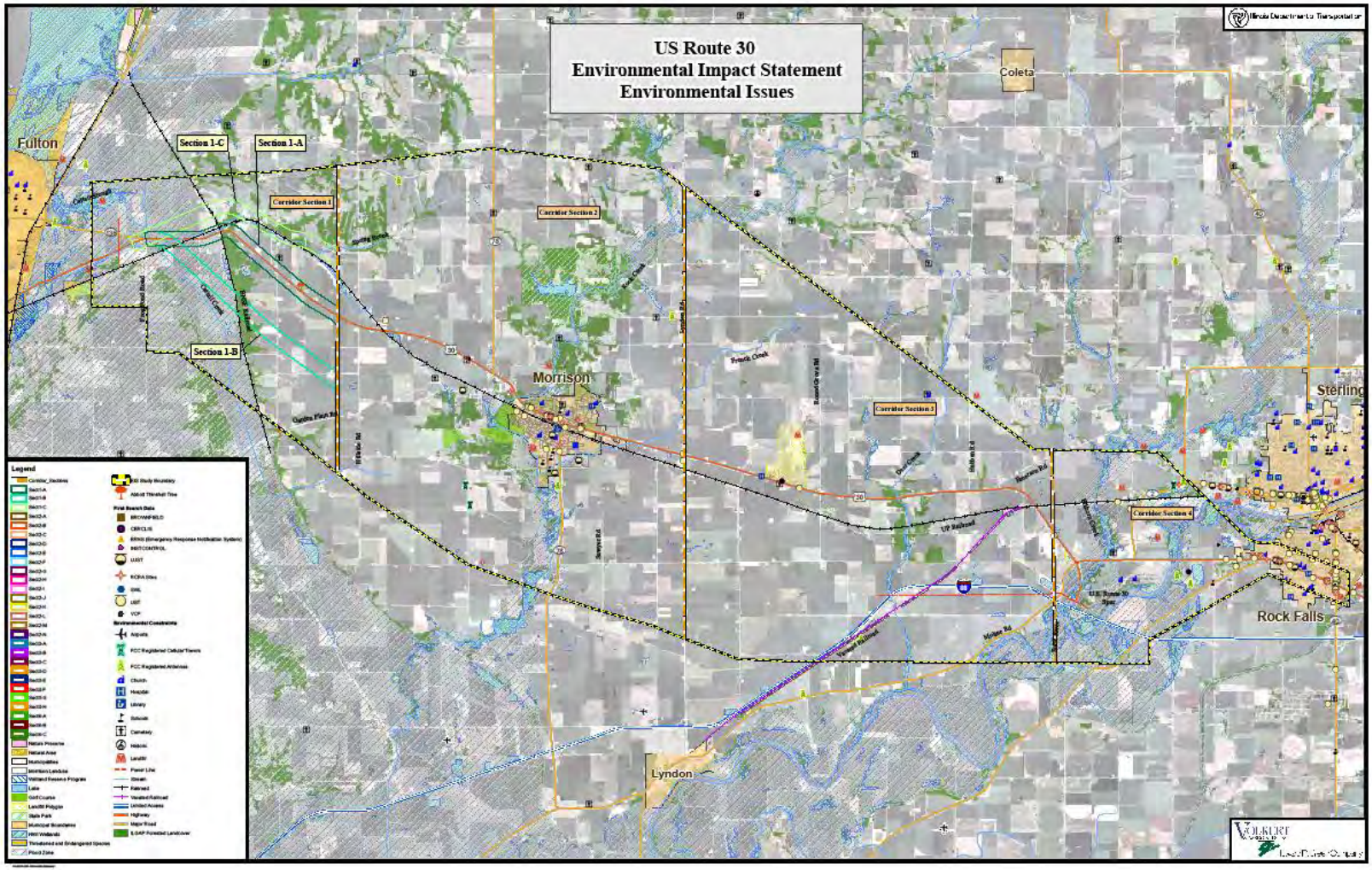
AGENDA

1. Purpose & Need Concurrence
2. Review CAG Corridors
3. Review Screening Process
4. Screening Process Results
5. Corridors Retained by Project Study Group
6. CAG Recommendations for PSG to consider
7. Next Steps
8. Updated Project Timeline

CAG Corridor Input & Recommendations

- CAG was divided into 5 groups/Tables with a mix of members at each.
- Each Group assessed PSG corridors in each section and gave input and recommendations

Section 1 Corridors



Section 1 Input & Recommendations

All comments were directed at Corridor 1A

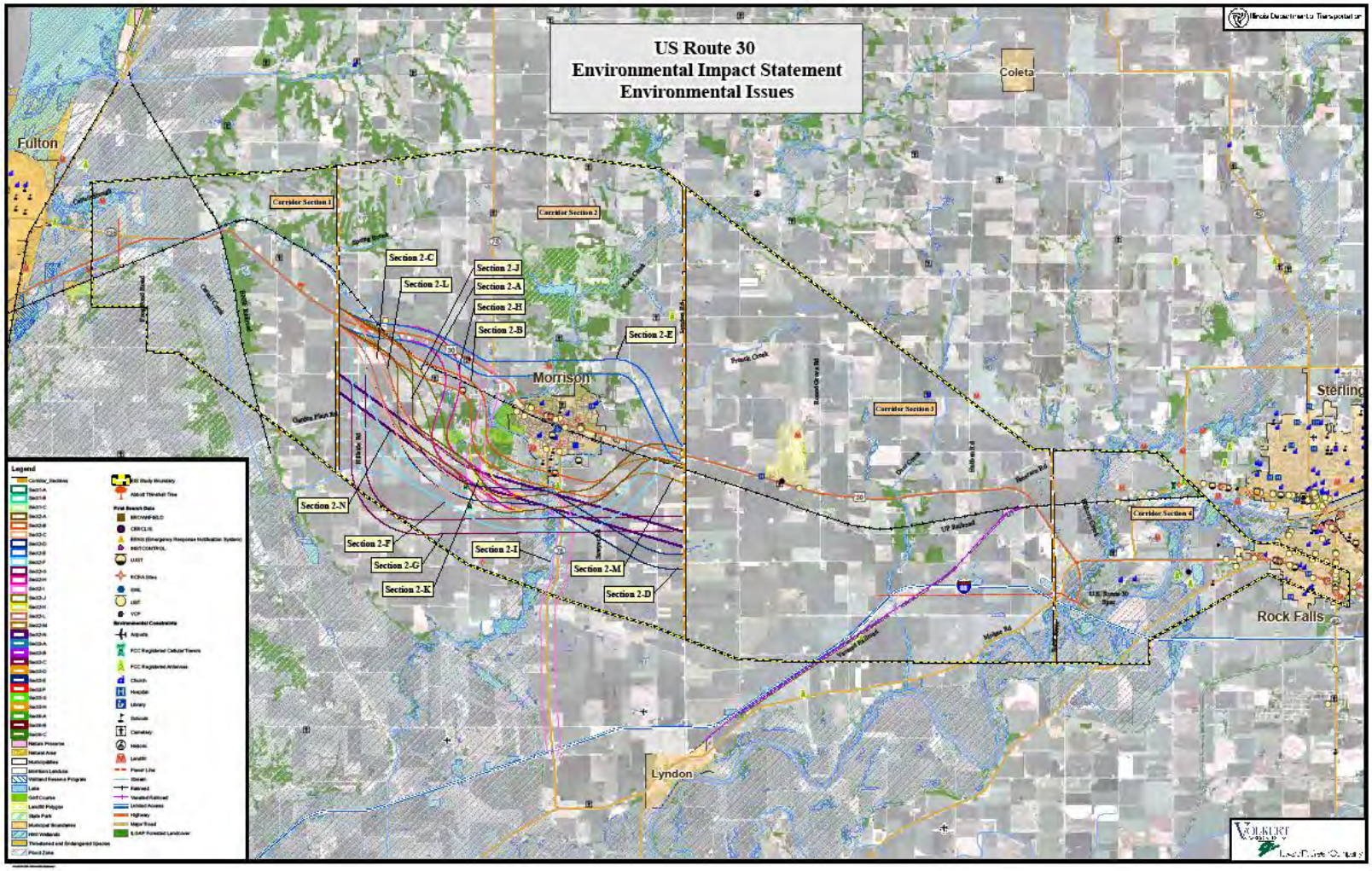
Preferred; Less farmland

- More original route
- Would disrupt fewer wetlands
- Follows current Route 30
- Housing disruptions
- Could be continued further east to disrupt less farmland
- Highest benefit to cost
- Less environmental impact
- Save land acquisition costs
- Avoid more separations
- Seems to be most direct route
- By far the best choice

Concerns

- Make sure farm equipment has access
- Not too much frontage off existing owners
- Farm owners with land on both sides being able to cross
- Concern about traffic during construction
- Doesn't disturb too much land

Section 2 Corridors



Section 2 Input & Recommendations

All comments were directed at Corridors 2L & 2E

Corridor 2L

- Would have an railroad overpass if connects to 3C or 3B (better response times/no railroad in way)
- Provides closer access to industrial park
- IL 78 - think about truck traffic out of town
- Easier to expand Morrison infrastructure
- Preferred; benefit of railroad overpass for emergency vehicles in Morrison
- Proximate to Industrial Park, City Utilities, Provides overpass for UPRR public safety, emergency vehicles N-S
- Impacts more farms but would benefit Morrison expansion & Industrial Park
- Impact on hardwood timber
- No comprehensive plan has been developed so we can not really recommend
- Avoid Park, covered bridge, wildlife areas
- Services Morrison Industrial Park
- Creates a good area on east edge of Morrison for overpass
- Best choice as it is close to the industrial area

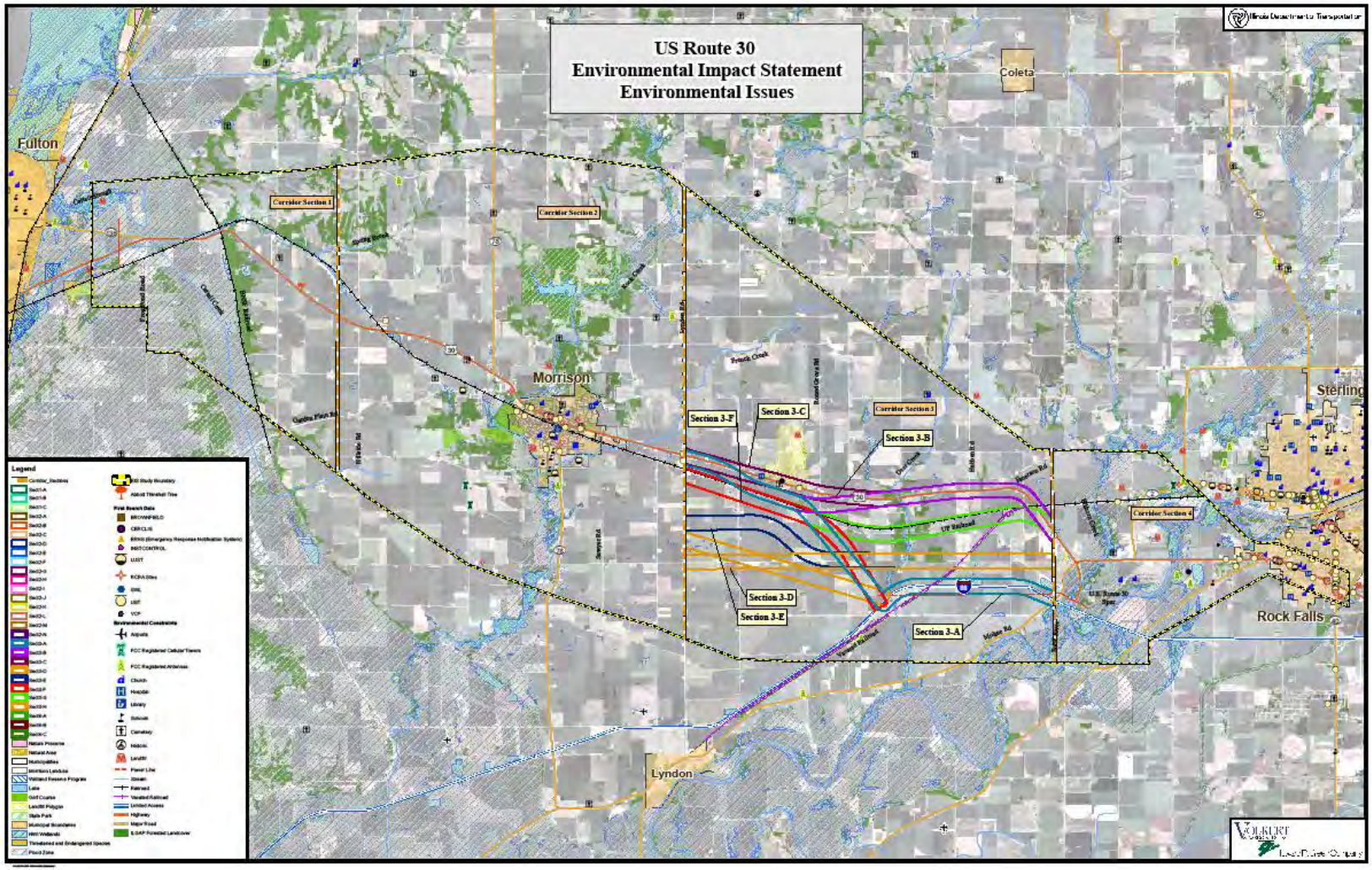
Concern: Traffic plan with IL 78

Section 2 Input & Recommendations

Corridor 2E - Less farmland affected

- Would affect greenway on North
- May affect future growth of prime residential (Morrison expands north)
- Would cut Morrison off from state park & cuts off greenways plan
- Cuts Morrison off from Park
- Infrastructure much more difficult to build North vs. South of city
- Takes prime residential development land
- Takes us away from IL 78 and Industrial Park
- Cuts us off from Greenways & Trails Plan
- Morrison would benefit significantly from overpass
- Not acceptable- isolates park from city, crosses prime residential territory, difficult for provision of utilities, crosses greenways
- Has a lot of elevation changes- could cause erosion concern

Section 3 Corridors



Section 3 Input & Recommendations

Comments received for Corridors 3B, 3C, 3D, 3E & 3F

3B - Goes away from the landfill
- Seems the best; it goes along section lines & follows existing US 30; no parallel Highways

3C - Follows existing route and deals with landfill traffic
- Landfill is affecting the traffic. This is driving the need to solve the traffic problem
- Provides opportunity for UP rail overpass
- Preferred
- 2L to 3C
  - Will give Morrison a much needed overpass
  - Eliminates one more rail crossing
  - Follows existing US 30 Corridor, so less land acquisition required

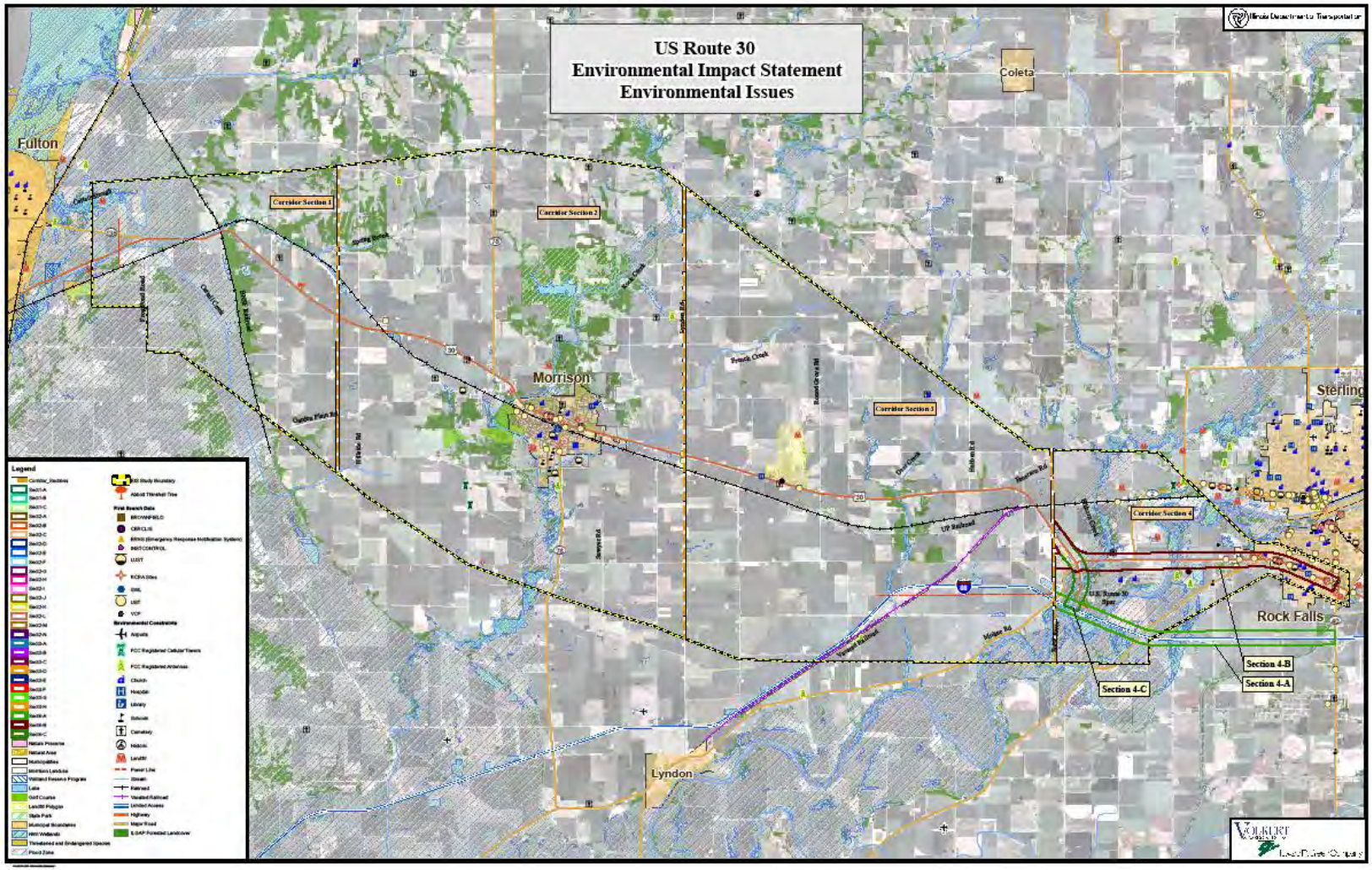
3D - Appears to pass through many farmsteads

3D&E - Would cut the continuity of the Lyndon Prairie

3E - Diagonally cuts one farm
- Most direct route to 88E using easternmost portion of 3F to connect to I-88 half way between Morrison and Sterling/Rock Falls

3F - 1 person preferred- Is direct to 88
- Less construction costs to utilize 88

Section 4 Corridors



Section 4 Input & Recommendations

- No Build or include in a later Phase of construction/improvement because of cost
- Traffic on this section may not be significant
- US 30 could end at Junction of I-88
- Section 4 is unnecessary - Use 4C
- Preferred "No Build"- why go through Rock Falls?
- Major environmental impacts on Rock River & creek & wetlands
- ROW constrained by quarry & power lines
- 4B or 4C
- Use I-88 from east to west and connect to Rte. 30 at the Wal-Mart Distribution Center
- No traffic congestion in this area
- Bridge Costs

Summary of CAG Discussion

Section 1 – CAG Consensus : Recommend 1A

Section 2 –CAG Consensus: Recommend 2L

Section 3 – No CAG Consensus - 3B & 3C generally accepted

Section 4 – No CAG Consensus – some concern about 4B

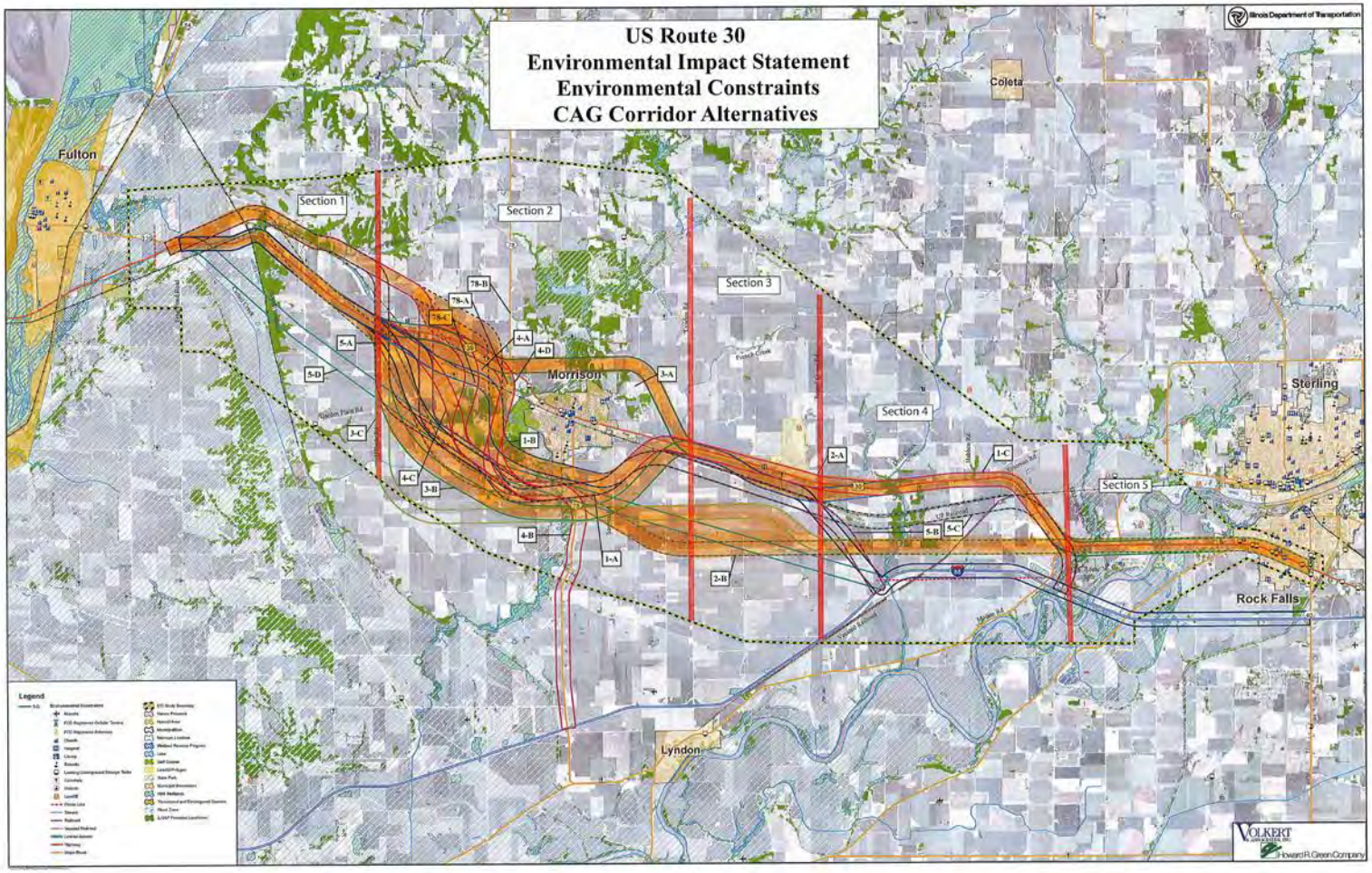
Summary of Other Questions & Comments

US 30 Project
General Comments
in October/November 2008

Date Sent	Time Sent	Ref. No.	Customer's Name	Customer Comment
10-30-08	2:25pm	CAG Member	Doug Wiersema	Email requesting that the US 30 project links to the four lane portion of current US Rt. 30 on the City of Rock Falls' Westside at or near the intersection with Prophetstown Road. It is paramount that this portion reaches the city limits of Rock Falls. Our economic dependency hinges on this single factor as the city looks westerly for expansion and economic development and recovery.
11-14-08	10:00am	CAG Member	Fred Turk	Email expressing his satisfaction with the CAG Meeting on November 6, 2008 as well as his concern with the possible construction of a bridge being a big consideration within the US 30 project.

Remaining Corridors

(to be presented at FHWA 404Merger Meeting)



Corridors Recommended to Focus Study of Alignments by US 30 Team

Section 1 – 1A

Section 2 –2L

Section 3 – 3B & 3C (combined)

Section 4 – 4B

PSG Decision:

Corridors Recommended to Focus Study of Alignments

CONSENSUS

Next Steps

- Stakeholder Meetings
- Public Meeting (Good Date?)
- FHWA 404Merger Meeting (Feb)
- Develop Alignments within Selected Corridors

Thank You
for your Continued Support !!!!

PSG Meeting #8
U.S. 30
May 14, 2009

Location: IDOT District 2
Time: 10:00 am
Preparer of Minutes: Jill Calhoun

Attendees

Jay Howell	IDOT D2	Jay.Howell@illinois.gov
Brian Mayer	IDOT D2	Brian.Mayer@illinois.gov
Mark Nardini	IDOT D2	Mark.Nardini@illinois.gov
Jon McCormick	IDOT D2	jon.m.mccormick@illinois.gov
Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Dawn Perkins	IDOT D2	Dawn.Perkins@illinois.gov
Kris Tobin	IDOT D2	kristine.tobin@illinois.gov
Michael Hine	FHWA	Mike.Hine@fhwa.dot.gov
JD. Stevenson	FHWA	Jerry.Stevenson@dot.gov
Bridgett Jacquot	Volkert & Associates	bjacquot@volkert.com
Jill Calhoun	Volkert & Associates	jcalhoun@volkert.com
Vic Modeer	Volkert & Associates	vmodeer@volkert.com
Mike Walton	Volkert & Associates	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net

Information Packet

- Provided to the PSG members one week prior to the meeting were the PowerPoint Presentation, Public Acceptance Memo, Environmental Maps, Matrix Rankings & Information Summary Spreadsheets, and Alternative Maps. Please see attachments.

Presentation

- Gil Janes presented the meeting agenda.
- Bridgett Jacquot presented the project update for the Illinois NEPA/404 Merger Meeting conducted on February 3, 2009.
    - The USEPA and FHWA were concerned that east of Morrison where the corridor was only on existing US 30 alignment, IDOT was locking themselves into a "widening only" situation, therefore, they requested that the southern corridor that followed Bunker Hill Road be added back in for further study and alignments be created within this corridor.
    - In addition, they requested that a connection from the northern corridor to the southern corridor be added.

Environmental Survey Results (maps provided)

- Cultural: 27 structures have been deemed potential NRHP eligible by IHPA.
  Section 4f/6f sites include historic sites, Morrison State Park, and city parks.
  Centennial Farms (after meeting it was noted that this should be an agricultural issue)
- Special Waste: PESA Reports have been completed
  Seven sites identified as sites with special waste concerns
- Biological: Creeks & rivers-22 stream sites; Average habitat Assessment Score =63.6
  19 sites are poor; 3 sites are fair; none were ranked good or excellent.
  Streams are indicative of those located in agricultural areas that receive agricultural run-off.
  Floodplain: 100 year and 500 year (asked to remove 500 year after meeting; in addition
  T&E: No T&E species or habitat (after meeting it was noted that there is no Federal T&E species but there are State T&E)
  Nature Preserve/Natural Areas
- Wetlands: 114 wetland site determinations; 293 acres of wetland; 75 wetland sites
  Majority or marshes; average FQI = 10.7; majority severely degraded
  3 sedge meadows and 1 wet meadow with average FQI = 26.80

- Mark Nardini and Charles Perino agreed the ESR is complete except "Future Addendum" regarding the area southwest of Morrison along IL 78.

- Environmental Analyses to be included in the EIS: Agriculture, Socio-Economic, Air and Noise.

Public Information Open House Summary

- Shelia Hudson summarized the 2nd Public Informational Open House conducted on January 29, 2009; 1:00-7:00pm, in Morrison.
- 237 people attended
- Presented environmental Issues, schedule, CAG corridors & Final corridors
- Public's main concerns: Agricultural Land/Environmental Concerns
  Prefer South Corridor
  Route to the North was a surprise/Not a good option
  What progress has been made with the project?
  Development

Context Sensitive Solutions (CSS) Input Summary

- Bridgett Jacquot explained the Public Acceptance Technical Memo which discusses the importance of including the public's input into the decision making process. The memo included the purposes of NEPA &CSS, and the CAG, public, and stakeholder comments.
- CAG, Public & Stakeholder Comments: The majority of the comments were those in favor of a south route and against a north route
  Some comments against project all together
  Some stated to use as much of the existing roadway as possible
  Major concerns were agriculture, displacements, and development
- Development was explained as people perceived where the road goes, development will follow. Homeowners do not want development; the US 30 Coalition does.
- Public opinion is not included in the matrix because it is not quantifiable. In addition, the consultant team wanted the PSG to read the comments and not focus on the number of comments that were made.

Alignments

- Jon Estrem explained the process in creating the alignments.

- Step One: Six initial alignments created by locating in the center of each corridor. These are identified by"CL".
- Step Two: Alternative adjustments along existing. From the initial "CL" alignments, some adjustments were developed. The first adjustments considered how the alignments along the existing roadway could best utilize the existing ROW. This led to two additional options for some of the alignments: Westbound (WB) which utilizes the existing roadway for westbound and the equivalent for Eastbound (EB).
- Step Three: Alignments were also adjusted to avoid structures and minimize effects on environmental resources. The entire length of each alignment was studied.
  - Adjustments relate primarily to residences, farmsteads and other types of buildings. There are also some environmental resources for which impacts were minimized by adjustments.
  - An option was developed at the west end to cross the two railroads in an expedient manner.
  - An option in the vicinity of the landfill was developed that would utilize the existing highway for the eastbound lanes. With this option the landfill buffer area would be affected but not the operational portion of the landfill.
- Alternatives showing the most promise in various alignments were evaluated in the matrix. The effects of the individual alignments were evaluated based on the criteria that was determined critical and necessary to the Purpose and Need of the project. Then the alignments were scored and ranked.
- The evaluation matrix was re-run for the top 9 alternatives (at least 1 on each adjusted alignment). The results give an objective view of the strength of each alternative as a basis for determining alignments to be carried forward. The matrix does not factor in the costs for existing ROW and access control.
- Rebecca Marruffo stated farmers want field entrances during construction.

- Jon Estrem stated traffic projections show no need for an interchange except possibly at IL 78 and Prophetstown Road based on signal warrants within twenty years. Mike Walton has asked ATRI for more information that will be utilized developing traffic projections. The projections will in turn be used to determine if signals are warranted.
- A four lane cross section is the assumption that was made to identify a footprint but that decision has not yet been made. Mike Walton stated he anticipates traffic projections will validate a four lane.
- Alignment evaluation results and recommendations:
  1. The alignments that utilize much of the existing roadway between Fulton and Morrison clearly scored better than those that stayed north of existing in that area. Recommend staying on existing alignment in that area.
  2. The "X" option at the west end clearly ranks better than the other options in that area. Recommend utilizing the "X" option.
  3. The "LF" option near the landfill clearly ranks better than going south around the cemetery and County Highway Department. Recommend utilizing the "LF" option, but this may be affected by subsequent discussions regarding access.
  4. There were 3 basic alignments that scored closely. These were Alternatives 4, 5, & 6 with each using the "X" option at the west end. Recommend that these alternatives be presented to the CAG for their input. It was further explained that "X" option would cost less, less earthwork, less woods, and it goes under two railroads whereas "S" goes over the railroads.

NEPA Meeting

- The NEPA package sent prior to the meeting will include the matrix, explanation of matrix, and research.
- Mike Hine suggested property impacts be addressed; public facilities, agricultural farmland; total areas; and to add "projected" to the definition of construction cost.
- Mike Hine indicated that at some point it will be necessary to identify the amount of new ROW needed for each alternative as well as the existing ROW utilized for each. He pointed out that the NEPA agencies will likely be interested in that information.
- The Ag report will provide value to the farmland.
- Mike Hine suggested presenting at the September NEPA Meeting to discuss the basic difference between the three alternatives (4, 5 & 6) that stay near existing alignment at the west end and the three (1, 2 & 3) that go north. A direct comparison between the western portions of Alternatives 1 & 4 that uses the matrix should show that staying near existing alignment at the west end has less impact. The result of this discussion may be that Alternatives 1, 2 & 3 can be omitted from further detailed study.
- Mark Nardini will make request to Mike Hine for the September NEPA meeting.

Next CAG Meeting

- JD Stevenson stated all nine alignments need to be presented to the CAG to document their input and recommendations for all. The CAG can be told the three that ranked best. Minimum of six alignments need to be studied further. Can eliminate "X" or "S".

- Will be scheduled for June 3rd or 10th in Morrison

Timeline

- DEIS Chapters on affected environment and alternatives to IDOT: July 2009
- NEPA 404/Merger Meeting: September 2009
- PSG & CAG Identify Alternative for Detailed Study: November 2009
- NEPA 404/Merger Meeting; Alternatives to be carried forward: February 2010
- DEIS signed: October 2010
- Public Hearing: January 2011
- FEIS signed: January 2012
- ROD signed: June 2012

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: *Volkert & Associates, Inc.*
103 Lanter Court
Collinsville, IL 62234
Or via email to: *mwalton@volkert.com*

Illinois Department of Transportation

U.S. ROUTE 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

PROJECT STUDY GROUP MEETING

May 14, 2009

AGENDA

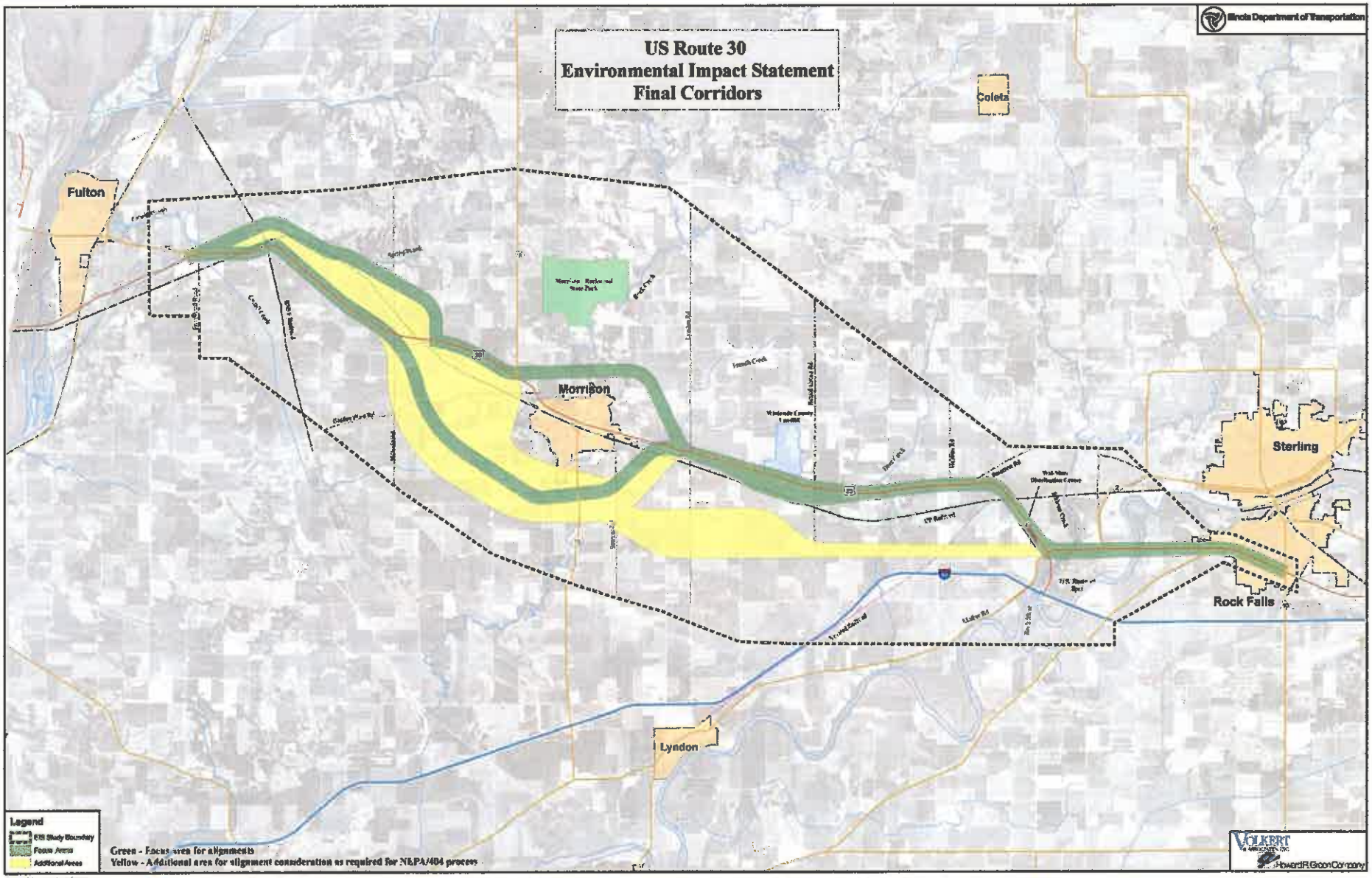
1) NEPA 404 Merger Meeting & Results
2) Environmental Survey Results
3) Public Informational Open House
4) Summary of CSS Input
5) Initial Alignments
6) Subsequent Alignment Changes (Adjustments)
7) Evaluation Matrix for Alternatives
8) Alignment Evaluation Results and Recommendations
9) PSG Consensus
10) Project Schedule
11) Next Steps

ILLINOIS NEPA 404 MERGER MEETING

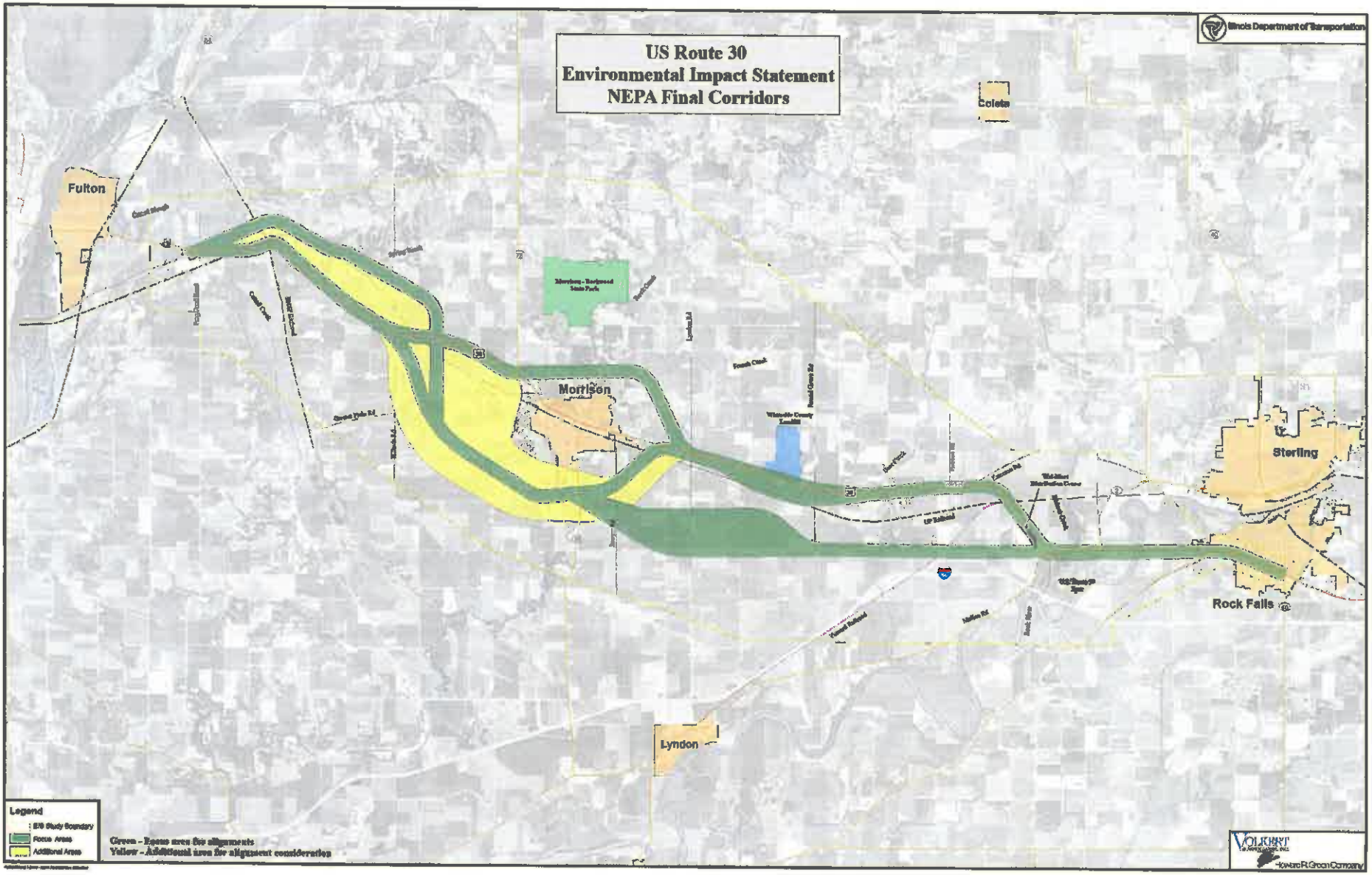
PROJECT UPDATE

February 3, 2009

Corridors Presented



Final Corridors



Environmental Survey Results

- Cultural
  - 27 structures have been deemed potential NRHP eligible by IHPA
  - Section 4f/6f sites include historic sites, Morrison State Park, and City parks
  - Centennial Farms
- Special Waste
  - PESA Reports have been completed
  - Seven sites identified as sites with special waste concerns
- Biological
  - Creeks & Rivers - 22 stream sites; Average Habitat Assessment Score = 63.6
    - 19 sites are poor, 3 sites are fair; None were ranked good or excellent
  - Floodplain: 100 year and 500 year
  - T&E: No T&E species or habitat
  - Nature Preserve/Natural Areas
- Wetlands
  - 114 wetland site determinations; 293 acres of wetland; 75 wetland sites
    - Majority are Marshes; average FQI = 10.7; Majority Severely Degraded
    - 3 sedge meadows and 1 wet meadow with average FQI = 26.80

Environmental Analyses to be included in the EIS

- Agriculture
- Socio-Economic
- Air
- Noise

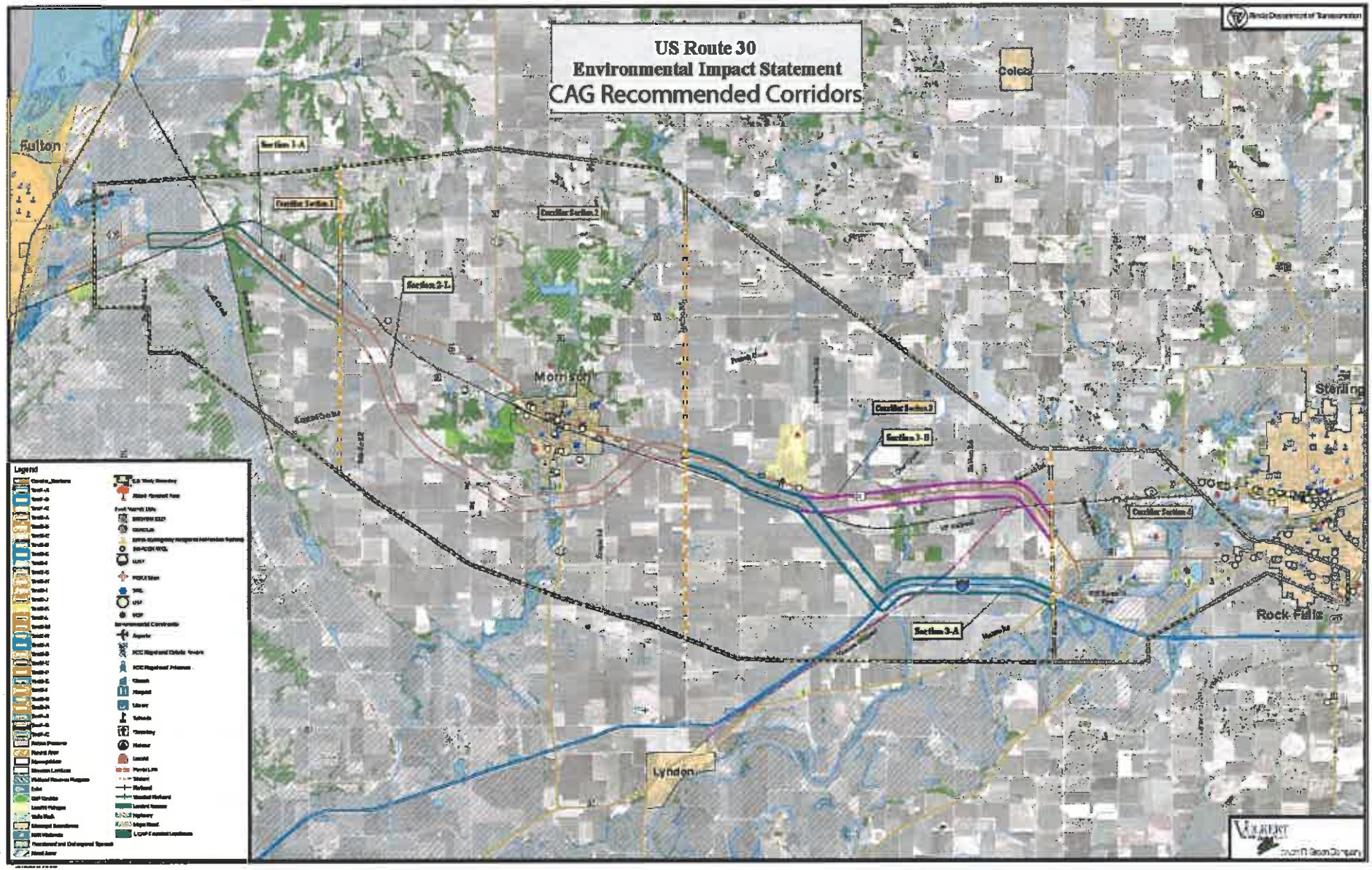
Summary of Public Informational Open House

- January 29, 2009; 1:00-7:00pm; Morrison
- 237 people attended
- Presented Environmental Issues, Schedule, CAG Corridors & Final Corridors
- Public's main concerns:
  - Agricultural Land/Environmental Concerns
  - Prefer South Corridor
  - Route to the North was a surprise/Not a good option
  - What progress has been made with the project?
  - Development

Summary of Context Sensitive Solutions (CSS) Input

Public Acceptance Technical Memo

- Discusses importance of including the public's input into the decision making process
- Discusses the purposes of NEPA and CSS
- CAG, Public Comments, & Stakeholder Meeting Minutes


US Route 30
Environmental Impact Statement
CAG Recommended Corridors
Fulton
Colo.
Morrison
Sterling
Rock Falls
Lyndon
Section 1-A
Section 2-L
Section 3-B
Section 3-A
Legend

CAG, Public & Stakeholder Comments

- The majority of the comments were those in favor of a south route and against a north route
- Some comments against project all together
- Some stated to use as much of the existing roadway as possible
- Major concerns were agriculture, displacements, and development

Alignments Created

Step 1 - Six (6) Initial Alignments Created

Each alignment as described below starts on the west end of the project at IL 136/Frog Pond Road and continues east to the Moline Road intersection.

- The alignment west of Morrison goes either north of U.S. 30 or stays on existing U.S. 30
- The alignment continues and then goes either north or south of Morrison
- The alignments east of Morrison goes either south of U.S. 30 or stays on existing U.S. 30

Alignment #1 North, North, Existing
Alignment #2 North, South, Existing
Alignment#3 North, South, South
Alignment #4 Existing, North, Existing
Alignment #5 Existing, South, Existing
Alignment#6 Existing, South, South

Alignment Adjustments

Step 2 - Alternative Adjustments Along Existing

From the initial alignments some alternatives were developed to help determine best use within alignments. The first adjustments considered were how the alignments along the existing roadway could best utilize the existing ROW. Three basic options were considered. The "Centerline" options (CL) centered the lanes on the center of the corridor. The "Westbound" options (WB) utilize the existing roadway for westbound traffic. The "Eastbound" options (EB) utilize the existing roadway for eastbound traffic :

1CL	2CL	3CL	4CL	5CL	6CL
1EB	2EB	3EB	4EB	5EB	6EB
1WB	2WB	3WB	4WB	5WB	6WB

Further Alignment Adjustments

Step 3 - Adjustments to Avoid or Minimize

Next the alignments were adjusted to avoid structures or minimize effects on environmental resources to provide for a better overall alternative. The entire length of each of alignments were studied to find potential Alignment Adjustments. The following alignment adjustments were found as improvements to the various alignments and subsequently utilized from that point on in the evaluation of the alignments.

The Alignment Adjustments were:

- West Terminal Alternatives (various alternatives).
- Southwest of Morrison (on alignments south of Morrison)
- Adjustment West of IL 78 (on alignment north of existing).
- South of Morrison (on alignments south of Morrison)
- East of IL 78 (on alignments north of Morrison)
- Southeast of Morrison (on alignments south of existing on east end)
- Landfill Alternative Adjustments (utilize existing pavement for EB lanes in area of landfill).

Alternatives Showing the Most Promise In Various Alignments Evaluated in Matrix

Following the alignment adjustments to improve the various alternatives, the effects of the individual alignments were evaluated based on the criteria that was determined as critical and necessary to the purpose and need of the project. Then the alignments were scored and ranked.

The evaluation matrix was re-run for the top 9 alternatives (at least 1 on each adjusted alignment). The results give an objective view of the strength of each alternative as a basis for determining preferred alignments to move forward.

Alignment Evaluation Values

US Route 30 - Whiteside County
Information Summary

Evaluation Factor	Definition/Clarification	Indicators	ADJUSTED ALTERNATIVES								
			1A-EB [1]	2A-NB [2]	3A-NB [2]	4A-SB-S [3]	4A-SB-N [3]	5A-NB-S [3]	5A-NB-L [3]	6A-NB-S [3]	6A-NB-L [3]
Traffic & Safety											
Traffic Operations / Congestion Relief	Evaluation determined from a traffic operations standpoint based on Level of Service. MOE A to F corresponding with values 1 to 6. Point values then added for each alternative for comparison.	Roadway Segment LOS (above)	1	1	1	1	1	1	1	1	1
Utilization of Improvements	Improved LOS along existing US 30 in design year.	Existing Roadway LOS in 2040 within Segment (above)	1.92	1.79	2.79	1.00	1.00	2.92	1.92	2.38	2.38
Potential for Crash Reduction	Crash Reduction Factor (above) based on analysis of both new roadway and existing roadway resulting from proposed alternative.	Crash Reduction Factor (above)	48	41	72	64	64	59	60	48	48
Environmental Sensitivity - Social and Economic Criteria											
Property Impacts	Evaluate potential property impacts	Commercial / Industrial (acres)	4.63	7.96	5.31	6.49	4.60	6.31	4.39	4.38	2.39
		Public Facilities (acres)	10.47	8.04	8.39	10.44	10.44	8.40	9.60	9.80	9.39
		Agricultural Overall (acres)	294.18	422.46	407.96	388.13	388.13	363.60	369.82	417.95	416.78
		Residential (acres)	24.89	18.97	25.49	30.62	31.66	12.71	13.76	24.26	22.35
		Total (acres)	484.32	484.89	507.08	388.38	434.80	390.60	390.57	456.39	457.34
Agricultural Land Severance	Evaluate alternatives effect to farm development	Number of farms created - longitudinal	1	2	0	12	12	2	3	4	4
		Number of farms severed - diagonal	21	32	34	6	0	28	28	28	28
Displacements	Evaluate potential displacements	Churches (units)	0	0	0	0	0	0	0	0	0
		Commercial / Industrial (units)	1	4	1	2	2	3	3	0	0
		Grocery (units)	0	0	0	0	0	0	0	0	0
		Public Facilities (units)	0	0	0	0	0	0	0	0	0
		Farmsteads (units)	13	10	7	11	11	12	12	9	9
		Residential (units)	10	8	8	13	13	7	7	5	5
		Total (units)	24	22	21	27	27	22	22	14	14
Community Farm Impacts	Evaluate affected farm or distribution to affected farms	Area of contiguous farms affected (acres)	3.30	7.97	11.80	8.57	8.57	13.60	13.60	17.73	17.73
Economic Sustainability	Evaluate potential to sustain the current's vicinity of the corridor	Projected PCI in Enterprise Zone (above)	15.00	22.47	2.30	10.00	10.00	20.45	20.45	2.37	2.37
		Cringe roadway closure in Enterprise Zone (Rank 1 to 3)	3	1	1	1	1	1	1	1	1
Environmental Impacts - Natural Resources											
Special Waste	Evaluate potential impact on special waste sites.	Number of sites affected (units)	3	1	0	0	0	2	2	1	1
Section 4(f) Properties	Evaluate potential impact on 4(f)/6(f) properties (parkland, recreational land, historic sites).	Number of sites affected (units)	3	2	0	1	0	2	2	0	0
Floodplain	Evaluate potential impact on floodplains.	Area of floodplain affected - longitudinal (acres)	2.06	0.22	0.00	2.06	26.07	0.00	20.46	18.04	45.00
		Area of floodplain affected - diagonal (acres)	37.85	37.45	40.28	34.44	14.24	40.45	23.86	28.57	41.17
Natural Area	Evaluate potential impact to Natural Area.	Number of sites affected (units)	0	0	0	0	0	0	0	0	0
Nature Preserve	Evaluate potential impact to Nature Preserve.	Number of sites affected (units)	0	0	0	0	0	0	0	0	0
Air Quality	Evaluate potential impact on air quality.	"Hot" point value for LOS under "Traffic Operations/Congestion Relief" criteria (points)	1	1	1	1	1	1	1	1	1
Water Resources	Evaluate potential impacts to streams using IEPA Assessment Items. Point values assigned to each stream site based on 10th percentile. Point values range from 1 to 4 with 4 being poor and 1 being excellent.	Aquatic Assessment Score (number of times alternative crosses a designated point value)	14	17	18	13	14	16	17	17	18
Wetlands	Evaluate potential impacts to wetlands using Florida Quality Index (FQI). Point values assigned to each site based on FQI. Point values range from 1 to 4 with 1 being recently degraded, 2-3 being moderate significant value of area.	Area of site affected (acres x assigned point value)	0.00	2.29	1.10	0.47	0.47	1.40	1.40	0.13	0.19
Threatened & Endangered Species within IDNR	Evaluate potential impacts to T&E species by type.	State Threatened - Number of sites affected	1	1	1	1	1	1	1	1	1
		State Endangered - Number of sites affected	0	0	0	0	0	0	0	0	0
		Federal Threatened - Number of sites affected	0	0	0	0	0	0	0	0	0
		Federal Endangered - Number of sites affected	0	0	0	0	0	0	0	0	0
		Total	1	1	1	1	1	1	1	1	1
Forest Preserve	Evaluate potential impact on forest preserve	Area of sites affected (acres)	32.34	30.00	30.00	13.99	11.35	7.04	1.00	13.33	7.40
Prairie	Evaluate potential impact on prairie	Area of sites affected (acres)	0.27	0.03	0.00	0.00	0.00	0.00	2.40	0.03	0.00
Cultural Resources	Evaluate potential impacts to high quality cultural resources	Area of sites affected (acres)	42.00	30.20	44.70	30.40	30.60	30.12	14.26	30.94	10.00
Costs											
Construction Cost	Estimate of probable construction cost	Total Construction Cost	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
Land Acquisition Cost	Estimate of probable land acquisition cost	Single Family Homes	$1,492,222	$[illegible]	$[illegible]	$1,537,353	$1,537,353	$[illegible]	$[illegible]	$[illegible]	$[illegible]
		Farm Buildings	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
		Commercial Buildings	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$0	$0
		Commercial Property Impacts	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
		Agricultural Property Impacts	$1,704,140	$2,112,337	$2,438,000	$[illegible]	$1,[illegible]	$1,[illegible]	$1,[illegible]	$2,147,[illegible]	$2,173,[illegible]
		Commercial Property Impacts	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
		Total Land Acquisition cost	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$3,[illegible]	$3,[illegible]
Construction & Maintenance Costs	Evaluate costs as calculated by matching base miles. Assuming a 2 foot overlaying between total base miles & [illegible]	Length of proposed alignment (lane miles)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Length of existing roadway not in alternative (lane mi.)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Total Length (lane miles)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Alignment Descriptions:
Alternative 1: North-North-Existing
Alternative 2: North-South-Existing
Alternative 3: North-South-South
Alternative 4: Existing-South-Existing
Alternative 5: Existing-South-Existing
Alternative 6: Existing-South-South

A: Designates the use of various adjustments in the basic alternative.

NB: Designates use of portions of existing alignment for Northbound lanes.
SB: Designates use of portions of existing alignment for Southbound lanes.

L: Designates use of "Entry" West End Option
S: Designates use of "South" West End Option

Notes:
(1) Adjustments incorporate All 1A & All "L/F".
(2) Adjustments incorporate All "L/F" & the random portion of All 3A adjustments.
(3) Adjustments incorporate the random portion of All 3A adjustments.
(4) Adjustments incorporate All 4A, All "L/F" & the "South" version of the West End Options.
(5) Adjustments incorporate All 4A, All "L/F" & the "Entry" version of the West End Options.
(6) Adjustments incorporate All "L/F", the All 3A adjustments & the "South" version of the West End Options.
(7) Adjustments incorporate All "L/F", the All 3A adjustments & the "Entry" version of the West End Options.
(8) Adjustments incorporate the All 3-NB adjustments, the random portion of All 3A adjustments & the "South" version of the West End Options.
(9) Adjustments incorporate the All 3-NB adjustments, the random portion of All 3A adjustments & the "Entry" version of the West End Options.

Alignment Evaluation Rankings

US Route 30 - Whiteside County
Rankings

Evaluation Factor	Definition / Clarification	ADJUSTED ALTERNATIVES								
		1A-EB (1)	2A-WB (2)	3A-WB (3)	4A-EB-E (4)	4A-EB-X (5)	5A-WB-E (6)	5A-WB-X (7)	6A-WB-E (8)	6A-WB-X (9)
Traffic & Safety		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Rank: 8	Rank: 8	Rank: 9	Rank: 4	Rank: 4	Rank: 1	Rank: 1	Rank: 7	Rank: 7
Traffic Operations / Congestion Relief	Evaluate alternatives from traffic ops standpoint using LOS LOS point values (1-5) totaled for each alternative.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Utilization of Improvements	Reduction of ADT along existing US 30 in design year.	61.60	66.60	64.80	66.20	66.20	69.60	69.60	72.80	72.80
Potential for Crash Reduction	Evaluate based on crash reduction factors. Point values totaled for each alternative.	34.00	30.00	30.00	36.00	36.00	40.00	40.00	32.00	32.00
Environmental Sensitivity - Social and Economic Criteria		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Rank: 1	Rank: 6	Rank: 8	Rank: 8	Rank: 1	Rank: 6	Rank: 4	Rank: 4	Rank: 8
Property Impacts	Evaluate magnitude of property acquisitions by type.	23.48	23.19	3.20	41.49	41.52	28.02	28.15	16.16	16.49
Agricultural Land Impacts	Evaluate alternatives relative to Longitudinal Farm Severance	0.00	88.88	88.88	33.33	33.33	80.00	80.00	77.78	77.78
	Evaluate alternatives relative to Diagonal Farm Severance	34.38	0.00	3.13	100.00	100.00	12.50	12.50	21.88	21.88
Displacements/Structural Impacts	Evaluate displacements/structural impacts by type.	0.00	31.25	96.88	0.00	6.00	31.25	31.25	96.25	96.25
Centennial Farm Impacts	Evaluate alternatives relative to disturbance of centennial farms	60.06	57.31	33.16	62.96	62.96	29.85	29.85	0.00	0.00
Economic Sustainability	Evaluate potential to sustain the economic vitality of the communities	29.48	0.00	88.37	23.51	23.51	0.00	0.00	88.43	88.43
Environmental Sensitivity - Additional Criteria		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Rank: 1	Rank: 8	Rank: 6	Rank: 6	Rank: 2	Rank: 5	Rank: 4	Rank: 1	Rank: 3
Special Waste	Evaluate potential impact on special waste sites.	40.00	60.00	100.00	0.00	0.00	60.00	60.00	60.00	60.00
Section 4(f)/6(f) Properties	Evaluate potential impact on 4(f)/6(f) properties (parkland, recreational land, historic sites).	40.00	60.00	100.00	0.00	0.00	60.00	60.00	100.00	100.00
Floodplain	Evaluate potential impact on floodplains - longitudinal.	94.15	100.00	100.00	94.23	27.30	100.00	39.07	88.93	0.00
Floodplain	Evaluate potential impact on floodplains - diagonal.	31.88	0.00	0.77	23.75	68.14	0.00	41.37	29.33	70.70
Natural Area	Evaluate potential impact to Natural Area	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Nature Preserve	Evaluate potential impact to Nature Preserve	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Air Quality	Evaluate potential impact on air quality.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Water Resources	Evaluate potential impacts to streams using Habitat Assessment score.	22.22	6.66	0.00	27.78	22.22	11.11	6.66	5.56	0.00
Wetlands	Evaluate potential impacts to wetlands using Floristic Quality Index (FQI).	60.33	0.00	94.10	60.22	60.22	37.60	37.54	92.20	92.20
Threatened & Endangered Species and/or Habitat	Evaluate potential impacts to T&E species by type	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Forest Areas	Evaluate potential impact on forested areas	0.00	36.99	10.48	51.60	68.32	77.82	94.44	62.28	78.90
Prairies	Evaluate potential impact on prairies	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types	4.35	12.24	0.00	40.81	53.93	95.63	68.15	43.00	56.12
Cost		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		Rank: 8	Rank: 8	Rank: 8	Rank: 8	Rank: 8	Rank: 8	Rank: 8	Rank: 8	Rank: 8
Project Cost	Opinion of probable cost for construction & land acquisition.	12.91	8.00	6.32	6.22	11.73	2.48	7.59	6.82	12.33
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles.	17.26	10.69	0.00	25.83	26.63	19.48	19.48	7.72	8.72
OVERALL RANK TOTALS		29 Rank Pts	29 Rank Pts	27 Rank Pts	14 Rank Pts	13 Rank Pts	17 Rank Pts	16 Rank Pts	16 Rank Pts	17 Rank Pts
OVERALL RANK OF ALTERNATIVE		Rank: 7	Rank: 8	Rank: 6	Rank: 2	Rank: 1	Rank: 4	Rank: 3	Rank: 5	Rank: 4

Alternate Descriptions:
Alternative 1: North-North-Existing
Alternative 2: North-South-Existing
Alternative 3: North-South-South
Alternative 4: Existing-North-Existing
Alternative 5: Existing-South-Existing
Alternative 6: Existing-South-South

A: Designates the use of various adjustments to the basic alternative.

WB: Designates use of portions of existing alignment for Westbound lanes.
EB: Designates use of portions of existing alignment for Eastbound lanes.

X: Designates use of "Extra" West End Option
S: Designates use of "South" West End Option

Notes:

(1) Adjustments incorporate All 1A & All "LF".
(2) Adjustments incorporate All "LF" & the western portion of All 5A adjustments.
(3) Adjustments incorporate the western portion of All 5A adjustments.
(4) Adjustments incorporate All 1A, All "LF" & the "South" version of the West End Options.
(5) Adjustments incorporate All 1A, All "LF" & the "Extra" version of the West End Options.
(6) Adjustments incorporate All "LF", the All 5A adjustments & the "South" version of the West End Options.
(7) Adjustments incorporate All "LF", the All 5A adjustments & the "Extra" version of the West End Options.
(8) Adjustments incorporate the All 3-WB adjustments, the western portion of All 5A adjustments & the "South" version of the West End Options.
(9) Adjustments incorporate the All 3-WB adjustments, the western portion of All 5A adjustments & the "Extra" version of the West End Options.

Alignment Evaluation Results and Recommendations

As a result of the Evaluation Matrix:

1. The alignments that utilize much of the existing roadway between Fulton and Morrison clearly scored better than those that stayed north of existing in that area. We recommend staying on existing alignment in that area.

2. The "X" option at the west end clearly ranks better than the other options in that area. We recommend utilizing the "X" option.

3. The "LF" option near the landfill clearly ranks better than going south around the cemetery and County Highway Department. We recommend utilizing the "LF" option.

4. There were 3 basic alignments that scored closely. These were Alternatives 4, 5 & 6 with each using the "X" option at the west end. We recommend that these alternatives be presented to the CAG for their input.

PSG Decision:

Alignments Recommended to Move Forward

CONSENSUS

Timeline

- DEIS Chapters on Affected Environment and Alternatives to IDOT: July 2009
- PSG & CAG Identify Alternative for Detailed Study: Nov 2009
- Public Informational Open House #3 January 2010
- NEPA 404/Merger Meeting; Alternatives To Be Carried Forward: February 2010
- DEIS signed: October 2010
- Public Hearing: January 2011
- FEIS signed: January 2012
- ROD signed: June 2012

Next Steps

- CAG Meeting

  (Present Alignments and Get Input on 3 Alignments to move forward)

  (Good Date?)

- Stakeholder Meetings

- DEIS Chapters

Thank You
for your Continued Support !!!!

Exhibit C

PSG Meeting #9
U.S. 30
April 27, 2010

Location: IDOT District 2
Time: 10:00 am
Preparer of Minutes: Jill Calhoun

FINAL MEETING MINUTES

Attendees

Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
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Mary Lou Goodpaster	Kaskaskia	mgoodpaster@kaskaskiaeng.com
Shelia Hudson (phone)	Hudson & Associates	hudson.shelia@sbcglobal.net

Agenda

1. Discuss Progress to Date
    a. Last PSG meeting was May 14, 2009
    b. Last CAG meeting was June 10, 2009
    c. Subsequent meetings with team, IDOT & BDE
2. Six Alternatives Considered After Adjustments
    a. Key Environmental Issues
    b. Key Engineering Concerns
    c. Alternatives Recommended for No Further Study
    d. Concurrence on 2 alignments recommended for further study
3. Morrison Business Community Meeting
    a. Bypass Study
    b. New CAG Member
4. Project Timeline
5. Proposed CAG Meeting #6
    a. Date
    b. Agenda

Handouts

The handout provided to the PSG members was the Power Point presentation (see attached).

Progress to Date

- The last PSG Meeting that was held was on May 14, 2009
    - Discussed the results of the Environmental Survey Request.
    - Summarized the Public Informational Open House held on January 29, 2009.
        - Agricultural Land/Environmental Concerns
        - Prefer South Corridor
        - Route to the north was a surprise/Not a good option
        - What progress was made with the project?
        - Development
    - Summarized the NEPA 404 Merger meeting held February 3,2009: Discussion of the Corridors
    - Development of the Alignments

- The last CAG Meeting that was held was on June 10, 2009
    - Discussed the results of the Environmental Survey Request
    - Discussed the Public Informational Open House and NEPA 404 Merger Meeting
    - Discussed the initial alignments and potential environmental impacts.
    - Questions that were asked by the CAG:
        - Why were areas added back into the study?
        - Is Alternate 6 too far south of Morrison to serve existing traffic?
        - At what point will drainage be addressed?
        - How will the connection to IL 136 be handled?
        - What about the overall U.S. 30 system continuity?
        - What is the timeline for this study?
        - Will the study look at secondary road impacts?

- Since the last PSG and CAG meeting, there have been subsequent meetings amongst the consultant team, IDOT, and BDE. The issues discussed in these meetings have included:
  - Access
  - Geometrics
  - Contents of the Draft Environmental Impact Statement (DEIS)
  - Schedule
  - Process
  - Environmental Issues
  - Narrowing down the number of alternatives

Six (6) Alternatives Considered After Adjustments

- There were six (6) alternatives considered as "Reasonable Alternatives" after a number of adjustments were made to the alignments in order to minimize and/or avoid the impacts to the environmental resources in addition to ensuring engineering viability.
- A preliminary analysis of the impacts from the six alternatives was done considering a footprint approximately 220 foot wide.
- The impact data, such as acreage, is approximate and will be refined as progress is made.
- The No-Build Alternative will also be evaluated.
- A number of key environmental issues and engineering concerns were considered while making the adjustments to the alignments:
  - Key Environmental Issues
    - Displacements
    - Agricultural Impacts
    - Abbott Thin shell Pecan Tree
    - Potential Historic Homes
    - Forested Areas
    - Flood Plain
    - Centennial Farms
    - Wetlands
    - Creeks
    - Cemeteries
  - Key Engineering Concerns
    - Railroads
    - Forested Areas
    - Wetlands

Alternatives Recommended for No Further Study

- Alternatives 1, 2, 3, and 6 are recommended for no further study. .
- In general, Alternatives 1, 2, 3 & 6 use less existing roadway than Alternatives 4 & 5. In addition, Alternatives 3 & 6 both stay south, and there is concern that not enough traffic would be lured away from existing U.S. 30.
- Alternative 1 Cons
  - Does not utilize the existing route on the west end
  - Requires the 2nd most residential acreage
  - Requires the 2nd most farmstead displacements
  - Requires the 2nd most residential displacement
  - Largest impact to forested areas

- Alternative 2 Cons
  - Does not utilize the existing route on the west end
  - Requires the most commercial/industrial/public ground
  - Requires the 2nd highest amount of agricultural ground
  - Serves the most farm properties
  - Requires the 2nd most amount of ROW
- Alternative 3 Cons
  - Does not utilize the existing route on the west or east end
  - Performed the worst at improving LOS and providing crash reduction
  - Requires the most agricultural ground
  - Severs the 2nd most farm properties
  - Requires large impacts to water resources
  - Requires the highest amount of new ROW
- Alternative 6 Cons
  - Does not utilize the existing route on the east end
  - Requires the most property from centennial farms
  - Requires the most floodplain acreage
  - Requires large impacts to water resources

Alternatives Recommended for Further Study

- Alternatives 4 and 5 are recommended for further study. The No-Build alternative will also be evaluated. Pros and cons for these alternatives are described below.
- Alternative 4 (North) Pros
  - Performed 2nd best at improving the LOS
  - Requires the least amount of agricultural ground
  - Requires the 2nd least amount of acreage from centennial farms
  - Least amount of impacts to water resources
  - Utilizes much of the existing U.S. 30 roadway
  - Requires the least amount of new ROW
  - Shortest alternative
  - Least amount of continued maintenance need for existing U.S. 30
- Alternative 5 (South) Pros
  - Performed the best at improving the LOS and providing crash reduction
  - Requires the 2nd least amount of agricultural ground
  - Least amount of impacts to forested areas
  - Utilizes much of the existing U.S. 30 roadway
  - Requires the 2nd least amount of new ROW
  - Predicted to lure highest volume of traffic from existing U.S. 30
- Alternative 4 (North) Cons
  - Requires the most residential acreage
  - Requires the most farmstead displacements
  - Requires the most residential displacements
  - Impacts the greatest number of special waste sites
  - Highest cost alternative

- Alternative 5 (South) Cons
  - Requires the greatest amount of acreage from public facilities
  - Requires the 2nd most property from Centennial Farms
  - Impacts the 2nd most area floodplain
- Since the original comparison of the six alternatives was made, the consultant team has continued to work with the District to improve Alternatives 4 and 5. Adjustments to Alternatives 4 and 5 include:
  1. Both alternatives were realigned at the west end to stay to the north, then cross the two railroads at same location before returning to existing.
  2. Both alternatives were realigned near the Abbott Tree to ensure the root system is not compromised. This involved a shift to the south and ties into the existing ditch system.
  3. Alternative 4 was realigned near Union Grove to eliminate impacts to a historical property and wetlands. The resulting alignment involves staying on the Alternative 5 alignment to just east of Hillside Road then veering east to cross over the railroad and reconnect with the original Alternative 4 alignment west of Illinois 78.

Discussion, Questions & Concurrence

- Todd Hill, Bicycle & Pedestrian Coordinator for BDE, asked about access to the State Park north of Morrison and if providing a north alternate would be a good thing to draw tourists to this park? Mary Lou stated that an alternate to the north of Morrison would provide better access but that the area north of Morrison is residential and the people in that area want it to remain residential and "quiet." There have also been concerns about the effects of noise from the northern alternative on the park.
- Jon Estrem explained the cost difference between Alternatives 4 & 5 was due to number of bridges that would be required to be constructed, the amount of earth excavation that would be required and the number of displacements. The exact cost difference was not available during the meeting, but Jon will provide to the PSG. (The lowest cost estimate was $272 million and the highest was $357 million.)
- Mark Nardini explained the only difference between Alternatives 4 & 5 in regards to Special Waste sites is there is an old landfill north of Morrison through which Alternative 4 passes.
- Bridgett Jacquot explained that public facilities are not 4(f) and there are no 4(f) impacts with any alternative. The public facility that was discussed is the Whiteside County Landfill that sits adjacent to U.S. 30 and is publicly owned. There currently are no public-owned parks, recreational areas or wild-waterfowl refugees that are being impacted.
- Mike Walton discussed the basis of the projected Crash Reduction Factor for each alignment alternative. The estimated number of crashes reduced as a result of the various alternatives was based on the crash information gathered from the crash report along the existing route, the projected traffic volumes utilizing the existing and proposed roadways for each of the alternatives and a FHWA report which studied the crash reduction factors associated with the reconstruction of a two lane rural highway to a 4 lane expressway design. A Origin-Destination Study, conducted early on in the project, was to determine how much traffic would stay on U.S. 30 and the volume that would use the bypass based on various locations for a proposed

bypass. Mike did not have the brief report (completed in April 2009), that outlined the basis of this traffic, on hand at this meeting but the FHWA will be sent another copy to show the basis for the Traffic Safety information.

- FHWA stressed that the Alternatives Chapter of the DEIS needs to have a detailed explanation and quantification of why certain alternatives were eliminated. This can be done by explaining the process and providing the impact data. FHWA requested the Draft Alternative Section be submitted to FHWA by May 24, 2010, in order for this project to be presented at the September 2010 NEPA 404 Merger Meeting. Charles Perino believes this project will not have to go through the NEPA 404 Merger Process because an individual Section 404 permit is unlikely to be needed for this project and the alternative analysis will show this. Bridgett Jacquot will complete the draft Alternatives chapter to illustrate the process to date that includes the elimination of alternatives 1, 2, 3, and 6.
- FHWA stated that the project team will seek feedback on the alternatives to be carried forward from the general public to satisfy Section 6002 requirements. This may be accomplished through a public meeting, posting information to the website, sending out a newsletter requesting comments, and/or newspaper articles.

CAG Meeting

- It was determined that the next CAG meeting should be held in early June.
- FHWA stated that at the CAG meeting IDOT should show all six alternatives and their associated impacts utilizing quantitative data. IDOT should then seek the CAG's input on the six alternatives as well as the recommendation to further study Alternatives 4 and 5.
- Concurrence was received to add a new CAG member from the Area Businesses Development Alliance. There are two potential candidates. The new member will be determined by the project team.

Morrison Business Community Meeting

- A stakeholder meeting was held April 15, 2010, at the O'Dell Community Center in Morrison.
- Significant concerns had been expressed by the members of the Morrison Business Community regarding the potential impacts of a U.S. 30 bypass.
- A Bypass Study was requested. Guidelines from IDOT's Community Impact Assessment process will be utilized, and this study will be incorporated into the socioeconomic chapter of the EIS. Barbara Stevens, IDOT BDE, and District 2 have discussed this,
- The Morrison Business Community will be given the opportunity to review the Draft Bypass Study Report and discuss it with the US 30 Project Study Team.
- Charles Perino stated that a separate Bypass Study may not be necessary. Portions of the socioeconomic data collected for the DEIS may be sufficient. *A decision whether to have a separate Bypass Study report was not made during the meeting because it required a discussion with Barbara Stevens of BDE.*

Project Timeline

- Draft Alternatives Chapter: May 2010
- CAG Meeting: June 2010
- Draft Bypass Study: September 2010
- NEPA/404 Merger Meeting: September 2010
- Submittal of preliminary DEIS & technical reports: March 2011
- Submittal of preliminary FEIS: October 2012
- Record of Decision (ROD) signed: July 2013

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: *Volkert, Inc.*
103 Lanter Court
Collinsville, IL 62234
Or via email to: *mwalton@volkert.com*

Illinois Department of Transportation

U.S. ROUTE 30
ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

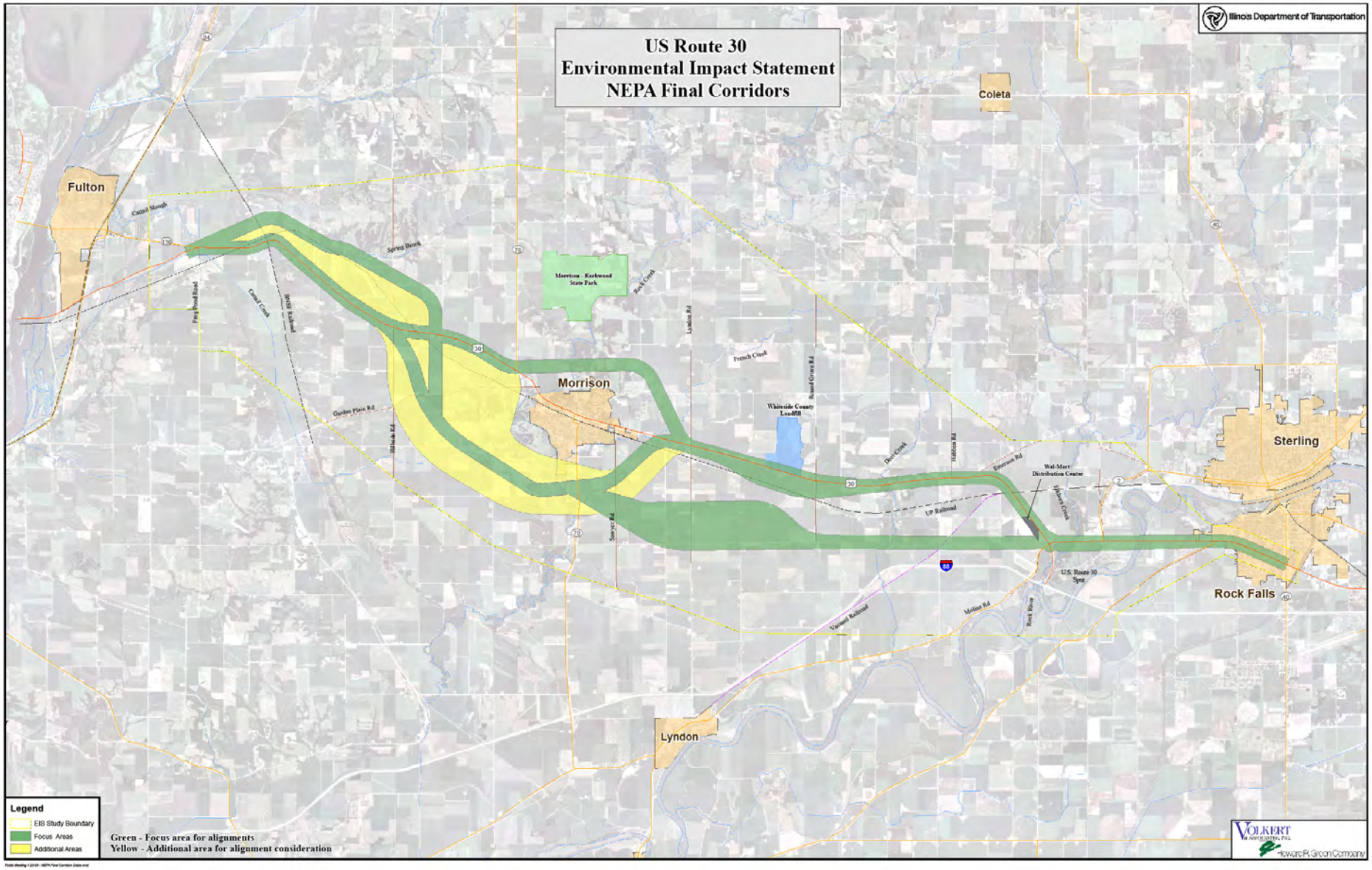
PROJECT STUDY GROUP MEETING
April 27, 2010

Agenda

1. Discuss Progress to date
   a. Last PSG meeting was May 14, 2009
   b. CAG meeting June 10, 2009
   c. Subsequent meetings with team, IDOT & BDE
2. Six Alternatives Considered after adjustments
   a. Key Environmental Issues
   b. Key Engineering Concerns
   c. Alternatives Recommended for No Further Study
   d. Concurrence on 2 alignments recommended for further study
3. Morrison Business Community Meeting
   a. Bypass Study
   b. New CAG Member
4. Project Timeline
5. Proposed CAG Meeting #6
   a. Date
   b. Agenda

Last PSG meeting May 14, 2009

- Discussed the results of the Environmental Survey Request
- Summarized the Public Informational Open House that was held on January 29, 2009:
  - Agricultural Land/Environmental Concerns
  - Prefer South Corridor
  - Route to the North was a surprise/Not a good option
  - What progress was made with the project?
  - Development
- Summarized the NEPA 404 Merger meeting held February 3, 2009: Discussion of the Corridors
- Development of the Alignments


US Route 30
Environmental Impact Statement
NEPA Final Corridors
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Morrison - Rockwood State Park
Whiteside County Landfill
Wal-Mart Distribution Center
U.S. Route 30 Spur
UP Railroad
Vacated Railroad
BNSF Railroad
Canal Slough
Ferry Pond Road
Canal Creek
Sewer Brook
Rock Creek
French Creek
Round Grove Rd
Lyndon Rd
Hillside Rd
Garden Plain Rd
Sawyer Rd
Dee Creek
Hubbard Rd
Emerson Rd
Spring Creek
Molter Rd
Rock River
Legend
EIS Study Boundary
Focus Areas
Additional Areas
Green - Focus area for alignments
Yellow - Additional area for alignment consideration
VOLKERT & ASSOCIATES, INC.
Howard R. Green Company

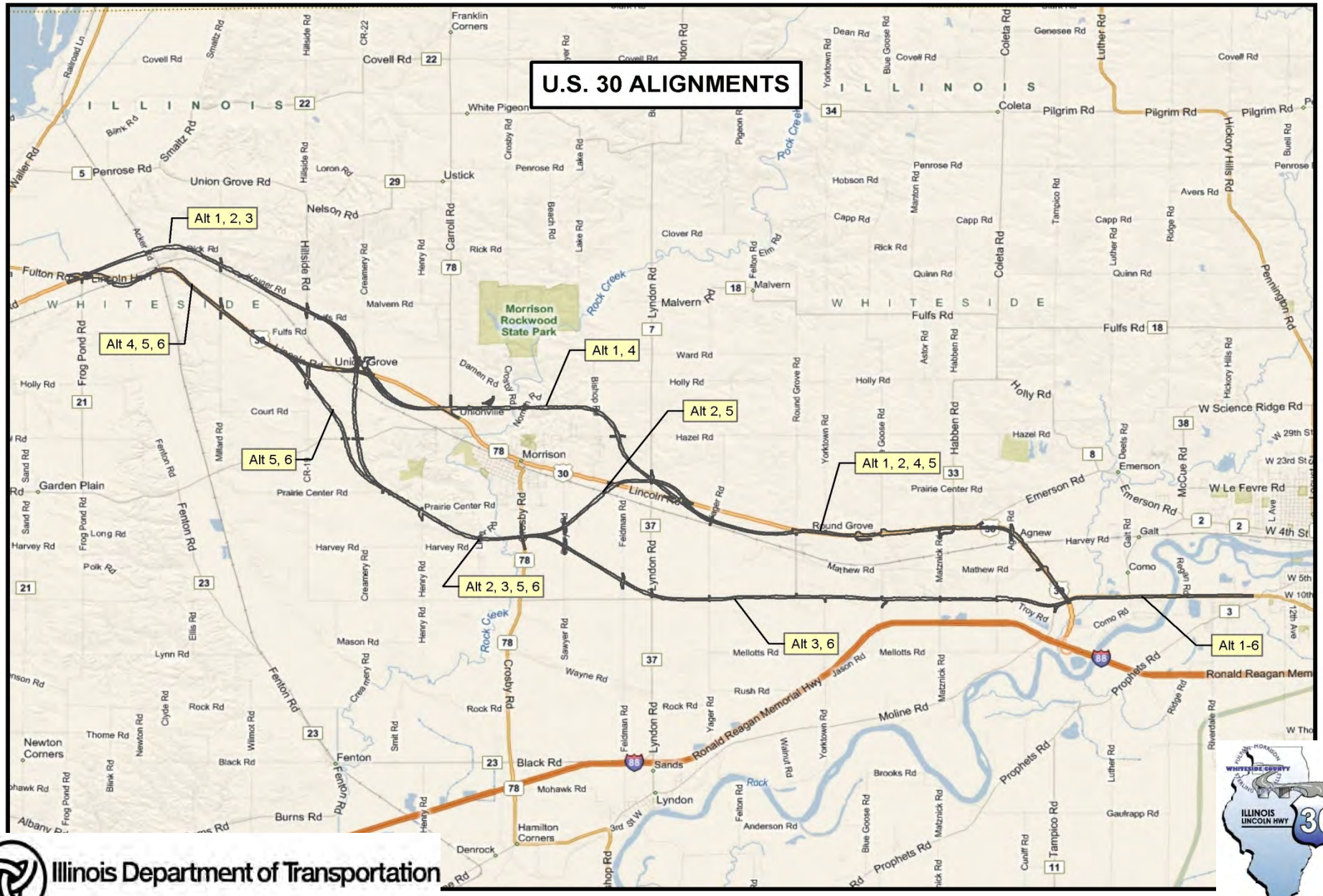
CAG Meeting June 10, 2009

- Discussed the results of the Environmental Survey Request
- Discussed the Public Informational Open House and NEPA 404 Merger Meeting
- Discussed the Initial Alignments and Potential Environmental Impacts
- Questions that were asked by the CAG
  - Why were areas added back into the study?
  - Is Alternate 6 too far south of Morrison to serve existing traffic?
  - At what point will drainage be addressed?
  - How will the connection to IL 136 be handled?
  - What about the overall US 30 system continuity?
  - What is the timeline for this study?
  - Will the study look at secondary road impacts?

Subsequent Meetings with team, IDOT, and BDE

- Access
- Geometrics
- Contents of the Draft Environmental Impact Statement (DEIS)
- Schedule
- Process
- Environmental Issues
- Narrowing down of the number of alternatives

Six (6) Alternatives Moving Forward



Six Alternatives Considered After Adjustments

Key Environmental Issues

- Displacements
- Agricultural Impacts
- Abbott Thinshell Tree
- Centennial Farms
- Wetlands
- Forested Areas
- Flood Plain
- Creeks
- Cemeteries
- Potential Historic Homes

Key Engineering Concerns

- Railroads
- Access
- Intersections

Concurrence on 2 alignments recommended for further study

- *The recommendations to retain the following alternatives are based on a preliminary analysis of the impacts of an approximately 220 foot wide footprint.*
- *The impact data, such as acreage, is approximate.*
- *The six alternatives were then compared to each other.*
- *The next step will be to refine the two remaining alternatives and add 20 feet outside of the 220 foot footprint in order to assess the impacts of potential ROW.*
- *Therefore, the impacts (acreage, etc.) that you see in the following slides will be revised (hopefully minimized) for the two remaining alternatives and based on an approximately 220 foot footprint.*
- *Lastly, the No-Build Alternative will also be evaluated along with the two alternatives being carried forward.*

Alternatives Recommended for No Further Study

1

CONS

- Does not utilize the existing route on the west end
- Requires the 2nd most residential acreage
- Requires the 2nd most farmstead displacements
- Requires the 2nd most residential displacements
- Largest impact to Forested Areas

2

CONS

- Does not utilize the existing route on the west end
- Requires the most commercial/in-dustrial/public ground
- Requires the 2nd highest amount of agricultural ground
- Severs the most farm properties
- Requires the 2nd most amount of new ROW

3

CONS

- Does not utilize the existing route on the west or east end
- Performed the worst at improving the LOS and providing Crash Reduction
- Requires the most agricultural ground
- Severs the 2nd most farm properties
- Requires large impacts to Water Resources
- Requires the highest amount of new ROW

6

CONS

- Does not utilize the existing route on the east end
- Requires the most property from Centennial Farms
- Requires the most floodplain acreage
- Requires large impacts to Water Resources

Concurrence on 2 alignments recommended for further study

Alternatives 4 & 5

Illinois Department of Transportation

Concurrence on 2 Alternatives Recommended for Further Study

Comparison of Alternatives 4 & 5 to the Alternatives 1, 2,3, & 6

Alternative 4 (North)

PROS

- Performed 2nd best at improving the LOS
- Requires the least amount of agricultural ground
- Requires the 2nd least amount of acreage from Centennial Farms
- Least amount of impacts to water resources
- Utilizes much of the existing U.S. 30 roadway
- Requires the least amount of new ROW
- Shortest Alternative
- Least amount of continued maintenance need for existing U.S. 30

Alternative 5 (South)

PROS

- Performed the best at improving the LOS and providing Crash Reduction
- Requires the second least amount of agricultural ground
- Least amount of impacts to forested areas
- Utilizes much of the existing U.S. 30 roadway
- Requires the 2nd least amount of new ROW
- Predicted to lure highest volume of traffic from existing U.S. 30

Concurrence on 2 Alternatives Recommended for Further Study

Comparison of Alternatives 4 & 5 to the Alternatives 1, 2,3, & 6

Alternative 4 (North)	Alternative 5 (South)
CONS ➢ Requires the most residential acreage ➢ Requires the most farmstead displacements ➢ Requires the most residential displacements ➢ Impacts the greatest number of special waste sites ➢ Highest Cost Alternative	CONS ➢ Requires the greatest amount of acreage from public facilities ➢ Requires the 2nd most property from Centennial Farms ➢ Impacts the 2nd most area of floodplain

CONCURRENCE FROM PSG

Morrison Business Community Meeting

- Stakeholder meeting held April 15th
- Significant concerns have been expressed by the members of the Morrison Business Community regarding the potential impacts of a US30 Bypass.
- Anticipate DRAFT Bypass Study Report by September 2010.
- Allow Morrison Business Community the opportunity to review the Draft Bypass Study Report and discuss with the US30 Project Study Team

New CAG Member

- Currently 43 members on the CAG
- Concurrence from the PSG to add a new member to the CAG from the Area Businesses Development Alliance

Project Timeline

- Draft Bypass Study: September 2010
- NEPA/404 Merger Meeting: February 2011
- Submittal of preliminary DEIS and technical reports: March 2011
- Public Hearing: October 2011
- Submittal of preliminary FEIS: October 2012
- Record of Decision (ROD) signed: July 2013

Proposed CAG Meeting #6

- Discuss with the PSG
  - Date
  - Agenda

THANK YOU

Illinois Department of Transportation

PSG Meeting #10
U.S. Route 30
November 16, 2010

Location: IDOT District 2
Time: 10:00 am
Preparer of Minutes: Jill Calhoun

MEETING MINUTES

Attendees

Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
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Agenda

1. Discuss CAG Comments on Six Alignments
2. Discuss Public Comments on Six Alignments
3. Concurrence on Alignments to Move Forward

Handouts

The handouts provided to the PSG members were: CAG Meeting Minutes (June 02, 2010), Six Alignments Public Comment Period Report, and the Six Alignment Comment Spreadsheet.

CAG Meeting – June 02, 2010

- Michael Walton stated the last PSG Meeting that was held was on April 27, 2010
    - Discussed the pros and cons of each of the six alignments.
    - Decided that before PSG could grant concurrence on the alignments to move forward, public input needed to be gathered on the six alignments.

- The CAG meeting minutes were reviewed.

- Same information presented to the PSG at the April meeting was presented to the CAG.

- **<u>CAG Exercise-</u>** CAG members at each of the six tables were asked to discuss the six alternatives and note concerns, questions, and opinions.

Table 1: Started off by stating that they appreciated the diversity of the interests represented at the table.

a) <u>Important Considerations</u>
   - Take less farmland out of production
   - Close proximity to Industrial Park & Morrison
   - Prime residential development corridors near Morrison
   - Concerns about trucks and access to landfill
   - Concern about losses of homes

b) Favor Alternates 4, 5, & 6 on the West end.

c) Favor Alternates 4 & 5 in the Central section.
   - <u>Alternative 4</u>:
     - Residential growth is a positive effect
     - Concerned about potential impacts to the terrain and character north of Morrison
     - May remove natural land from use – should be kept in natural state for future
     - Cuts access to Rockwood State Park – consideration of alternate routes and crossings for recreational/wildlife/special access.
     - North of Morrison is prime residential growth area or prime preservation area. This could pose a land use conflict in the community
     - Takes out less farm land
     - Better access to park- may open up markets for residential/recreational
   - <u>Alternative 5</u>:
     - Closer to industrial park and business growth.
     - Avoids wetland area
     - Suggested that if possible shift the alignment to the north where it crosses Illinois 78 to bring it closer to the industrial park and take less farmland.

d) Favor Alternates 1, 2, 4 & 5 on the east end.
     - Do not like Alternatives 3 & 6 because they cross a natural area and would create a kill zone for deer.
     - Alternatives 3 & 6 also take the most farmland out of production

Tables 2 & 3 (combined):

a) No Build is not an option; any alternative would be beneficial

b) <u>North Option (Central)</u>
   - Stronger access to Rockwood State Park
   - Both options would cause construction delays over existing U.S. 30.
   - Will the covered bridge be affected?
   - Concerned it may deter residential growth on north side
   - Morrison businesses (retail) may be negatively impacted.
   - Suggested the use of signage to direct motorists to old route (Lincoln Highway)

c) <u>South Option (Central)</u>
   - Advantageous for growth and industrial park access
   - Concerned that a second EMS station may be required – Who will pay?
   - Morrison businesses (retail) will have possible negative impacts.
   - Suggested the use of signage to redirect motorists to old route (Lincoln Highway)
   - New overpass over railroad east of Morrison may lessen EMS concerns regarding access back to the south

Table 4:

a) What will be the impact of Alternate 4 on residential growth north of Morrison and the covered bridge?
b) Alternate 5 provide advantage with its proximity to the industrial park.
c) Noted the lack of an IL 78 bypass around Morrison with any of the alternatives.
d) Concerned about the impact on Morrison's business community
e) No-Build not an option

Table 5:

a) Concerns with following existing U.S. 30 because of cost of railroad overpasses.
b) Suggested it would be beneficial to pursue Alternatives 3 & 6 and connect directly to Interstate 88. This would result in a shorter alternative.
c) Expressed concern regarding displacement of residential properties near Deer Creek.
d) Northerly route around Morrison is a concern because of topography and the State Park.
e) Like the southerly route around Morrison because it is closer to Morrison and allows for future development and growth.
f) No concerns on west for Alternatives 4 & 5.
g) Voiced the importance of the Forest Inn and urged that it not be displaced.

Table 6:

a) Alternatives 1 & 4
   - Concerned with proximity to residential properties and topography on the north side of Morrison.
   - May cut off pedestrian and cyclist access to Rockwood State Park from Morrison.
   - Aesthetics are also a concern.
   - Concerned about the roadway being near the covered bridge.
   - Heavy truck traffic to Morrison Industrial Park would still use existing U.S. 30 for access unless on I-88.

b) All Alternatives
   - Morrison's current sales tax structure and local government funding could be affected. Auto and fuel use tax could also be affected.
   - May result in a decrease in Morrison's property tax base for school districts.

Summary of the common concerns/comments:

1) No-Build Alternative is not an option
2) Preserve farmland – Stay on existing U.S. 30 as much as possible.
3) Concerns regarding sustainability & viability of Morrison businesses
4) Proximity to the industrial park would allow for better economic development growth opportunities.
5) Quality of life in the area should be a concern.
6) Concern about the north alignment restricting development and compatibility with surroundings
7) Environmental sensitivity/prudence.

- Jim Allen (FHWA) stated this was his first U.S. Route 30 CAG meeting and the meeting was very good and there was a good community feeling and participation from the group.

Six Alignments Public Comment Period Report

- The fifth issue of the project newsletter was sent to the public in early August. Included in each newsletter was a comment form, proposed six alignment map, and a stamped addressed envelope. To assist respondents in understanding each alignment, a description of each alignment was provided. To simplify the location of the alignments within the large project study area consisting of 24 miles long and 10 miles wide, the project study area was divided into four portions: Western, Central, Eastern, and Moline Road to IL 40. Each alignment location description included primary engineering and environmental considerations. The public was also given the option to consider a "No-Build" Alternative.
- There were several mediums used to notify the public of their opportunity to comment on the six proposed alignments. Such efforts included press releases, an

eblast, and announcement postings. The public was notified that September 9, 2010 was the deadline date to submit their comments. They were asked to return all comments to the project office in a stamped addressed envelope provided within the newsletter, or via the project website. The following methods were used to notify the public of the opportunity to comment on the alignments:

- Project Newsletter – Approximately 539 newsletters were mailed to those identified in the project database. The newsletter included a description of the six proposed alignments along with a map, and comment form to complete.
- A Press Release was distributed to selected media outlets such as: The Review, Fulton Journal, Whiteside News Senteninel, Prophestown Echo, Sauk Valley Newspaper, and Morrison Post. And the Department faxed press/news releases to all of the municipalities within the project study area (Fulton, Morrison, Rock Falls, and Sterling)
- An E-blast was circulated to the Community Advisory Group (CAG).
- Web Announcements were posted to the project website notifying visitors of the opportunity to comment. For those who chose to respond through the project website, the same general instructions were provided along with instruction on how to navigate the GIS Portal map. The GIS Portal map provided a more illustrated view of the project study area, property lines, and the six alignments under evaluation

- Overall, 67 people responded to solicitation for public input on the six alignments. Fifty-four of the comments were received by mail and 13 were emailed, via the project website. Approximately 12% of the newsletter's recipients returned a response comment. Comments were reviewed by the consultant team numerous times to ensure the response was correct.

- **Table 5** summarizes the responses received that expressed a preference on an alignment.

Table 5: Respondents Preference on Alignment*

Alignments	Preferred		Against	
	Number	Percentage	Number	Percentage
Alignment 1	1	2%	3	5%
Alignment 2	4	6%	4	6%
Alignment 3	3	5%	5	8%
Alignment 4	8	13%	1	2%
Alignment 5	8	13%	2	3%
Alignment 6	7	11%	4	6%
In Favor of Any	2	3%	---	
North Bypass	1	1%	---	
South Bypass	3	4%	---	
No Build	19	30%	---	
Other	12	19%	---	
No Comments	3	5%	---	

*Based on 64 Comments

Further highlights of each respondent's comments can be found on the public comments spreadsheet **(Handout)**. Please note of the 67 comments received three (3), respondents provided no comments and requested to be removed from the mailing list.

Respondents were allowed to expand on their input during the comment period. Highlighted below, is a summary of some of the most frequent comments expressed regarding the impacts the six alignments will have on farmlands, businesses, personal properties, and historical sites, should an alternative be considered.

Agriculture/Farmland: Listed below are general comments expressed about the impacts to farmers or farmlands. They are as follows:

- Respondents would like to see the least possible impact to existing farmland.
- Respondents fear a new road would limit their access to roadways prohibiting them to use their farming equipment effectively. Respondents expressed concern about the impact to historical and legacy farmland, such as the Centennial Farm.

Economic Impacts*:* Listed below are general comments expressed about the economic impacts to businesses and properties. They are as follows:

- The most common concern in regard to economic impacts is how a selected alternative could economically impact the city of Morrison. Many feel a bypass around the city will create a devastating effect on the town's growth and economic stability.
- Respondents support an alternative that will enhance the accessibility to businesses along the corridor and support future industrial/commercial development along the corridor.

Historic Impacts*:* Listed below are general comments expressed about the impacts to historical and specific landmarks, parks, and scenic attractions in the area. They areas follow:

- The general consensus from respondents is that there be no impacts to the historic character, attributes, and landmarks that identify each City Respondents would like to see the historical character of the Lincoln Highway preserved.
- Respondents do not support any alternatives that pose a negative impact to the State Park.
- Respondents support no billboards.
- Respondents expressed concerns that some proposed alternatives will disrupt the beautiful charm, character, and nature of some established communities.

Property Impacts*:* Listed below are general comments expressed about the impacts to businesses or personal properties. They are as follows:

- There is a general consensus that if any improvements are done they should be aligned in conjunction with existing U.S. Route 30 and run south of town to provide greater access to the Commercial/Industrial Park because of the significant resources dedicated to the development on that side of town.
- Respondents expressed concerns that various alternatives will impact residential development on the North side of town.

- Respondents expressed concern that various alternatives will impact their personal properties by cutting straight through their homes.
- Respondents expressed concern that a new roadway would disrupt the quite serene communities on the North side of town with traffic, noise, and air pollution.
- Respondents expressed concern that selective alternatives would increase traffic and noise will raise safety concerns in neighborhoods.
- Respondents expressed concern that selective alternatives would impact their property value.

Other: Listed below are miscellaneous comments expressed about the possible six alignments. They are as follows:

- Respondents expressed concerns that the state is in no financial condition to support a new roadway.
- Respondents stated that "if" improvements are needed then improve the existing route 30 by resurfacing the road and adding some turn lanes, and enhance the intersections.
- Respondents feel the project is a waste of tax payer's dollars/ See other needs for tax payer's dollars.
- Respondents stated that the cost to build a new roadway is too much.
- Would like to see it aligned with the present U.S. Route 30 as much as possible. North or south of Morrison – too much to take into consideration.

Conclusion:

The comments received from the public reaffirmed the primary concerns that were previously brought forward in the Context Sensitive Solutions process. The comments showed the primary concerns for the improvement include: lost of agricultural ground, farm and residential displacements, potential negative economic impacts associated with the bypass of Morrison, environmental impacts, and costs associated with the project. Other concerns included potential impacts to the Morrison Rockwood State Park, historical properties, and the Lincoln Highway. In order to avoid these impacts, many of the respondents stated to utilize the existing U.S. Route 30 alignment as much as possible.

To better put into perspective how the primary concerns can help determine which alignments should move forward in the process, the project study team has looked at the comments in relation to what portion of the project study area the comments are associated with.

For the Western Portion

(From IL 136 to west of Morrison) Of the comments received, seven respondents suggested a preference to stay north of the existing roadway west of Morrison to IL 136 and 22 suggested an alignment that utilizes the existing route.

- Many of those that chose the alignments along the existing roadway alignment gave reasons similar to those previously discussed as primary concerns including: agricultural impacts maximize existing route, least environmental impacts, and most cost effective.
- Those that preferred alignments that utilized the existing U.S. Route 30 route reasoned it was the straightest or fastest and avoided RR crossings. In addition,

some respondents did not include comments about the alignments in the western portion precisely but the alignments they identified as their "preferred," included the use of the existing U.S. Route 30 in the western portion of the project study area.

The Central Portion

(From Hillside Road west of Morrison to about Lyndon Road east of Morrison) This is where most of the comments were directed. For central portion, nine respondents preferred an alignment that would go north of Morrison, 16 preferred an alignment that would go south of Morrison, and three were in favor of an alignment either way around Morrison.

- The primary reasons for staying north of Morrison included: Straightest and fastest route, less agricultural impacts, better access to the Morrison Rockwood State Park, least impact to natural areas, best access to Chicago and Prison, stays close to town, most cost effective, would affect the least number of people, keep park and Morrison more visible, access to covered bridge, own land south, and saving costs by not requiring a railroad overpass.
- The reasons that were provided for preferring an alignment south of Morrison included: closer to interstate south of town, closest to industrial park, would keep more wooded land to the north untouched, noise impacts greater to the north, traffic safety issues north, south better for future development, residential growth is to the north, south closer to ballpark, too many houses and covered bridge to the north, south better for growth and commercial development, northern route would encounter a lot of terrain problems, southern route would facilitate access between IL 78 and U.S. Route 30, southern route has minimum negative effects to Morrison, and more efficient to accommodate traffic from south travelling east or west.
- Reasons for constructing a bypass included: traffic in town, truck traffic in town is dangerous and economic improvements.

For the East Central Portion

(From Lyndon Road to Moline Road) There were a total of nine respondents that preferred an alignment south of the existing U.S. Route 30 roadway, between IL 78 south of Morrison and the intersection of U.S. Route 30 and Moline Road. There were 18 respondents that preferred an alignment along the existing roadway is used in this area.

- Similar to those (and in many cases the same respondent) that preferred the alignments west of town along the existing alignment, those that prefer an alignment along the existing U.S. Route 30 roadway alignment in this section reasoned the following: agricultural impacts, maximize existing route, least impacts, and most cost effective.
- The reasons that were provided by respondents for preferring an alignment that utilized much of the existing Bunker Hill Road alignment included: shortest and most direct route to IL 136 and I-88, straightest route, need for bridge construction reduced, better access to I-88 form IL 78, route closest to I-88, avoids railroad crossings, easiest to build, and most cost effective use.

East of Moline Road
Only one respondent mentioned the portion of the project study area from Moline Road to IL 40. This respondent had build preferences on the rest of the project but stated they preferred the No-Build Alternative east of Moline Road.

No-Build Option
Nineteen of the respondents stated that they were in favor of the No-Build Alternative. Some of the respondents that stated they preferred a No-Build added that if a transportation improvement along U.S. Route 30 had to be done, that only a widening of existing U.S. Route 30 should take place. This would reduce the agricultural impacts along with the potential impacts to the economy in the city of Morrison associated with a bypass.

Summary
To address the primary concerns of the respondents, a conclusion can be drawn that by utilizing the existing roadway alignment as much as possible, the impacts to agriculture and residential property can be minimized. The alignments utilizing the existing roadway as much as possible would also reduce the total right-of-way needed for the improvement, as many suggested. Therefore, since Alignments 4 and 5 are those that utilize the existing U.S. Route 30 alignment to the east and west of Morrison, they are suggested to be the alternatives carried forward to best address the public's concerns with agricultural and property impacts. By further studying these two options, the PSG can provide additional information to the public on the design, benefits of these alignments, and their potential impacts, eventually leading to the selection of a preferred alignment.

- Jim Allen asked for the location of the city of Morrison's planning boundary. Rebecca Marruffo answered that the City has no plan. In addition, Tim Long, City Manager, and Mr. Wood, Economic Development Director, have left their positions with the city of Morrison. Ms. Jacquot added the City has a zoning board but no plan.
- Jim Allen asked if the Forest Inn would be impacted as this was a concern of the CAG and the public. Jon Estrem stated the Forest Inn would not be impacted by Alternative 4 or 5.
- Jim Allen asked about the role of the Scenic Byway Coalition. Bridgett Jacquot explained she had spoken with the Illinois Lincoln Highway Coalition Director, Bonnie Heimbach, who oversees the national scenic byway program in Illinois, and this agency has no intention of signing the new bypass route as part of the scenic byway.

<u>Concurrence</u>

The PSG gave concurrence on Alternatives 4 and 5 to be the Build Alternatives carried forward for further study in the DEIS. It was determined that these alternatives best address the public's concerns with agricultural and property impacts. By further studying these two alternatives, the PSG can provide additional information to the public on the design, benefits of these alignments, and their potential impacts, eventually leading to the selection of a preferred alignment.

French Creek Floodplain Discussion

- Bridgett Jacquot explained the FEMA floodplain maps have been updated for Whiteside County and although they do not "go into effect" until February 2011, they are being used to assess impacts in the DEIS.
- The new maps have added a large area as a 100-year floodplain associated with French Creek. Currently, Alternative 5 goes directly through this 100 year floodplain.
- Charles Perino stressed a detailed explanation of why the encroachment of French Creek cannot be avoided must given for the Public Notice. According to the new BDE Manual, floodplain and wetland encroachments in both Alternative 4 & 5 must be discussed in the Public Notice for the DEIS & the Public Meeting. Mr. Perino suggested naming the streams and the encroachment details, including why it cannot be avoided and how much fill will be placed.
- Bridgett stated that Jon Estrem is currently determining how much fill will be placed in the floodplains for Alternative 4 and 5.
- Cassandra Rodgers asked if the floodplain can be avoided. Jon Estrem responded that he has not reviewed the matter, but to avoid the floodplain he would have concerns. To avoid the floodplain Jon said that he thought the alignment would have to be significantly shifted to the East, agricultural impacts would increase, and a bridge may be displaced in order to reconnect to the existing U.S. Route 30.
- Charles Perino explained that a comparison of the quality of the French Creek flooplain would have to be compared to the quality/quantity of agricultural land that would be displaced if the floodplain encroachment was avoided. An examination of the quality of the wetland versus good agricultural ground or historic properties. FEMA, USEPA, and other agencies will probably comment on this issue.
- Bryan Cross has coordinated with IDNR and there are no floodways associated with French Creek.
- J.D. Stevenson stated the amount of fill needs to be determined in order to compare the floodplain impacts for Alternative 4 and 5. If Alternative 5 if the preferred alternative, a determination will need to made if shifting Alternative 5 out of the floodplain is feasible.
- Direction from J.D. Stevenson and Jim Allen regarding the floodplain is that we should proceed with DEIS submittal and wait to see if FEMA has concerns regarding the French Creek floodplain encroachment. If so, we can still proceed to the public hearing. If after the public hearing the decision is that Alt 5 seems to be preferred, we would need to investigate what can be done to eliminate or at least minimize the encroachment. This can be done (at least initially) as a paper exercise in which we first look at horizontal realignment. If we can demonstrate it is not possible to eliminate/minimize, we use what we gathered as justification. If on the other hand we find that horizontally it is possible, we will need to take it further.
- Bridgett Jacquot will include a statement in the DEIS about the floodplain encroachment impacts are based on the new FEMA maps. A floodplain finding will be included in the final EIS and will include the amount of fill and the length of encroachment.

Next Steps

- Further study of preferred alternatives 4 & 5
- Newsletter Issue 6 published in early 2011
- CAG Meeting in Spring 2011
- Public Hearing

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: *Volkert, Inc.*
103 Lanter Court
Collinsville, IL 62234
Or via email to: *mwalton@volkert.com*

Illinois Department of Transportation

U.S. ROUTE 30
ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

PROJECT STUDY GROUP MEETING
NOV. 16, 2010

Agenda

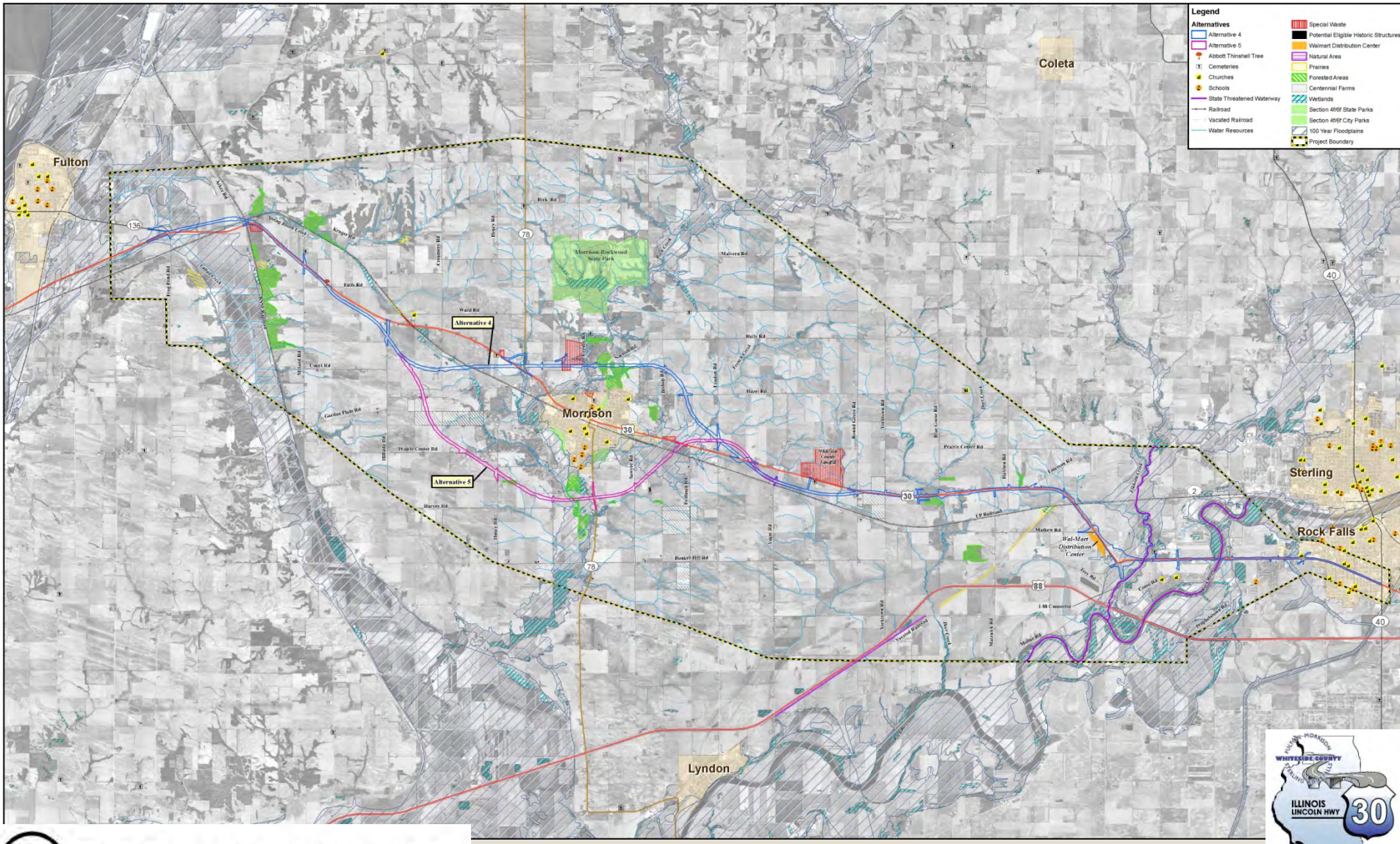
Discuss CAG Comments on Six Alignments

Discuss Public Comments on Six Alignments

Concurrence on Alignments to Move Forward

Review of FHWA comments on DEIS

Alignments 4 & 5



Illinois Department of Transportation

THANK YOU !

Illinois Department of Transportation

PSG Meeting #11
U.S. Route 30
May 24, 2011

Location: IDOT District 2
Time: 10:00 am
Preparer of Minutes: Jill Calhoun

MEETING MINUTES

Attendees

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Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net

Agenda

1. Public Hearing Dry Run
    a. Layout
    b. Displays
    c. Handouts
2. Cross Sections

Handout

The handout provided to the PSG members was the Public Hearing room layout.

Public Hearing – June 15, 2011

- Before the meeting, Mr. Michael Walton spoke with PSG members Mr. Jim Allen (FHWA, Mr. Todd Hill (IDOT: BDE) and Mr. Paul Niedernhofer (IDOT: BDE), who were teleconferencing into the meeting. Due to the fact that the meeting is primarily visual materials, both Mr. Allen and Mr. Niedernhofer decided not to participate in the meeting. They will be sent the meeting minutes and a copy of the displays and information provided in the meeting so they can provide comments.
- Mr. Walton stated the Public Hearing will be held on June 15th, from 1:00 pm to 7:00 pm at the United Methodist Church in Morrison.
- The Public Hearing room layout was discussed and reviewed by the PSG members.
- As the public enters the room, a presentation loop will provide an overview of the project and highlight the next steps.

- Community Advisory Group (CAG) members will be asked at the upcoming CAG meeting on June 8th if they are willing to actively participate in the public hearing by hosting a CAG table and answer questions. This station will only be set-up if CAG members are available to fill all the timeslots at the Public Hearing.
- Typical cross sections showing the existing condition as well as the proposed rural and urban roadways will be available for review.
- Two large alignment maps will be available for public view. The maps are 400 scale. The display includes a legend, environmental concerns, Alternatives 4 & 5 (separate colors throughout) and property owners. The maps will be facing each other.
- The Draft Environmental Impact Statement (DEIS) table will have two copies of the DEIS for the public to review.
- Individual property owner maps at 200 scale will also be available for review. Included is an index listing affected property owners and the sheet(s) on which the owners' property can be located.
- At the court reporter table one court reporter will be available to receive comments.
- Two comment tables are set up for the public to complete comment forms.
- Mr. Mike LaFever will attend the Public Hearing to answer Land Acquisition questions. Mr. LaFever stated he will circulate the room and have IDOT Land Acquisition brochures available for the public.
- PSG Members reviewed and commented on the Public Hearing displays. The displays that were available for comment were:
    - Alignment Map
    - Welcome Board
    - Draft Environmental Impact Statement
    - "Why Did IDOT Develop an Environmental Impact Statement?"
    - "What Information is Presented in the U.S. 30 Draft Environmental Impact Statement?"
    - "Please Provide Comments on the Draft Environmental Impact Statement"
    - Typical Sections – Rural and Urban
    - "Your Input Matters"
    - Property Owner Maps

- The Public Hearing Loop Presentation was reviewed. Comments received after the presentation were:
    - Information focuses on environmental issues, no engineering.
    - Discusses criteria but no criteria are listed. (It was subsequently agreed the criteria listed are sufficient.)
    - Match the colors of the alternatives in the presentation to the colors shown on the displays.
    - In-Direct should not be hyphenated.
    - Website address font should be minimized to have the address on one line.
    - Mr. Walton indicated he will change the settings so the presentation loops from end to beginning.
- Ms. Shelia Hudson is coordinating the final drafts of the Public Hearing materials with IDOT. The Public Hearing postcard notices will be mailed the first full week in June.
- Mr. Eric Therkildsen noted that he received comments from ICC regarding the project. The email was forwarded to Mr. Jay Howell.

- Ms. Jennifer Williams indicated she has comments on the typical sections & will forward them to Mr. Walton.

Next Steps

- Morrison Business Advisory Group Meeting tonight at 6:00 p.m.
- Community Advisory Group Meeting on June 8
- Public Hearing on June 15
- PSG Meeting (date to be determined) to select the preferred alternative
- After the conclusion of the PSG meeting, IDOT directed the project team to conduct another Community Advisory Group meeting after the Public Hearing (date to be determined) to discuss public hearing comments

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103 Lanter Court
Collinsville, IL 62234
Or via email to: *mwalton@volkert.com*

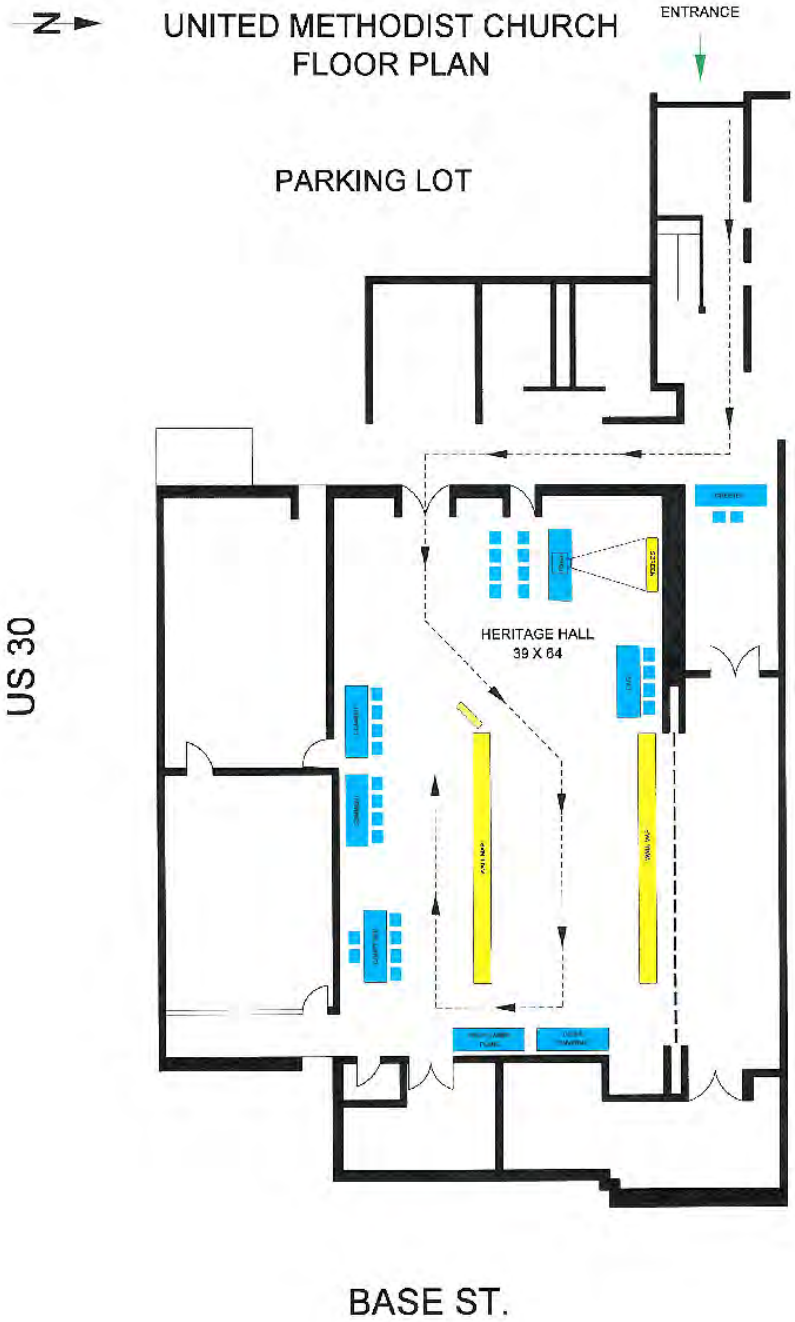
Illinois Department of Transportation

U.S. ROUTE 30
ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

PROJECT STUDY GROUP MEETING
May 24, 2011

Agenda

1. Public Hearing Dry Run
   a. Layout
   b. Displays
   c. Handouts
2. Cross Sections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UNITED METHODIST CHURCH
FLOOR PLAN
ENTRANCE
PARKING LOT
US 30
HERITAGE HALL
39 X 64
BASE ST.

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT

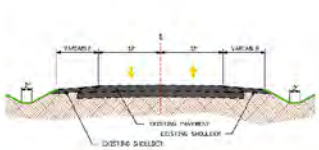
WELCOME TO THE U. S. 30 PUBLIC HEARING

Public Hearing
Wednesday, June 15, 2011

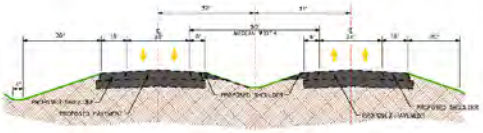
Illinois Department of Transportation

TYPICAL SECTIONS

US 30 RURAL TYPICAL SECTION

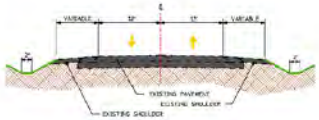


BEFORE IMPROVEMENTS



AFTER IMPROVEMENTS

US 30 URBAN TYPICAL SECTION



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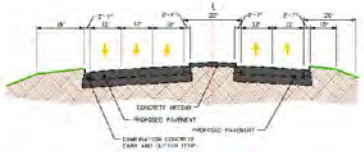
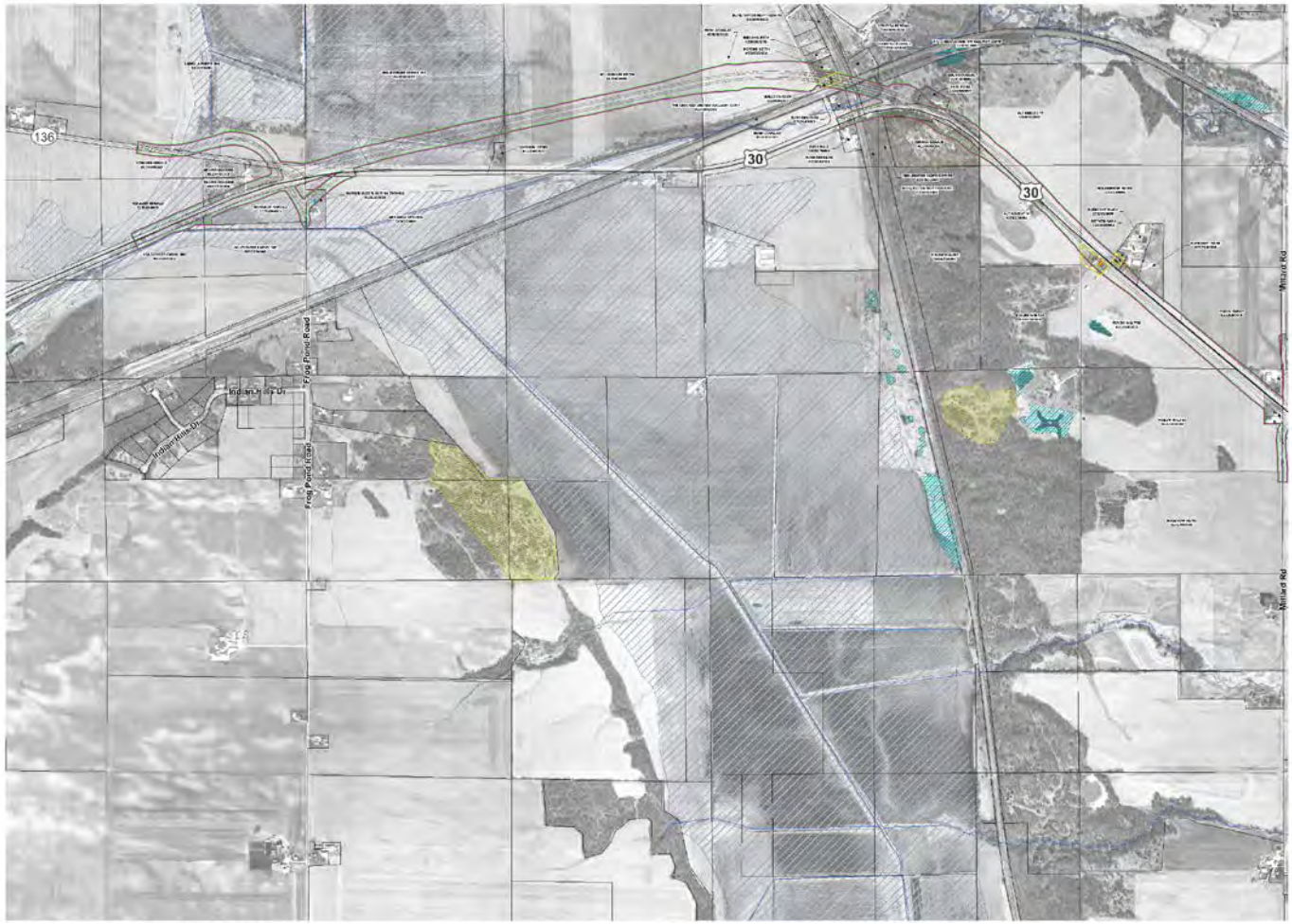


AFTER IMPROVEMENTS

Illinois Department of Transportation

Example Map Section



U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Public Hearing
Wednesday, June 15, 2011

Illinois Department of Transportation

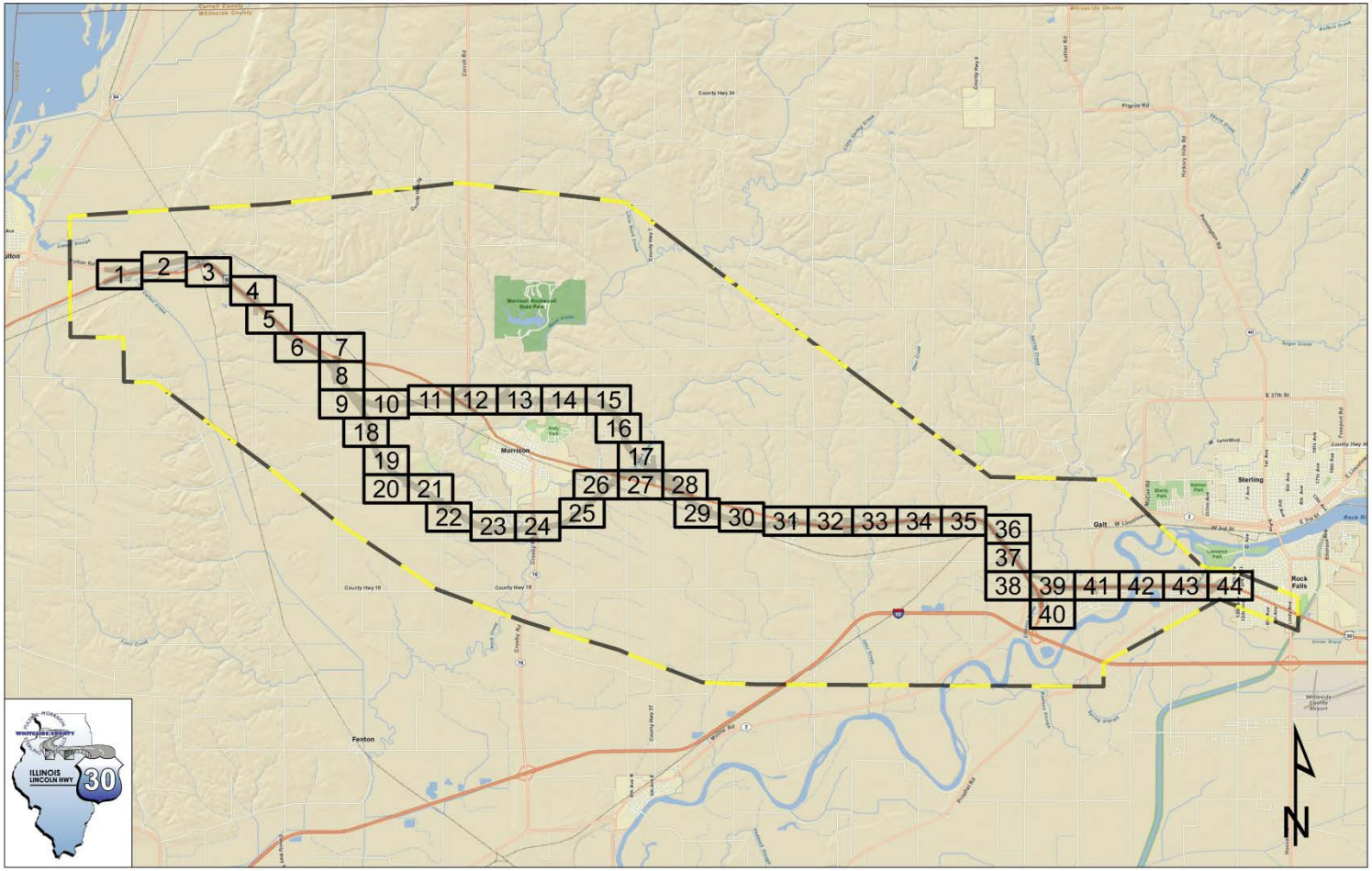
WHY DID IDOT DEVELOP AN ENVIRONMENTAL IMPACT STATEMENT?

Because the U.S. 30 proposed transportation project could significantly affect the quality of the human and natural environment, IDOT must follow the Federal guidelines under the National Environmental Policy Act (NEPA) and conduct an in-depth study called an "Environmental Impact Statement (EIS)."

WHY DID IDOT DEVELOP AN ENVIRONMENTAL IMPACT STATEMENT?

Because the U.S. 30 proposed transportation project could significantly affect the quality of the human and natural environment, IDOT must follow the Federal guidelines under the National Environmental Policy Act (NEPA) and conduct an in-depth study called an "Environmental Impact Statement (EIS)."

US 30 PROPERTY OWNER MAP



U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT

YOUR INPUT MATTERS

Please fill out a comment form or speak with the Court Reporter

Public Hearing
Wednesday, June 15, 2011

Illinois Department of Transportation

Next Meetings

1. Morrison Business Advisory Group – Stakeholder Mtg. – tonight
2. Community Advisory Group Mtg. – Wed June 8
3. Public Hearing – Wed June 15

THANK YOU !!!

Illinois Department of Transportation

PSG Meeting #12
US 30
June 28, 2012

Location: IDOT District 2
Time: 10:00 am

MEETING MINUTES

Attendees

John Wegmeyer	IDOT D2	john.wegmeyer@illinois.gov
Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Bill McWethy	IDOT D2	william.mcwethy@illinois.gov
Dan Long	IDOT D2	dan.long@illinois.gov
Mark Nardini	IDOT D2	mark.nardini@illinois.gov
Cassandra Rodgers	IDOT D2	cassandra.rodgers@illinois.gov
Deana Hermes	IDOT D2	deana.hermes@illinois.gov
Jennifer Williams	IDOT D2	jennifer.williams@illinois.gov
Jon McCormick	IDOT D2	jon.m.mccormick@illinois.gov
Bridgett Jacquot	Volkert, Inc.	bjacquot@volkert.com
Mike Walton	Volkert, Inc.	mwalton@volkert.com
Jon Estrem	H.R. Green Co.	jestrem@hrgreen.com
Gil Janes	H.R. Green Co.	gjanes@hrgreen.com

Via Teleconference

Charles Perino	IDOT BDE	charles.perino@illinois.gov
J.D. Stevenson	FHWA	jerry.stevenson@dot.gov
Marsia Geldert-Murphey	KEG	MGeldert-murphey@kaskaskiaeng.com
Bob Innis	Hudson & Assoc.	bob.innis@yahoo.com
Paula Hughes	Hudson & Assoc.	pjcord.hudsonassoc@sbcglobal.net

Agenda

1. 2011 Public Hearing
2. Agency Comments on DEIS
3. Floodplain Modernization
4. Build Alternatives
5. CAG Meeting
6. Whiteside County and Townships Coordination Meeting
7. Project Schedule
8. Questions/Comments

Handouts

The following handouts were provided to the PSG members via the IDOT FTP site in advance of the meeting:

- Public Hearing Record Report
- PSG PowerPoint Presentation
- Project Display
- CAG Meeting Minutes
- Whiteside County and Townships Coordination Meeting Minutes

1. 2011 Public Hearing

- A public hearing was held on June 15, 2011 at the United Methodist Church in Morrison that allowed the public to comment on Build Alternatives 4 (north of Morrison) and 5 (south of Morrison) and the No-Build Alternative as presented in the DEIS.

  The following is a summary of the comments according to the build alternative preference by stakeholder types and location:
  - Preference by Stakeholder Types
    - Homeowners and Farmers favored the No-Build Alternative
    - Business Owners, Developers, Others*, and Unidentified Stakeholders** favored Build Alternative 5
      **Others were individuals that represented either special interests groups, elected officials or other entities.*
      ***Unidentified Stakeholders were individuals that did not indicate their stakeholder type.*

  - Alternative Preference by Location
    - Morrison respondents favored the No-Build Alternative
    - Comments received from Fulton, Rock Falls, Sterling, and Iowa favored Build Alternative 5
    - Responses from other cities in Illinois outside of the project study area equally favored Build Alternative 5 and had No Preference to either Build Alternative

- Some of the comments supporting either the No-Build Alternative, Build Alternative 4 or Build Alternative 5 is as follows:
  - No-Build Alternative
    - "I believe a bypass (north or south) will virtually kill the business climate in Morrison."
    - "It will take farmland out of production."
    - "The proposed route to the south will be close to an already existing four lane, route 88."

  - Build Alternative 4
    - "It is shorter and may influence travelers to enter Morrison due to its proximity."
    - "I suggest the route going…to the north as the shortest, less costly and least corrosive to farming operations."

  - Build Alternative 5
    - "The bypass needs to run close to the Industrial Park. Expensive homes and dwellings and quality of life worth more than wetlands."
    - "Improvements to Route 30 will increase economic development opportunity, and improve the quality of life for more than 50,000 citizens of Whiteside County and the City of Morrison."

2. Agency Comments on DEIS

- Four regulatory agencies provided comments on the DEIS: two Federal agencies and two State agencies. Their comments and IDOT's responses are summarized as follows:
  - U.S. Department of Interior
    - Comment: Concern that the Rock River is on the Nationwide Rivers Inventory (NRI)
    - Response: IDOT believes that the project will not have an adverse effect on the river's:
      - Water quality
      - Free flow characteristics
      - Recreational use
      - Or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System at some future date
  - U.S. Environmental Protection Agency:
    - Comment: Recommend considering a Morrison west side bypass extending from IL 78 north to IL 78 south
    - Response: Does not meet Purpose and Need Statement and not supported by traffic volumes
    - Comment: Recommend the stream and floodplain crossings be widened and the stream banks modified to create a stepped plateau and reduce scour
    - Response: Benching adjacent to the channel does not provide permanent waterway opening and will not eliminate scour
    - Comment: Recommend that the floodplain crossings be redesigned to take into account forecast climate change and recent flooding history within the project area
    - Response: The effect of climate change on flow patterns and volumes of streams cannot be predicted. Floodplain crossing designs will be based on current conditions
  - Illinois Department of Agriculture
    - Comment: No objection to either Alternative
    - Response: None
  - Illinois Department of Natural Resources
    - Comment: Concern about the impacts to the State Threatened Black Sandshell Mussel in Rock River & Elkhorn Creek
    - Comment: Potential impacts to the Black Sandshell Mussel will require a Conservation Plan for an Incidental Taking of a Threatened Species, an Incidental Take Authorization (ITA) Permit to be acquired one year prior to construction, and relocating any mussels in harms way.
    - Comment: Because the DEIS states that IDOT will prepare a Conservation Plan in order to receive an ITA Permit, the consultation on this project is closed
    - Response: None

- Mr. J.D. Stevenson asked Ms. Bridgett Jacquot to place a summary of the agency comments and IDOT responses into the Supplemental DEIS document.

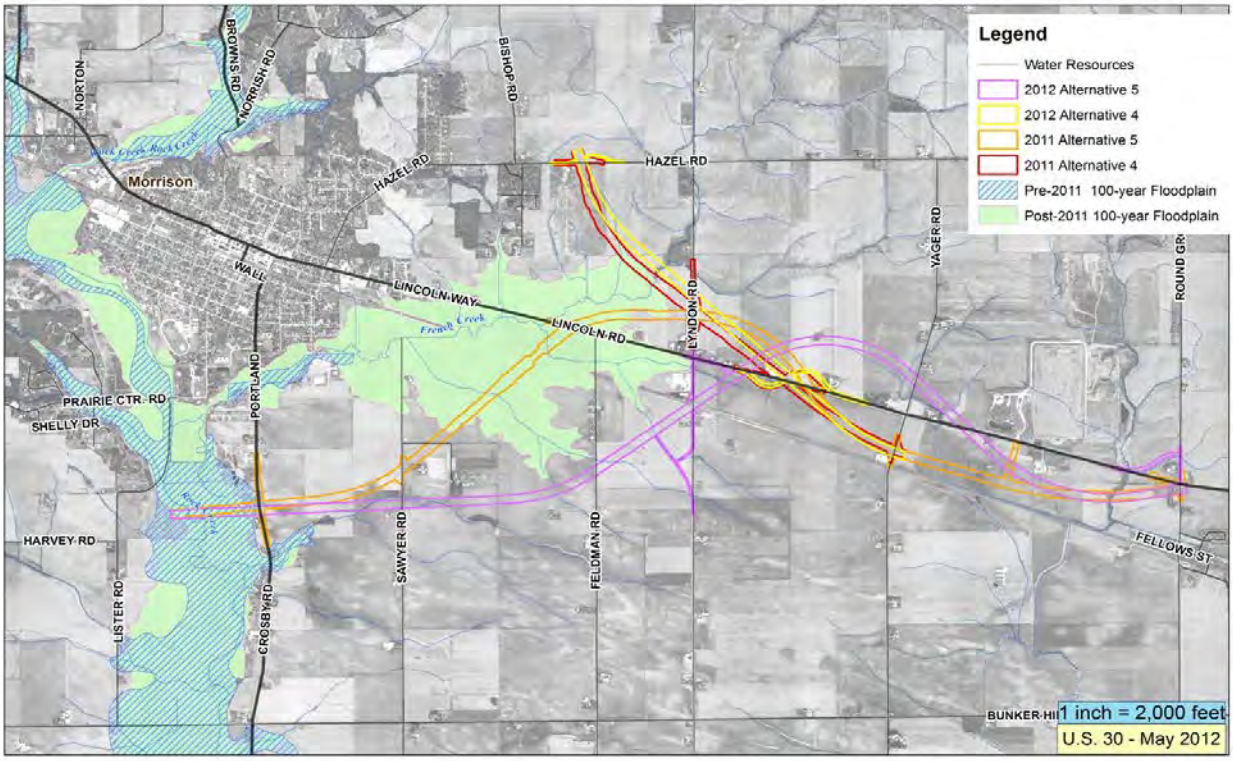
Ms. Jacquot explained that a section had already been included for this in the Supplemental DEIS.

3. Floodplain Modernization

- In 2011, the Federal Emergency Management Agency (FEMA) completed its floodplain modernization in Whiteside County which resulted in new mapping of the 100-year floodplains within the US 30 project study area. The most considerable expansion was the French Creek floodplain, located just outside of Morrison's eastern city limits. With this expansion, Build Alternative 5 (south of Morrison), now creates a longitudinal crossing through the middle of the floodplain. This new encroachment of the French Creek floodplain increased by approximately 15,000 linear feet.

4. Build Alternatives

- In order to continue consideration of Build Alternative 5 with the expansion of the French Creek 100-year floodplain, it was necessary to investigate a partial realignment to avoid longitudinal impacts in the French Creek floodplain. The 2012 Build Alternative 5 is now approximately a mile southeast from the original Alternative 5 from Sawyer Road to east of Lyndon Road.



- Build Alternative 4 was also shifted slightly east to avoid the revised floodplain encroachment.
- The realignment of Build Alternative 5 had an impact on access to the side roads. A small connector road from the 2012 Build Alternative 5 will be constructed to provide access to Lyndon Road. The revised alternative now provides a connection to existing US 30 to access the Whiteside County Landfill via Round Grove Road.

- The realignment of the Build Alternatives will require a Supplemental DEIS to be completed.
- A comparison of the environmental impacts of the 2011 Build Alternatives and the 2012 Build Alternatives (where the alternatives were realigned from west of Sawyer Road to Round Grove Road) was discussed. It was stated that this was a rough estimate of the environmental impacts and that the impacts will be more defined in the Supplemental DEIS. The most significant change is the reduction in floodplain impacts. The 2011 Build Alternative 4 had 4,595 linear feet of encroachment upon the French Creek floodplain, and the 2012 Build Alternative 4 has zero. The 2011 Build Alternative 5 had 21,090 linear feet of encroachment upon the French Creek and Rock Creek floodplain; and the 2012 Build Alternative 5 now has 4,735 linear feet of encroachment.

5. CAG Meeting

- A CAG meeting was held on May 8, 2012 to discuss the public hearing, floodplain modernization, revised build alternatives, and supplemental DEIS.
    - Some questions from the CAG members and IDOT responses are as follows:
        - Question: How do the revised build alternatives affect the schedule?
        - Response: A Supplemental DEIS will be prepared and another public hearing will be held. IDOT anticipates having a Record of Decision in 2014.
        - Question: Will the opinions expressed in previous support letters and local government resolutions be considered?
        - Response: All public input will be included as part of the Supplemental DEIS and will be considered when selecting the preferred alternative.
        - Question: Is the time, effort and expense involved in revising the alternatives necessary?
        - Response: Had the Department not decided to revisit the alignments, Alternative 5 would have been dismissed and Alternative 4 would have been the only viable build alternative.
- This meeting was the first opportunity to make the CAG members aware of the changes to the US 30 project.

6. Whiteside County and Townships Coordination Meeting

- A meeting was held on May 22, 2012 with the Whiteside County Engineer and Township Roadway Commissioners to get their thoughts and concerns regarding access before the project's preliminary design progresses.
- Some of the issues discussed involved how to terminate certain side roads and the distance between local access points. FHWA usually wants almost two miles between access points on an expressway. The US 30 access points are currently just a little over a mile. In addition, it may be hard to justify because a majority of these local roads have only 300 vehicles per day.
- The County and Townships will coordinate with each other and provide the Department with a list of issues and concerns for both alternatives within the next month or two.

- IDOT's intention is for the townships or perhaps the County to take jurisdiction of the new connections and discontinuous sections of existing US 30 that remain after the new alignment is constructed.

7. Project Schedule

- It was explained that this schedule is based on the supplement submitted in July not yet approved by Central Office. The scheduled milestones would be as follows if the contract work is approved in July:
    - Prepare/Complete Supplemental DEIS *January 2013*
    - Public Hearing *February 2013*
    - Selection of Preferred Alternative *March 2013*
    - Prepare/Complete Final EIS *November 2013*
    - USEPA publishes NOA *December 2013*
    - Record of Decision *January 2014*
- Mr. Stevenson stated that there was an IDOT/FHWA timeframe agreement that was put in place at the beginning of the project. Ms. Jacquot stated this was taken into consideration when developing the revised schedule but will also revise the timeframe agreement and provide to the IDOT/FHWA.

8. SAFETEA-LU 6002: Project Initiation Letter & Notice of Intent

- Mr. Stevenson stated that he will need to verify with Mr. Matt Fuller of FHWA if the Supplemental DEIS will require a Project Initiation Letter and Notice of Intent because these are documents that are required by SAFETEA-LU Section 6002 when initiating a DEIS. He also stated that it may be required to make the Purpose and Need Statement available for public comment again. He stated that he will discuss with Mr. Fuller and inform IDOT if this work is required.

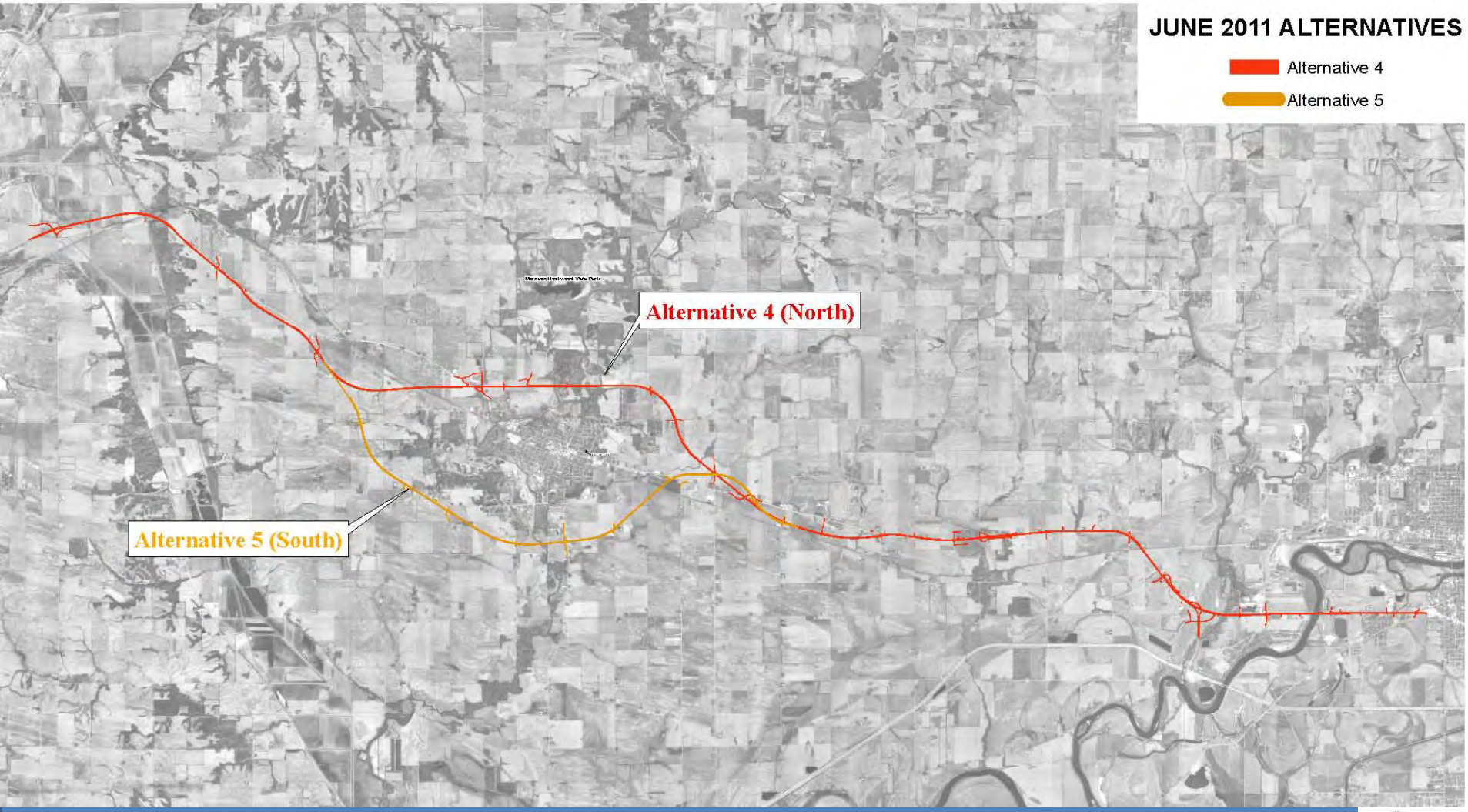
PROJECT STUDY GROUP

June 28, 2012

AGENDA

1. 2011 Public Hearing
2. Agency Comments on DEIS
3. Floodplain Modernization
4. Build Alternatives
5. CAG Meeting
6. Whiteside County and Townships Coordination Meeting
7. Project Schedule
8. Questions

2011 PUBLIC HEARING



Illinois Department of Transportation

2011 PUBLIC HEARING

Preference Percentage by Stakeholder Types

Stakeholder Types	No-Build	Alt. 4	Alt. 5	Alt. 4 or No-Build	Alt. 5 or No-Build	Alt. 4 or Alt. 5	No Preference
Homeowners **(21)**	**38% (8)**	0% (0)	24% (5)	0% (0)	14% (3)	0% (0)	24% (5)
Farmers **(18)**	**50% (9)**	11% (2)	6% (1)	0% (0)	0% (0)	6% (1)	27% (5)
Business Owners **(8)**	25% (2)	12% (1)	**38% (3)**	0% (0)	0% (0)	0% (0)	25% (2)
Developers **(1)**	0% (0)	0% (0)	**100% (1)**	0% (0)	0% (0)	0% (0)	0% (0)
Others **(21)**	5% (1)	0% (0)	**76% (16)**	0% (0)	0% (0)	14% (3)	5% (1)
Unidentified Stakeholders **(19)**	16% (3)	0% (0)	**58% (11)**	0% (0)	0% (0)	0% (0)	26% (5)

2011 PUBLIC HEARING

Alternative Preference by Location

Location	No-Build	Alt. 4	Alt. 5	Alt. 4 or No-Build	Alt. 5 or No-Build	Alt. 4 or Alt. 5	No Preference
Fulton **(16)**	0% (0)	6% (1)	**81% (13)**	0% (0)	0% (0)	0% (0)	13% (2)
Morrison **(56)**	**41% (23)**	4% (2)	25% (14)	0% (0)	5% (3)	2% (1)	23% (13)
Rock Falls **(4)**	0% (0)	0% (0)	**75% (3)**	0% (0)	0% (0)	25% (1)	0% (0)
Sterling **(1)**	0% (0)	0% (0)	**100% (1)**	0% (0)	0% (0)	0% (0)	0% (0)
Other Illinois cities **(5)**	0% (0)	0% (0)	**40% (2)**	0% (0)	0% (0)	20% (1)	**40% (2)**
Iowa **(6)**	0% (0)	0% (0)	**66% (4)**	0% (0)	0% (0)	17% (1)	17% (1)
Total	**23**	**3**	**37**	**0**	**3**	**4**	**18**

2011 PUBLIC HEARING

COMMENTS

No-Build

- "I believe a bypass (north or south) will virtually kill the business climate in Morrison."
- "It will take farmland out of production."
- "The proposed route to the south will be close to an already existing four lane, route 88."

Build Alternative 4

- "It is shorter and may influence travelers to enter Morrison due to its proximity."
- "I suggest the route going...to the north as the shortest, less costly and least corrosive to farming operations."

Build Alternative 5

- "The bypass needs to run close to the Industrial Park. Expensive homes and dwellings and quality of life worth more then wetlands."
- "Improvements to Route 30 will increase economic development opportunity, and improve the quality of life for the more than 50,000 citizens of Whiteside County and the City of Morrison."

AGENCY COMMENTS ON DEIS

1. **U.S. Department of the Interior:**
   - Concern that the Rock River is on the Nationwide Rivers Inventory (NRI)
   - **Response:** IDOT believes that the project will not have an adverse affect on the river's:
     - Water quality
     - Free flow characteristics
     - Recreational use
     - Or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System at some future date

AGENCY COMMENTS ON DEIS

2. **U.S. Environmental Protection Agency:**
   - Recommend considering a Morrison west side bypass extending from IL 78 north to IL 78 south
   - **Response:** Does not meet Purpose and Need Statement and not supported by traffic volumes

   - Recommend the stream and floodplain crossings be widened and the stream banks modified to create a stepped plateau and reduce scour
   - **Response:** Benching adjacent to the channel does not provide permanent waterway opening and will not eliminate scour

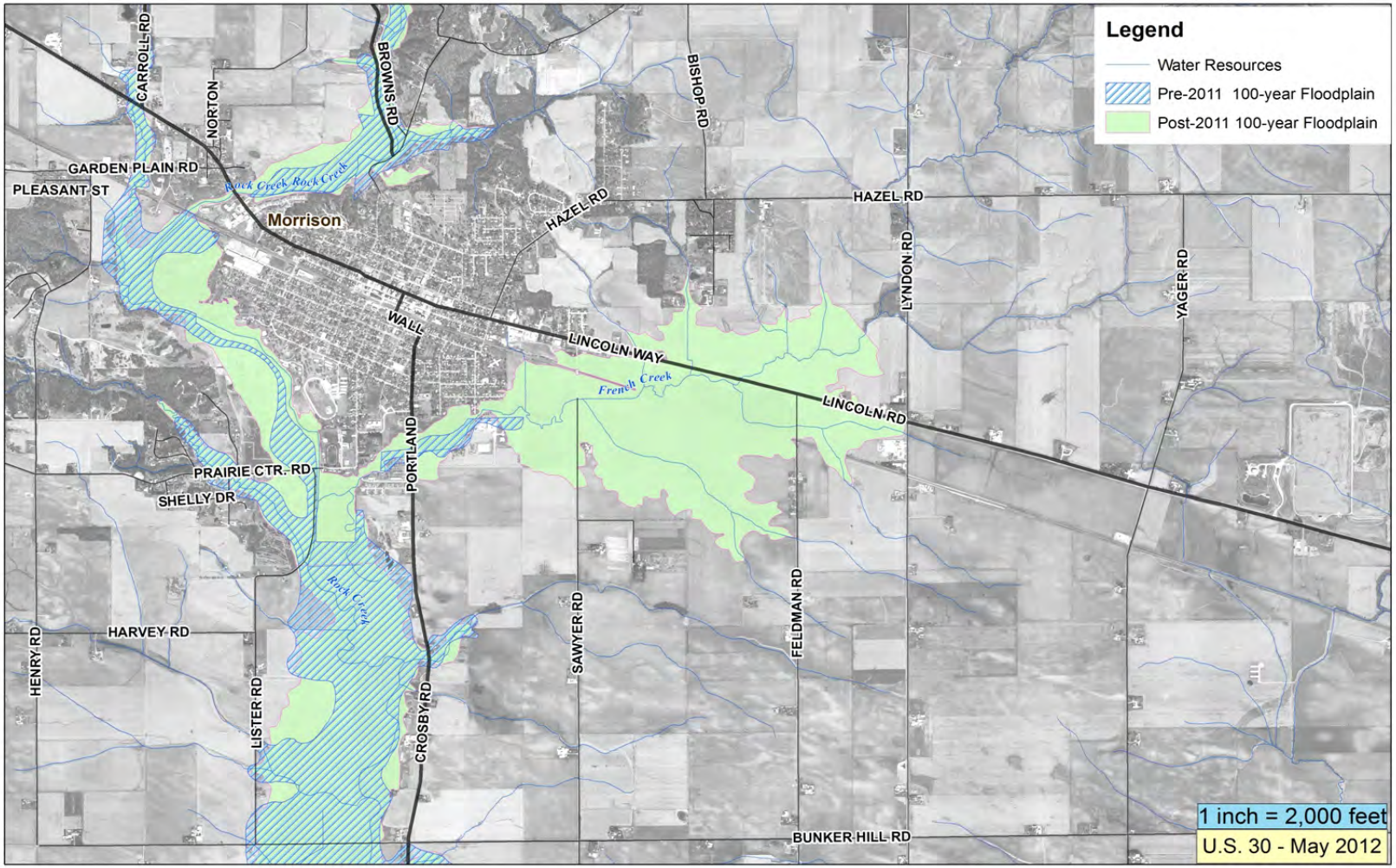
   - Recommend that the floodplain crossings be redesigned to take into account forecast climate change and recent flooding history within the project area
   - **Response:** The effect of climate change on flow patterns and volumes of streams cannot be predicted. Floodplain crossing designs will be based on current conditions.

AGENCY COMMENTS ON DEIS

3. **Illinois Department of Agriculture:**
   - No objection to either Alternative
   - **Response:** None

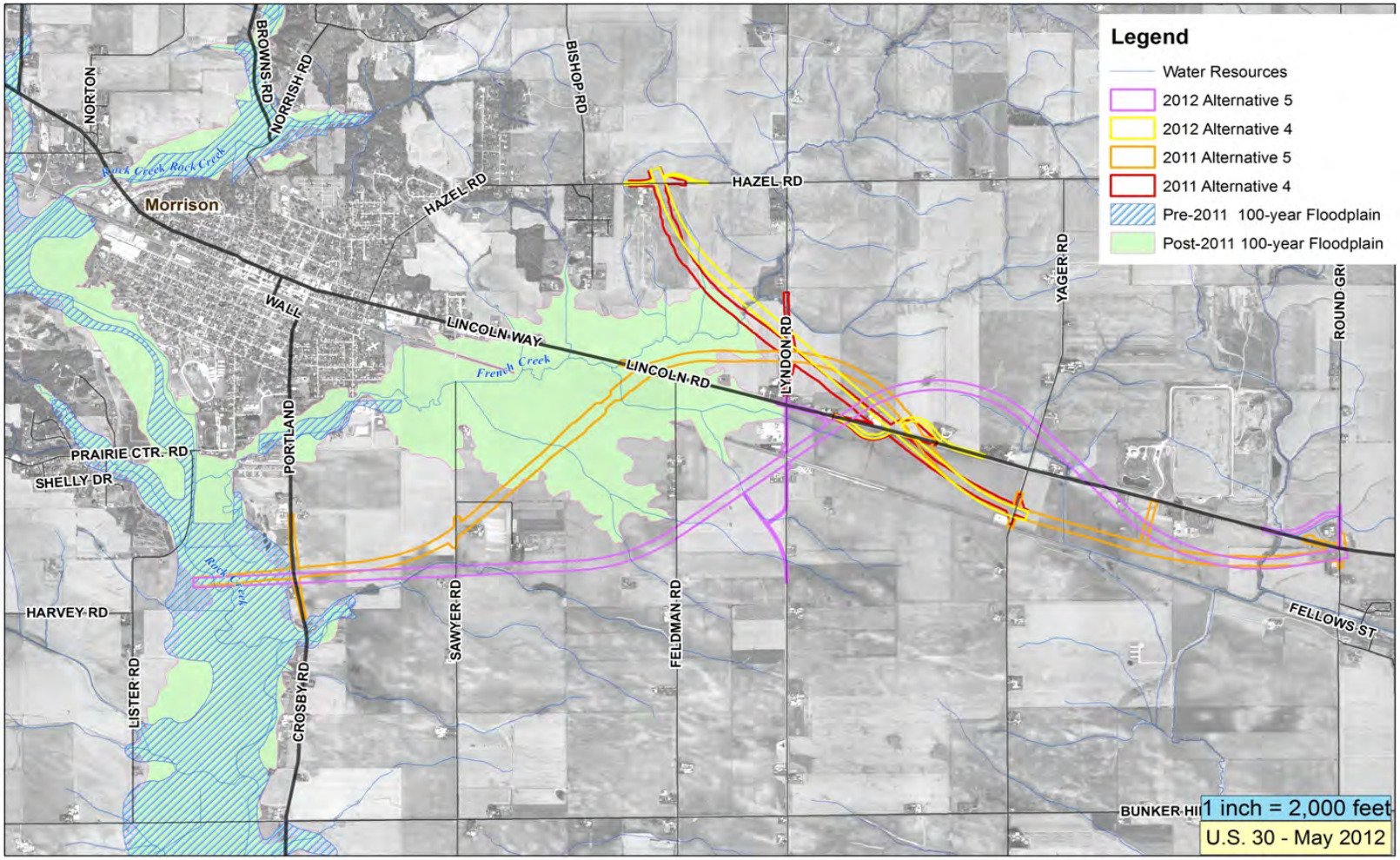
4. **Illinois Department of Natural Resources**
   - State Threatened Black Sandshell Mussel in Rock River & Elkhorn Creek
   - Incidental Take Authorization required one year prior to construction
   - Consultation on this project is closed
   - **Response:** None

FLOODPLAIN MODERNIZATION



Illinois Department of Transportation

BUILD ALTERNATIVES



BUILD ALTERNATIVES

ENVIRONMENTAL IMPACTS

U.S 30: Difference between Build Alternatives 4 and 5 from 2011 and Build Alternatives 4 and 5 from 2012

Evaluation Factors	Unit of Measure	Alternative 4		Alternative 5	
		2011	2012	2011	2012
AGRICULTURAL					
Number of Farms Affected*	Number	6	6	19	21
Farmsteads Displaced	Number	2	1	0	0
Centennial Farms Affected	Number	0	0	0	0
Farmland Area Converted	Acres	102	106	181	167
ENVIRONMENTAL					
Wetland Sites Impacted	Number	0	0	0	0
	Acres	0	0	0	0
Threatened & Endangered Species**	Number	0	0	0	0
Important Use Area #1	Number	0	0	0	1
Streams Crossings	Number	1	1	1	1
Floodplain Encroachments***	Linear Feet	4,595	0	21,090	4,735
Forest Areas Affected	Number	0	0	1	1
Special Waste Sites	Number	0	0	0	1

U.S 30: Difference between Build Alternatives 4 and 5 from 2011 and Build Alternatives 4 and 5 from 2012

Evaluation Factors	Unit of Measure	Alternative 4		Alternative 5	
		2011	2012	2011	2012
LAND USE/SOCIOECONOMIC					
Relocations (Business)	Number	0	0	0	1
Relocations (Residential)****	Number	2	1	5	4
OTHER FACTORS					
Total Length	Miles	2.4	2.4	5.8	5.8
Total Area Converted to ROW	Acres	106	107	198	183
Preliminary Costs (2020 Dollars)	Million $	414	-	383	-

*Property Impacts
**Black Sandshell Mussel in Elkhorn Creek & Rock River
***100-year floodplain
****Includes farmstead displacements

NOTE: The differences shown have been calculated only for the areas where the Build Alternatives were realigned.

CAG MEETING

Summary

- The meeting was held to discuss the public hearing, floodplain modernization, revised build alternatives, and supplemental DEIS.

- Concerns and questions from the CAG members included:
  - How does the revised build alternatives affect the schedule?
  - **Response:** A Supplemental DEIS will be prepared and another public hearing will be held. IDOT anticipates having a Record of Decision in 2014.
  - Will the opinions expressed in previous support letters and local government resolutions be considered?
  - **Response:** All public input will be included as part of the Supplemental DEIS and will be considered when selecting the preferred alternative.
  - Is the time, effort and expense involved in revising the alternatives necessary?
  - **Response:** Had the Department not decided to revisit the alignments, Alternative 5 would have been dismissed and Alternative 4 would have been the only viable build alternative.

WHITESIDE COUNTY AND TOWNSHIPS COORDINATION MEETING

Summary

- The meeting was held to discuss side roads affected by the proposed highway improvements to US 30.
- The County and Townships will coordinate with each other and provide the Department with a list of issues and concerns for both alternatives within the next month or two.
- IDOT's intention is for the townships or perhaps the County to take jurisdiction of the new connections and discontinuous sections of existing US 30 that remain after the new alignment is constructed.

PROJECT SCHEDULE

- Prepare/Complete Supplemental DEIS *January 2013*
- Public Hearing *February 2013*
- Selection of Preferred Alternative *March 2013*
- Prepare/Complete Final EIS *November 2013*
- USEPA publishes NOA *December 2013*
- Record of Decision *January 2014*

QUESTIONS

PSG Meeting #13
US 30
July 28, 2014

Location: IDOT District 2
Time: 10:00 am

MEETING MINUTES

Attendees

Jennifer Williams	IDOT D2
Masood Ahmad	IDOT D2
Dewayne Bonnell Jr.	IDOT D2
Becky Marruffo	IDOT D2
Kevin Marchek	IDOT D2
J.D. Stevenson	FHWA
Mark Nardini	IDOT D2
Felecia Hurley	IDOT BDE
Heath Jordan	IDOT D2
Deana Hermes	IDOT D2
Jon Estrem	IDOT D2
Rich Guise	IDOT D2
Jon McCormick	IDOT D2
Kris Tobin	IDOT D2
Michael Walton	Volkert
Jeff Pisha	HR Green
Marnée Morgan	Hudson & Assoc.

Via Teleconference

Buddy Covington	Volkert

Agenda

Purpose of this meeting was to review and discuss the exhibits and materials prepared for the proposed Public Hearing following approval of the Supplemental Draft Environmental Impact Statement.

Material presented at the meeting:

- PowerPoint Slide presentation
- Public Hearing room layout
- Display boards for Public Hearing stations
- Revised Alternatives Display
- Typical Sections Display
- Wall Map of Alignment Alternatives
- Property Owner Maps
- Handouts – Welcome Brochure, Comment Form, Postcard, and Public Hearing Notice

Power Point Presentation

- PSG suggested adjusting the timing of the slides to better match the narrative.
- Discussed voice over for the slide show but decided it was not needed for the brief presentation.
- Suggested changes for various slides:
  - Slide 1 – remove the periods of U.S. and spell out Supplemental Draft Environmental Impact Statement
  - Slide 2 – add "Draft Environmental Impact Statement" in the first sentence after June 2011.
  - Slide 3 – Change title to FLOODPLAIN UPDATE
  - Slides 4 and 5 – Change title to REVISED BUILD ALTERNATIVES
  - Slide 5 – update the display map
  - Slide 6 – the third bullet should read "Build Alternatives 4 and 5" and the fifth bullet spell out DEIS
  - Slide 7 – no changes; but add a slide after slide 7 to show where to view the SDEIS (*this was provided to Michael Walton at the meeting*)
  - Slide 8 – revise the date
  - Slide 9 - add the tentative dates to the Next Steps.
  - No changes on the remaining slides

Handouts

Postcard – The date will change and the location may change once the SDEIS is signed

Public Hearing Comment Form

Suggested Changes:

- The meeting date will be revised in the header
- Remove the word "Build" in the third question to read, "Which Alternative do you prefer?"
- Insert date to receive comments at the bottom of the page

Public Hearing Welcome Brochure

Suggested Changes:

- Cover – remove the periods of "U.S. 30" – it should read "US 30" and the date and meeting location will change once the SDEIS is signed
- Page 1 – Welcome to the Public Hearing – the date, ***Monday, September 15, 2014,*** will change once the SDEIS is signed
- Page 1 – For Further Information Contact – reverse the order of title, names and telephone number to Jennifer, Becky, Masood, and Kevin
- Page 1 – the District will provide the Region Two Engineer signature once the brochure is approved
- Page 3 – answer #2 – insert the following sentence before the last sentence: "The No-Build Alternative consists of leaving US 30 in place."
- Page 4 – question #3 should read as follows: Why was the preparation of a Supplemental Draft Environmental Impact Statement (SDEIS) necessary following the 2011 Draft Environmental Impact Statement (DEIS) Public Hearing?
- Page 4 – answer #3 should read as follows for the sentence – "Consequently, the floodplain changes resulted in an increase in impacts within the limits of the Build Alternatives presented at the 2011 DEIS Public Hearing." – insert the word DEIS

- Page 5 – question #9 should read as follows “If a bypass is built, who will maintain existing US 30?” remove “the” and “through town”

Displays

Public Hearing Room Layout – Two alternative layouts were provided for the Morrison Community Center Facility. No comments were received.

Display of Revised Alternatives – Exhibit showed the changes in alternatives (4 & 5) due to the revised floodplain limits.
Suggested Changes:

- Provide a title on the display “Revised Build Alternatives”
- Make the text and map match the other displays – but with the floodplains highlighted and the 2011 alternatives added.
- Display should be the same as the Wall Map with the following exceptions – no property owner names will be on this display, the 2011 alignments will be shown as dashed, and the alignments should be visible. The title of the display will be “REVISED BUILD ALTERNTIVES”

Typical Sections Display – shows the existing and proposed rural and urban typical sections.
Suggested Changes:

- Revise to show both existing and proposed in the same scale
- Identify area where urban typical section is located

Wall Map of Alignment Alternatives – Two maps will show the same information provided in the last Public Hearing: overall alignments with many of the critical environmental concerns; connections to adjoining roadways; and properties along the proposed alignments. Comments included:

- Identify the state park
- Increase the font for the property owners
- Increase the size of the labels for the alternatives
- Extend the map to IL 40 on the East end
- Displays need to be at the right scale and match the previous exhibits with regard to look and layout - alignments and side road connections need to be visible and the floodplain pre and post needs to be visible.

Station Boards
Suggested Changes:

- “Welcome to the U.S. 30 Supplemental DEIS Public Hearing” will be change to “Welcome to the US 30 Supplemental Draft Environmental Impact Statement Public Hearing”, with CAPs
- “Your Input Matters” board - comments received by date will change once the SDEIS is signed
- Date on all the boards will change to the actual public hearing date

Property Owner Maps – These maps will provide an index and more focused (larger scale) view of the properties.
Suggested Changes:

- Make all of the fonts match throughout