Illinois Department of Transportation

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

U.S. 30 (FAP 309)

From IL 136 to IL 40

Whiteside County, Illinois

FINAL

August 2014

U.S. 30 from Illinois 136 to Illinois 40
Whiteside County, Illinois

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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U.S. Department of Transportation, Federal Highway Administration
and the
Illinois Department of Transportation

Cooperating Agencies
U.S. Army Corps of Engineers

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Abstract: The Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), is studying alternatives to improve traffic capacity, reduce traffic congestion, improve safety, provide for an anticipated increase in transportation demand, and to establish roadway system continuity on U.S. 30 from IL 136 to IL 40 in Whiteside County. Alternatives under consideration include: (1) the No-Build Alternative, (2) Build Alternative primarily along the existing highway and north of the city of Morrison, and (3) Build Alternative primarily along the existing highway and south of the city of Morrison.

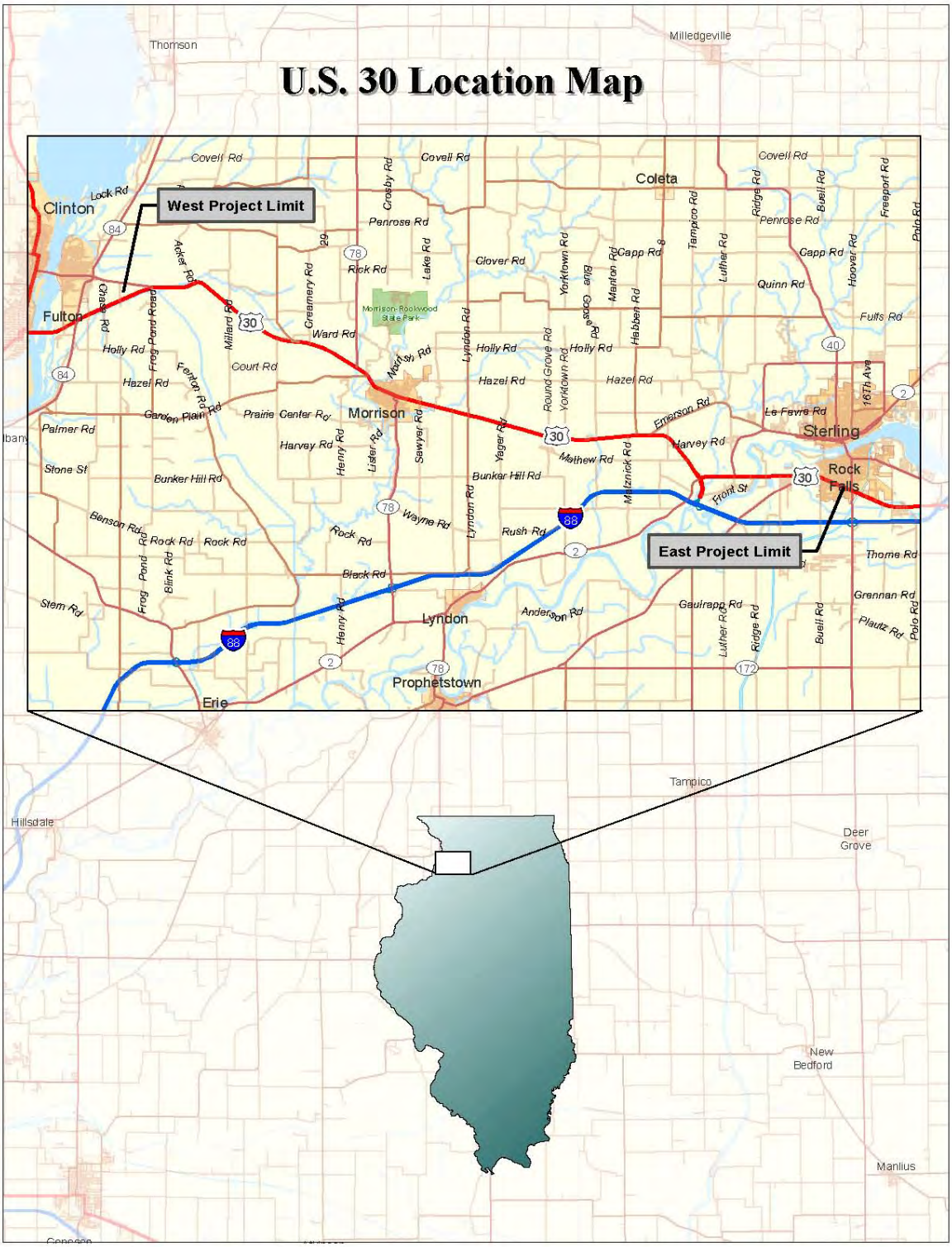
The Supplement to the Draft Environmental Impact Statement discloses the alignment shifts of Build Alternative 4 (northern) and Build Alternative 5 (southern) just east of the city of Morrison and their associated impacts. The Build Alternatives were realigned because of the revised mapping of the 100-year floodplains within Whiteside County and the increase in floodplain impacts. With either Build Alternative, the proposed project would affect 0.24 acre of wetlands and approximately 600 acres of cropland. Build Alternative 4 and 5 have 13,375 linear feet of 100-year floodplain encroachment in common; however, Build Alternative 4 will encroach upon an additional 983 linear feet for a total of 14,358 linear feet and Build Alternative 5 will encroach upon an additional 1,863 linear feet for a total of 15,238 linear feet. Build Alternative 4 would displace 39 residences and farmsteads and the Build Alternative 5 would displace 34 residences and farmsteads. Both Build Alternatives would displace the same four (4) businesses with Build Alternative 5 displacing one (1) additional business for a total of five (5). Comments on this document are due by November 10, 2014 and should be sent to Mr. Paul Loete, P.E., IDOT Region 2 Engineer, Illinois Department of Transportation, 819 Depot Avenue, Dixon, Illinois, 61021.

Preface

The Supplement to the Draft Environmental Impact Statement (SDEIS) document has simply incorporated the project changes into the Draft Environmental Impact Statement (DEIS). These changes are identified throughout the document with **bold** text and a vertical line placed along the right border.

In February of 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 was the expansion of the floodplain associated with French Creek, which is located just outside of Morrison's eastern city limits. As a result of the expansion of the French Creek floodplain, an increase in floodplain impacts became evident within the limits of the Build Alternatives.

Build Alternatives 4 and 5 and the No-Build Alternative were evaluated in the DEIS, which was signed by the Federal Highway Administration (FHWA) on April 27, 2011. Build Alternatives 4 and 5 were developed in an effort to minimize potential impacts to the extent practicable based on known environmental concerns. The Build Alternatives were developed prior to FEMA's issuance of the revised floodplain mapping within the project study area. Subsequent to the approval of the DEIS, it was determined that the Build Alternatives would have longitudinal encroachments on the revised floodplains within the project study area and also could indirectly promote future development within the 100-year floodplain. Alternatives with longitudinal impacts cannot be approved if a reasonable alternative with more limited floodplain impacts is available. Consequently, the Illinois Department of Transportation (IDOT) directed efforts toward partial realignment of Build Alternatives 4 and 5 outside of the French Creek floodplain while retaining the basic nature of the original alignments. As a result, it was determined that a SDEIS was necessary to document these changes and the associated impacts.


U.S. 30 Location Map
West Project Limit
East Project Limit
Clinton
Fulton
Morrison
Sterling
Rock Falls
Coleta
Lyndon
Prophetstown
Erie
Thomson
Milledgeville
Tampico
Hillsdale
Deer Grove
New Bedford
Manlius

Executive Summary

The Supplement to the Draft Environmental Impact Statement (SDEIS) that follows is an extension of the Draft Environmental Impact Statement (DEIS) signed by FHWA on April 27, 2011. The SDEIS was determined necessary in order to discuss the following changes to the project that have resulted from the realignment of the Build Alternatives (Exhibit 2-10b).

The results of the 2011 Federal Emergency Management Agency (FEMA) Floodplain Insurance Study of Whiteside County included a considerable expansion of the floodplain associated with French Creek. The Build Alternatives were developed prior to FEMA's issuance of the revised floodplain mapping within the project study area. Subsequent to the approval of the DEIS, it was determined that the Build Alternatives would have longitudinal encroachments on the revised floodplains within the project study area and also could indirectly promote future development within the 100-year floodplain. Alternatives with longitudinal impacts cannot be approved if a reasonable alternative with more limited floodplain impacts is available. Consequently, IDOT directed efforts toward partial realignment of Build Alternatives 4 and 5 outside of the French Creek floodplain while retaining the basic nature of the original alignments.

The section of Build Alternative 5 that was realigned consists of the section from Sawyer Road heading east to just east of Lyndon Road. The revised Build Alternative 5 is now approximately a mile southeast from the original Build Alternative 5 alignment. This allows for complete avoidance of the French Creek floodplain (Exhibit 2-10b). The modification begins just west of IL 78 to allow the alternative to avoid the southern tip of the French Creek floodplain. The revised alignment now extends further east before swinging to the north to cross the railroad. Once across the railroad, the revised Build Alternative 5 will have a shape similar to the original alignment. It will cross over existing U.S. 30 to the north, then follow a gradual "S" curve which crosses existing U.S. 30 again before swinging back to the north to rejoin the existing U.S. 30.

The "T" intersection with existing U.S. 30 leading into Morrison would be 1.7 miles east of Sawyer Road versus 0.9 mile under the original Build Alternative 5. The revised Build Alternative 5 proposes to provide access to existing U.S. 30 in the vicinity of the Prairie Hill Landfill through a new connector from Round Grove Road (Exhibit 3-10, p.12). The remaining section of existing U.S. 30 roadway between the "T" intersection eastward to Round Grove Road will have cul-de-sacs on each end and access to Build Alternative 5 will be provided at Yager Road (Exhibit 3-10, p.11).

In addition to the changes to Build Alternative 5, a small section of Build Alternative 4 (northern) was moved slightly east to also avoid the revised French Creek floodplain in the area just west of Lyndon Road (Exhibit 2-10b). This effort served to also follow the Floodplain Management Executive Order by minimizing the floodplain impact for Build Alternative 4.

Proposed Action

The Illinois Department of Transportation (IDOT) in consultation with the Federal Highway Administration (FHWA) is studying alternatives to improve U.S. 30 from IL 136/Frog Pond Road to IL 40 in Whiteside County. The purpose of the proposed project is to improve traffic capacity, reduce traffic congestion, improve safety, provide for an anticipated increase in transportation demand, and to establish roadway system continuity.

The project length is approximately 24 miles with a ten (10) mile wide study area. The communities that comprise the project study area include the cities of Fulton, Morrison, Rock Falls, and Sterling. The city of Fulton resides just west of the project's western terminus of IL 136/Frog Pond Road. Traveling east, the existing U.S. 30 bisects the city of Morrison, which resides in the center of the project study area. Continuing east, the proposed project limits extend to IL 40 in the city of Rock Falls and provides the eastern terminus for the project.

From IL 136/Frog Pond Road to just west of the city of Morrison and from just east of the city of Morrison to IL 40, generally the improvements stay on the existing U.S. 30 roadway. The new U.S. 30 alignment is being proposed to be constructed either to the north or the south of the city of Morrison, thus creating a bypass of the city.

Alternatives Considered

Alternatives considered to achieve the goals of the project's Purpose and Need include: transportation demand management and transportation system management measures, the No-Build Alternative, and two (2) Build Alternatives.

Transportation demand management measures attempt to reduce the number of vehicle trips through increased transit ridership and carpooling. No public transportation system exists within the project study area to provide an alternate mode of transportation. The rural environment that comprises the project study area makes it unlikely that there will be sufficient ridership to warrant a transit service, or support enough carpool numbers to consider transportation demand management a feasible stand-alone alternative because it does not meet the objectives of the Purpose and Need.

Transportation system management measures maximize the efficiency and use of the existing highway system to help alleviate or postpone the need to expand capacity. Such measures include: intersection capacity improvements, adding traffic signals, and access management. Although the transportation system management alternative could partially address some transportation deficiencies in the project study area, it is not considered a feasible stand-alone alternative because it does not meet the objectives of the Purpose and Need.

The No-Build Alternative consists of providing continued routine maintenance and safety improvement projects which could include minor reconstruction and the addition of turn lanes.

These improvements would be limited to short-term maintenance improvements needed to ensure continued use of U.S. 30 between IL 136/Frog Pond Road and IL 40. The No-Build Alternative would not address the existing deficiencies along U.S. 30 and therefore, would not meet the project's Purpose and Need.

The objective of the project was to develop alternatives that minimized and/or avoided any impact to the human and natural environment while addressing the transportation deficiencies identified within the project study area. This objective was achieved by the evaluation of various 1,400 foot wide corridors with IDOT, FHWA, the public (through the Context Sensitive Solutions (CSS) process), and the environmental regulatory agencies. The result was two (2) Build Alternatives.

The two (2) Build Alternatives, referred to as Build Alternative 4 (north of Morrison) and Build Alternative 5 (south of Morrison), are being planned and designed as a four-lane expressway. Four lanes are warranted throughout the majority of the project study area based on design year traffic volume projections. The sections where two lanes meet the projected volumes would be incompatible with the adjacent multi-lane facility and would not provide system continuity. In addition, Illinois policies require a divided highway cross section for its high-speed multi-lane facilities which would help improve safety. This would also be possible with a freeway; however, the resulting impacts to adjacent properties would be significantly greater. In addition, the level of access control associated with a freeway would be more restrictive than the U.S. 30 highway facility located to the west in Iowa, which could be considered inconsistent with the need to provide system continuity. In order to provide a facility that addresses the safety, capacity, and continuity elements of the Purpose and Need while providing the lowest level of impacts, it was deemed most appropriate to improve U.S. 30 as an expressway.

Summary of Environmental Impacts

The No-Build Alternative could have minor impacts on the human or natural environment. If the proposed improvements do not take place, congestion will continue to grow and have an impact on the travel times of those located within the project study area and those traveling through the project study area. A summary of the estimated environmental impacts for Build Alternatives 4 and 5 are listed in the following table.

Summary of Estimated Environmental Impacts for Build Alternatives 4 & 5						
The data reflects ROW necessary for access and intersection improvements.						
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	**69**	**36**	**105**	**37**	**106**
Farmsteads Displaced	Number	**6**	**5**	11	**4**	**10**
Centennial Farms Affected	Number	2	0	2	1	3
Farmland Area Converted	Acres	365	**235**	**600**	**257**	**622**
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	**13,375**	**983**	**14,358**	**1,863**	**15,238**
Forest Areas Affected	Number	0	2	2	1	1
REC Sites**	Number	**38**	**10**	**48**	**4**	**42**
Reptile & Amphibian Important Use Area	**Number**	**0**	**0**	**0**	**1**	**1**
LAND USE/SOCIOECONOMIC						
Relocations (Business)	Number	4	0	4	**1**	**5**
Relocations (Residential)*****	Number	**27**	**12**	**39**	**7**	**34**
OTHER FACTORS						
Total Length	Miles	12	13	25	14	26
Total Area Converted to ROW	Acres	409	**267**	**676**	**269**	**678**
Preliminary Costs (2020 Dollars)	Million $	N/A	**437**		**405**	

*Property Impacts
**Black sandshell mussel in Elkhorn Creek & Rock River
***100-year floodplain
******Sites with Recognized Environmental Conditions**
*****Includes farmstead displacements

The table illustrates Build Alternatives 4 and 5 have numerous common impacts on the natural, agricultural, and human environment. The impacts to the wetlands for both Build Alternatives are approximately 0.25 acre. As described in Chapter 3, the wetlands within the project study area are of low quality. In addition, both Build Alternatives include several stream crossings, most are generally of low habitat quality. The Rock River is classified as a Moderate Aquatic Resource, while the Elkhorn Creek is rated as Highly Valued Aquatic Resource. These streams are impacted equally by either Build Alternative under consideration. Also, the two (2) Build Alternatives will have an impact on the black sandshell (*Ligumia recta*), an Illinois State Listed Threatened mussel. They are found in both the Rock River and the Elkhorn Creek. Build Alternatives **4 and 5** have **13,375** linear feet of 100-year floodplain **encroachment in common; however,** Build Alternative 4 **will encroach upon** an additional **983** linear feet for a total of **14,358** linear feet. For Build Alternative 5, an additional **1,863** linear feet will be encroached upon south of Morrison for a total of **15,238** linear feet. In regard to forested areas, Build Alternatives 4 and 5 do not share any common impacts. Build Alternative 4 would impact a total of two (2) forested areas and Build Alternative 5 would impact one (1). **In addition, Build Alternative 5 will impact an Important Use Area for amphibians and reptiles.**

The data in the table illustrates that Build Alternative 4 would require a total of 676 acres and Build Alternative 5 would require a total of 678 acres of land to be converted to new right-of-way for highway use. In regard to the agricultural setting, Build Alternative 4 would require 600 acres of farmland and Build Alternative 5 would require 622 acres; approximately 90 percent of the land to be converted to right-of-way is farmland.

While both Build Alternatives 4 and 5 have four (4) business displacements in common, Build Alternative 5 displaces one (1) additional business. Regarding residential displacements, Build Alternatives 4 and 5 would displace the same 27 residences. Build Alternative 4 would displace an additional **12** residents north of the city of Morrison for a total of **39** residential displacements. Build Alternative 5 would displace an additional **seven (7)** residents south of Morrison for a total of **34** displacements.

Permits

Implementation of the proposed project would require the following regulatory permits:

- Section 404 of the Clean Water Act from the **U.S. Army Corps of Engineers (**USACE**)**
- Section 401 of the Clean Water Act Water Certification from **the Illinois Environmental Protection Agency (**IEPA**)**
- Section 402 National Pollutant Discharge Elimination System (NPDES) Construction Permit from IEPA
- Construction in Floodways of Rivers, Lakes, and Streams from **the Illinois Department of Natural Resources (**IDNR**)**, Office of Water Resources
- **Incidental Take Authorization (ITA) permit from IDNR**

Local Concerns and Unresolved Issues

There are no known unresolved issues with respect to the range of alternatives and impacts considered in the **Supplemental** Draft EIS. Known issues have been developed and evaluated to the extent practicable based on the level of engineering detail and environmental information available at this stage of project development.

ACRONYMS AND ABBREVIATIONS

AADT	Annual Average Daily Traffic
ADM	Archer Daniels Midland
ADT	Average Daily Traffic
ANSI	American National Standard Institute
AST	Aboveground Storage Tank
ASTM	**American Society for Testing and Materials**
BDE	Bureau of Design and Environment
BEA	Bureau of Economic Analysis
BNSF RR	Burlington Northern Santa Fe Railroad
BOL	Bureau of Land
BSRS	Biological Stream Rating System
CA	Cooperating Agency
CAA	Clean Air Act
CAG	Community Advisory Group
CBD	Central Business District
CEQ	Council on Environmental Quality
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
CNE	Common Noise Environments
CO	Carbon Monoxide
COSIM	Carbon Monoxide Screen for Intersection Modeling
CRP	Conservation Reserve Program
CSS	Context Sensitive Solutions
dB	Decibel
dBA	A-weighted decibel unit
DE	Diesel Exhaust
DEIS	Draft Environmental Impact Statement
DHV	Design Hourly Volume
DOE	Determination of Eligibility
EAV	Equalized Assess Valuation
EcoCAT	Ecological Compliance Assessment Tool
EIS	Environmental Impact Statement
EO	Executive Order
EPA	Environmental Protection Agency
EPT	Ephemeroptera, Plecoptera, Trichoptera
ETJ	Extraterritorial Jurisdiction
FAQ	Frequently Asked Questions
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map

ACRONYMS AND ABBREVIATIONS
Continued

FMV	**Fair Market Value**
FQA	Floristic Quality Assessment
FQI	Floristic Quality Index
GE	General Electric
GHG	**Greenhouse Gas**
GIS	Geographic Information System
HBI	Hilsenhoff's Biotic Index
HCS	Highway Capacity Software
HEI	**Health Effects Institute**
HSIS	Highway Safety Information System
HUC	Hydraulic Unit Code
IDES	Illinois Department of Employment Security
IDNR	Illinois Department of Natural Resources
IDOA	Illinois Department of Agriculture
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
IGPA	**Illinois Groundwater Protection Act**
IHPA	Illinois Historic Preservation Agency
ILCS	Illinois Complied Statutes
INHS	Illinois Natural History Survey
IRIS	Integrated Risk Information System
ISAS	Illinois State Archaeological Survey
ISGS	Illinois State Geological Survey
ISWS	**Illinois State Water Survey**
ITA	Incidental Take Authorization
LAWCON	Land and Water Conservation Fund
Leq	Equivalent Sound Level
LESA	Land Evaluation and Site Assessment
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MAPPING	Management and Planning Programs Involving Nonmetropolitan Group
MBAG	**Morrison Business Advisory Group**
MIT	Morrison Institute of Technology
MOA	**Memorandum of Agreement**
MSAT	Mobile Source Air Toxics
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NASS	National Agricultural Statistics Service
NATA	National Air Toxics Assessment

ACRONYMS AND ABBREVIATIONS
continued

NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NPS	**National Park Service**
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NRI	**National Rivers Inventory**
NSA	Noise Sensitive Area
NWP	Nationwide Permit
O-D	Origin Destination
OSLAD	Open Space Land Acquisition and Development
PA	Participating Agency
PESA	Preliminary Environmental Site Assessment
PM	Particulate Matter
ppm	Parts per million
PSG	Project Study Group
PSI	**Preliminary Site Investigation**
RCRA - CORRACTS	**Resource Conservation and Recovery Act Corrective Action Sites**
REC	**Recognized Environmental Condition**
RFG	Reformulated Gasoline
ROW	Right-Of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SDEIS	**Supplemental Draft Environmental Impact Statement**
SHPO	State Historic Preservation Officer
SIP	Stakeholder Involvement Plan
SRP	Site Remediation Program
SWPPP	Stormwater Pollution Prevention Plan
TAG	Technical Advisory Group
TDML	Total Maximum Daily Load
TNM	Traffic Noise Model
TSM	Transportation System Management
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency

ACRONYMS AND ABBREVIATIONS

continued

USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled
VPD	Vehicles Per Day
W	Coefficient of Wetness

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Chapter 1

Purpose and Need for Action

1.0 Purpose and Need for Action

1.1 Purpose of Project

The purpose of the proposed project is to improve traffic capacity, safety, reduce traffic congestion, provide for an anticipated increase in transportation demand, and to establish a roadway system continuity from the IL 136/Frog Pond Road intersection east of the city of Fulton to IL 40 in the city of Rock Falls (**Exhibit 1-1**).

The project study area is approximately 24 miles long and ten (10) miles wide. The project study area was created to allow for consideration of the broadest range of alternatives. This section of U.S. 30 has independent utility because of its connection with IL 136 to the west and IL 40 to the east. Vehicles traveling northwest from the Rock Falls area and vehicles traveling southeast from the Fulton and Clinton areas utilize this corridor. IL 136 terminates at U.S. 30 at the west termini of this project study area; where the traffic is primarily served by U.S. 30. The traffic traveling west from the intersection at IL 136 and U.S. 30 is split with 45 percent turning onto IL 136 and 55 percent continuing on U.S. 30. At the east end of the project study area, IL 40 and U.S. 30 intersect in the city of Rock Falls just north of I-88 at a signalized intersection. From this intersection, local truck and through traffic can travel west via U.S. 30. This traffic information demonstrates that this section of U.S. 30 has independent utility and therefore this project is usable and is a reasonable expenditure even if no additional transportation improvements in the area are made.

The U.S. 30 project has been identified as a High Priority project in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

1.1.1 Existing Roadway Description

The existing roadway within the limits of this study area exhibits variable rural and urban typical sections. U.S. 30 is a National Highway System (NHS) Route and is designated as a Major Arterial and Class II Truck Route. Several signalized intersections and two (2) four-way stops exist along U.S. 30 in the project study area.

U.S. 30 from IL 136 east of Fulton to the city of Morrison

The roadway consists primarily of two 12-foot lanes with variable width paved shoulder, additional aggregate shoulder, and open graded ditches from the intersection of U.S. 30 with IL 136 east of Fulton to the western limits of the city of Morrison. Within this section, U.S. 30 intersects with two (2) other State highways, IL 136 and IL 78 North. IL 136 intersects just east of Fulton and IL 78 North joins U.S 30 west of Morrison and utilizes the U.S. 30 roadway with dual route markings into town.

U.S. 30 in the city of Morrison

The roadway varies from two (2) to four (4) lanes (including right-turn lanes) with a narrow cross section due to the building constraints of the downtown. The roadway then transitions to a newly

constructed three-lane section between Jackson Street and Sawyer Road on the east side of Morrison. This three-lane section was constructed in 2008. Within the city limits, U.S. 30 has a speed limit between 30 and 45 mph. There are four (4) signalized intersections in the city of Morrison. Three (3) of these signals are located at adjacent intersections of U.S. 30 in the middle of the city: Genesee Street, IL 78 South (Cherry Street), and Madison Street. The fourth signalized intersection is located at the intersection of U.S. 30 and Jackson Street toward the east end of the city.

U.S. 30 from the city of Morrison to Prophetstown Road

East of the three-lane section, which ends at French Creek, the roadway transitions back to a two-lane rural cross section for approximately seven (7) miles to the intersection of U.S. 30 and Emerson Road where it transitions to include a left turn lane for eastbound traffic onto Emerson Road. From Emerson Road, U.S. 30 continues southeast as a two-lane section to south of Mathew Road where it transitions to a four-lane section with left turn lanes that are separated from the through traffic lanes at the four-way stop intersection of Moline Road and the I-88 connector. Here, U.S. 30 turns east and transitions back from a four-lane to a two-lane rural section to Prophetstown Road. Another four-way stop is within the two-lane section at the intersection of Como Road.

Prophetstown Road to the city of Rock Falls

West of Prophetstown Road heading east on U.S. 30, the rural two-lane section transitions from two-lanes to a five-lane urban section that carries two (2) lanes in each direction along with a bi-directional lane through the city of Rock Falls. This section of U.S. 30 was constructed with a four-lane section in 1964 and reconstructed to a five-lane section in 2002.

Several signalized intersections and two (2) four-way stops exist along U.S. 30 in the project study area. There are four (4) signalized intersections in the city of Morrison and two (2) in the city of Rock Falls. All four (4) of the signalized intersections in Morrison have one (1) through lane in each direction with additional turn lanes on the east and west legs of U.S. 30. As previously mentioned, the signalized intersections in Morrison are at Genesee Street, IL 78 South (Cherry Street), Madison Street, and Jackson Street. The four-way stops are at the Moline Road/I-88 connector to U.S. 30 and at the Como Road intersection. Within the five-lane section in Rock Falls, both the 12th Avenue and IL 40 intersections are also signalized.

1.1.2 History of Project

U.S. 30 was America's first coast to coast highway. It was originally constructed in Illinois between 1919 and 1921 as a 16-foot to 18-foot wide highway. Between 1939 and 1940, a ten-mile section of U.S. 30 in Whiteside County was relocated south of Sterling and Rock Falls, with the original route becoming part of IL 2. A 3.5-mile section, built between 1956 and 1957, linked the Gateway Bridge across the Mississippi River to the original roadway two (2) miles east of the city of Fulton. In 2000, the U.S. Department of Transportation announced that the Lincoln Highway route in Illinois, which includes U.S. 30 in Whiteside County, had been selected to be a part of the Lincoln Highway National Scenic Byway. This designation was because of the wide

variety of history, heritage, and tourist attractions across this portion of Illinois which provides for a destination for travelers and as an alternative "scenic" route for crossing the State.

The need to upgrade U.S. 30 in Whiteside County to an expressway was identified decades ago. A 1967 study, *Illinois Highway Needs and Fiscal Study*, conducted by theIDOT, identified the need for improving and upgrading U.S. 30. A 1973 Corridor Environmental Study evaluated several alternative corridors for a four-lane, fully access controlled freeway from the east banks of the Mississippi River near Fulton to FA Route 403 (now I-88) near the village of Como.

The continuing need for improvement to the Whiteside County transportation system along U.S. 30 from Fulton to Rock Falls was confirmed through a Corridor Study that was completed in August 2006. According to the 2006 Corridor Study, the purpose of the study was to determine a transportation system improvement that would enhance east-west mobility while accommodating future travel demands within the study area. This corridor study reviewed existing and planned land uses, existing and projected traffic volumes, and the network transportation system as a whole. The study acknowledged that "there is a need for a more detailed analysis to assess the potential benefits and effects of alignment alternatives within the preferred corridor alternatives."

Following the 2006 Corridor Study, an Environmental Impact Statement (EIS) was initiated by the FHWA and IDOT in order to determine the transportation system improvement best suited for this region and to assess the potential impacts to the human and natural environment.

1.2 Need for Proposed Action

This proposed project is needed to address existing capacity deficiencies and traffic congestion, increasing transportation demand, lack of roadway continuity, and the overall safety of the roadway within the U.S. 30 project study area in Whiteside County.

1.2.1 Existing Traffic Conditions & Capacity Deficiencies

The existing traffic conditions and capacity deficiencies along U.S. 30 from IL 136 to IL 40 in Whiteside County reflect the insufficiency of the roadway to provide for the variety of vehicle and pedestrian types that utilize U.S. 30 within the project study area. The various types include: farm equipment, large trucks, school buses, pedestrians, and bicyclists. In addition, businesses, farms, and residences within the project study area currently have unrestricted access to the roadway for automobiles, trucks, and farm equipment. The following section outlines the existing and projected traffic volumes and capacity levels that reflect these deficiencies.

Existing Traffic Volumes and Level of Service

Existing Average Daily Traffic (ADT) counts along U.S. 30 range from 4,400 to 15,600 vehicles per day. Traffic volumes of 7,200 vehicles per day were found at the west end of the project study area and increased to 11,500 vehicles per day in the city of Morrison, decreased to 4,400 vehicles per day east of Emerson Road and increased again to 15,600 vehicles per day on the east end of the project study area. **Table 1-1** shows the ADT volumes for all the sections within the study area under the No-Build Scenario as counted in **2011** and the projected years 2018,

2028, and 2038. **Exhibit 1-2** illustrates the ADT volumes for the existing year (**2011**) and for the year 2038. **Table 1-1** also shows that a substantial portion of the traffic volume is heavy trucks. **Exhibit 1-3** illustrates the existing truck ADT volumes.

Table 1-1: Existing and Projected ADT Volumes

Section Location	# of Lanes	ADT Volumes				
		Existing 2011	Con-struction Year 2018	10 Year 2028	Design Year 2038	Exist-ing Truck %
IL 136 to Millard Rd.	2	7,200	7,900	8,700	9,600	16
Millard Rd. to IL 78 North	2	6,800	7,400	8,200	9,100	18
IL 78 North to Heaton Rd.	2	8,300	9,100	10,000	11,100	15
Heaton Rd. to IL 78 South (Cherry St.)	2	11,500	12,600	13,900	15,300	12
IL 78 South (Cherry St.) to Jackson St.	2	10,200	11,200	12,300	13,600	13
Jackson St. to Sawyer Rd.	3	10,000	10,900	12,100	13,300	13
Sawyer Rd. to Lyndon Rd.	2	8,200	9,000	9,900	10,900	15
Lyndon Rd. to Round Grove Rd.	2	7,600	8,300	9,200	10,100	18
Round Grove Rd. to Emerson Rd.	2	7,600	8,300	9,200	10,100	19
Emerson Rd. to Mathew Rd.	2	4,400	4,800	5,300	5,900	27
Mathew Rd. to Moline Rd.	4	6,200	6,800	7,500	8,300	30
Moline Rd. to Como Rd.	2	6,600	7,200	8,000	8,800	13
Como Rd. to Riverdale Rd.	2	6,800	7,400	8,200	9,100	13
Riverdale Rd. to Prophetstown Rd.	2	7,000	7,700	8,500	9,300	11
Prophetstown Rd. to IL 40*	5	15,600	17,000	18,800	20,800	7

Source: Illinois Department of Transportation
*Existing five-lane section

Traffic capacity and the associated traffic congestion are defined in terms of levels of service (LOS). As defined in the Transportation Research Board Highway Capacity Manual (2000), 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 and traffic volumes that approach capacity. Definitions for LOS categories are included in **Table 1-2**.

Table 1-2: Level of Service Descriptions		
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.

Level of service is based on definitions set forth in the Transportation Research Board Highway Capacity Manual, 2000.

According to the FHWA publication, "Flexibility in Highway Design," the relationship between highway type and location and the LOS appropriate for design should take into consideration specific traffic and environmental conditions. A guide for selecting a design LOS within the "Flexibility in Highway Design" publication suggests a LOS B for a rural arterial facility and LOS C for a suburban arterial facility. U.S. 30 primarily functions as a rural facility, but has sections within the cities of Morrison and Rock Falls that function as a suburban facility; therefore, the minimum LOS for the design year for this project is either LOS B or C depending on location. Traffic volume, percentage of truck traffic, speed, and frequency of access points were all key issues in determining LOS for this project.

Projected Traffic Volumes and LOS

Traffic is predicted to increase by an average of one (1) percent per year, or approximately 27 percent along U.S. 30 within the project study area by the year 2038, in the No-Build Scenario. As shown in **Table 1-3** and **Exhibit 1-4**, both existing and projected LOS are below the suggested design LOS for many of the sections within the project study area. The substantial proportion of heavy truck traffic and frequent access points are key issues adding to this lower LOS. Demands exceed the suggested design LOS in sections west of Moline Road. Increased traffic will result in deteriorating levels of service for most of U.S. 30 between its intersection with IL 136 and its intersection with Prophetstown Road by the year 2038.

Table 1-3: Level of Service (LOS) for the No-Build Scenario

Section Location	2011 (Existing)	2018 (Construction Year)	2028 (10 Year Volume)	2038 (Design Year)
IL 136 to Millard Rd.*	C	C	D	D
Millard Rd. to IL 78 North*	C	C	D	D
IL 78 North to Heaton Rd.**	E	E	E	E
Heaton Rd. to IL 78 South (Cherry St.)**	E	E	E	E
IL 78 South (Cherry St.) to Jackson St.**	E	E	E	E
Jackson St. to Sawyer Rd.**	E	E	E	E
Sawyer Rd. to Lyndon Rd.*	C	D	D	D
Lyndon Rd. to Round Grove Rd.*	C	C	C	C
Round Grove Rd. to Emerson Rd.*	D	D	D	D
Emerson Rd. to Mathew Rd.*	C	C	C	C
Mathew Rd. to Moline Rd.*	C	C	C	C
Moline Rd. to Como Rd.*	B	C	C	C
Como Rd. to Riverdale Rd.*	B	C	C	C
Riverdale Rd. to Prophetstown Rd.*	C	C	C	C
Prophetstown Rd. to IL 40**	B	B	B	B

Source: Illinois Department of Transportation
* Suggested Design LOS B for a rural arterial facility
** Suggested Design LOS C for a suburban arterial facility

1.2.2 Roadway Deficiencies

Geometric deficiencies are present along the current alignment of U.S. 30. The two (2) primary types of geometric deficiencies on the existing U.S. 30 within the project study area are cross-section deficiencies and alignment deficiencies.

Three (3) primary cross-section deficiencies on U.S. 30 include substandard shoulder widths (narrow shoulders), taper lengths (turn lane tapers are shorter than standard length), and turn lanes (lengths are shorter than standard lengths). Several other cross-section deficiencies along the corridor include lateral obstructions, insufficient turning radii, lack of shoulders (curb section contiguous with the traveled lane), and inadequate lane widths in the urban sections within the city of Morrison.

The partially paved primarily aggregate or earth shoulders vary in width throughout the project study area. Many of the turn lane and taper length deficiencies are within the limits of Morrison's Central Business District. These deficiencies are due to the lack of spacing between intersections and the roadway and structures on adjacent properties.

There are two (2) alignment deficiency types: side-road intersecting angle and a horizontal curve sight distance. In order to have the greatest overall level of sight distance and subsequent safety at an intersection, it is ideal for the two (2) roadways to intersect at a perpendicular angle. The preferred angle of an intersection is 90 degrees. A desirable angle of an intersection is between 75 and 90 degrees and in very restricted conditions the angle of an intersection can be as low as 60 degrees. Four (4) side-roads within the study area were found to have a substandard angle of intersection with U.S. 30 as shown in **Table 1-4**. The four (4) side-roads with substandard intersecting angles are Millard Road, Liberty Street and Harmony Street (both of which intersect U.S. 30 at the same location), and Agnew Road. A separate project has been designed to correct the Liberty Street and Harmony Street intersections. The intersections at Millard Road and Agnew Road will need to be addressed with a proposed improvement. The remaining four (4) intersections identified in **Table 1-4**, Union Street, Olive Street, Emerson Road, and Prophetstown Road, have an angle of intersection less than that desired by IDOT and will be further studied for geometric improvements to improve safety.

Table 1-4: Angle of Intersections with U.S. 30

Intersecting Side Road	Intersecting Angle (degrees)
Millard Road	50
Liberty Street	54
Harmony Street	48
Union Street	60
Olive Street	60
Emerson Road	65
Agnew Road	56
Prophetstown Road	60

A horizontal curve sight distance deficiency was identified on U.S. 30 on the west side of Morrison near Garden Plain Road. At this location, those traveling in the westbound direction have limited sight distance from a combination of a retaining wall on the right side of the roadway and the roadway curving to the right.

There are intersection sight distance deficiencies in the city of Morrison that are caused by the close proximity (zero set-back) of commercial businesses in the downtown area.

1.2.3 Accommodate Freight

The section of U.S. 30 within the city of Morrison has a high number of intersecting city streets and numerous businesses and residences directly accessing a confined roadway area through the city. The geometric deficiencies at intersections, limited sight distance due to business and residential proximities, and the required reduction of speed for traffic, create both time and safety concerns for truck traffic.

The project study area includes large truck-dependent facilities such as the Wal-Mart Distribution Center, the Prairie Hill Landfill**,** and other industrial developments that make it necessary to accommodate its current and future transportation demands. The following is a discussion of the Prairie Hill Landfill that is located within the project study area and the Archer Daniels Midland (ADM) plant expansion just west of the project study area.

Prairie Hill Landfill (Morrison, IL) - This landfill facility, operated by Waste Management Services, located east of Morrison has doubled the volume of truck traffic since 2009 from approximately 45 to 50 trucks to approximately 90 to 100 trucks per day that travel U.S. 30 to this location from the Chicago area. This change has caused truck volume increases on U.S. 30 of one (1) to three (3) percent.

ADM Plant Expansion (Clinton, IA) – This corn processing plant underwent a major expansion to its existing facility adjacent to the U.S. 30 corridor in Clinton, Iowa. This expansion was completed in 2010 and created approximately 120 new jobs. The additional employment and use of trucks to service this facility illustrates a growth in the area that will affect traffic volumes.

1.2.4 System Linkage

1.2.4.1 Local Transportation Network

The lack of roadway continuity, as shown in **Table 1-1/Number of Lanes**, throughout the project study area causes safety concerns as related to driver expectations. Varying cross-section elements, shoulder widths, intersection stop conditions, side-road intersecting angles, truck volumes accessing the roadway at frequent commercial and private entrances, changing geometric features and speed limits, the frequency of intersecting side-roads, and various other features within the project study area are causes for concerns. These elements cause delays in transition sections into and out of higher volume areas leading to poor operation of the roadway. In addition, the intermittent disbursement of signalized, two-way stop and four-way stop controlled intersections throughout the project limits adds to lack of continuity and more importantly the concern for safety as it relates to driver expectation.

Major intersecting side-roads along the subject section of U.S. 30 include:

IL 136 carries approximately 45 percent of the traffic from east of its intersection with U.S. 30. In 2010, IDOT completed a safety project at this intersection to correct the insufficient turn lane

length, which was causing traffic to back up in the through lanes while waiting to turn. This was affecting the continuity of flow by restricting maneuverability and subsequently reducing travel speeds creating both LOS and safety issues.

IL 78 South of U.S. 30 has an existing ADT volume of 5,200 with nine (9) percent truck volume in town. South of Morrison the ADT volume drops to 2,150 with nine (9) percent trucks.

IL 78 North of U.S. 30 has an ADT of 1,400 with 13 percent trucks. When considering the traffic utilizing IL 78 through travel, the traffic volumes of IL 78 North and IL 78 South indicates that approximately 70 trucks per day must navigate on the State highway through the city of Morrison. This requires two (2) 90-degree turns at geometrically deficient intersections in the residential area, as well as traversing an at-grade railroad crossing, and another turn at both southbound and northbound intersections of U.S. 30 and IL 78.

Emerson Road carries approximately 3,250 ADT from U.S. 30 acting as a main route to and from the city of Sterling. This county highway has a less than desirable angle of intersection at 65 degrees and further changes the continuity of flow for U.S. 30 traffic.

I-88 has a four-lane connector to U.S. 30. This connector meets at a four-way stop intersection at Moline Road. At this intersection, Moline Road, U.S. 30, and the I-88 connector, are all four-lane legs with left-turn lanes in each direction. Here, U.S. 30 turns 90 degrees and acts as a primary access to the west side of the city of Rock Falls. Between this intersection and Rock Falls, the roadway transitions from four-lanes to two-lanes and then back to four (4) again before reaching the city of Rock Falls. West of this intersection the four lanes quickly transition down to a two-lane rural cross section on Moline Road.

The present need is to provide roadway continuity along U.S. 30 within the project study area in order to decrease congestion and travel time for the residents, farmers, commuters, and businesses; but more importantly, to provide an improvement to the safety of the overall local roadways.

1.2.5 Safety

Traffic volumes are projected to increase by an average of one (1) percent per year through the design year 2038 along U.S. 30. It is anticipated that without improvements both the rate and severity of crashes will continue to increase as traffic levels climb.

1.2.5.1 Crash Information

A total of **556** crashes were reported along the U.S. 30 route within the project study area during the years 2007 to **2011**. A total of **146** rear end crashes occurred during the **five-**year study period representing **26.3** percent of the total crashes. Fixed object crashes were the second highest type, with **87** occurrences representing **15.6** percent of the total crashes. **Table 1-5** provides an overview of the types and corresponding number of crashes along U.S. 30 during

the **five-**year study period. **Exhibits 1-5A** through **1-5E** illustrate the locations of these crashes for the years 2007 to **2011**.

Table 1-5: Crashes 2007 to 2011

Type of Crash	2007	2008	2009	2010	2011	Total # of Crashes	% of Total Number of Crashes
Rear End	27	39	23	**37**	**20**	**146**	**26.26%**
Fixed Object	30	19	11	**14**	**13**	**87**	**15.65%**
Turning	22	21	8	**20**	**14**	**85**	**15.29%**
Angle	11	25	13	**10**	**19**	**78**	**14.02%**
Animal	18	20	10	**14**	**10**	**72**	**12.95%**
Sideswipe Opposite Direction	6	4	1	**3**	**4**	**18**	**3.24%**
Head On	1	5	4	**3**	**4**	**17**	**3.06%**
Sideswipe Same Direction	3	3	3	**2**	**3**	**14**	**2.52%**
Other Object	2	6	2	**1**	**1**	**12**	**2.16%**
Overturned	1	3	3	**1**	**0**	**8**	**1.44%**
Other Non-Collision	4	2	1	**2**	**2**	**11**	**1.98%**
Pedestrian	1	3	1	**0**	**1**	**6**	**1.08%**
Parked Vehicle	0	0	0	**0**	**1**	**1**	**0.18%**
Pedecyclist	0	0	0	**0**	**1**	**1**	**0.18%**
TOTAL	**126**	**150**	**80**	**107**	**93**	**556**	**100%**

Source: Illinois Department of Transportation

5% Selected Locations

There were three (3) 5% Selected Locations identified within the project study area between 2007 and 2011; two (2) of which were sections and one (1) a location. 5% Selected Locations are defined under the SAFETEA-LU Act as the top 5% of public roadways with the most severe safety needs in the State. According to the "IDOT Five Percent Report Summary Document on the FHWA Safety Improvement Program" (August 2007), the purpose of identifying the top 5% of the highway locations exhibiting the State's most pressing safety needs is to gain an understanding of the nature and extent of the safety problem and identify solutions.

The 5% Selected Locations were identified at the intersection of U.S. 30 with IL 136/Frog Pond Road, the section of U.S. 30 from Habben Road to 0.3 mile west of Moline Road, and the section of U.S. 30 from Acker Road to Millard Road. The intersection of U.S. 30 and IL 136/Frog Pond Road had a total of nine (9) crashes over the **five**-year period, with 14 injuries and one (1) fatality. In 2010, IDOT completed a safety project at this intersection and corrected the east-bound turn lane deficiencies, which now allows for better movement through

this intersection. **The section of U.S. 30 between Habben Road and 0.3 mile west of Moline Road had a total of 33 crashes over the five-year period with 14 injuries and no fatalities. The section of U.S. 30 between Acker Road and Millard Road had a total of 26 crashes over the five-year period with 10 injuries and no fatalities. These 5% Selected Locations and the severity of the crashes involved between 2007 and 2011 can be found on Exhibits 1-6A through 1-6E.**

Crash Severity

Crash Severity refers to the severity of the injuries resulting from a crash. The severity for each crash is assigned a letter K, A, B, C or O. This designation is consistent with the KABCO severity scale (National Safety Council, 1990) typically used by the investigating police officer on the scene to classify injury severity for occupants with five (5) categories as shown in **Table 1-6**.

Table 1-6: Crash Severity Description

Injury Type	Description
K	Crash in which a fatality occurs.
A	Crash involving one or more disabling injury. This is the most severe injury classification where there has not been a fatality.
B	Indicates a crash involving one or more people with evident injuries.
C	Indicates crash with possible injuries.
O	No Injury

Source: National Safety Council, 1990.

Of the **556** crashes analyzed during the 2007 to **2011** study period, **151** crashes (**27.2**%) resulted in injuries or fatalities. A total of **226** injuries and eight (8) fatalities were reported as a result of these crashes. A total of **104** crashes with reported injuries were "B" and "C" severity crashes, resulting in a total of **147** injuries. A total of **40** (**7.2**%) "A" severity crashes occurred during the study period, resulting in **79** injuries. Seven (7) "K" severity crashes occurred during this period, resulting in eight (8) fatalities. The other **405** non-injury crashes involved property damage only. **Exhibits 1-6A** through **1-6E** illustrate the crash types as related to the severity for the years 2007 to **2011**.

The predominant crash types that caused "K" & "A" injuries and/or fatalities within this project study area were angle accidents, which accounted for two (2) of the fatalities and **24 (30.4%)** of the type "A" injuries. **The other type "A" injuries resulted from the following type crashes: turning (22.8%), rear end (19.0%), fixed object (8.9%), head on (7.6%), other non-collision (5.1%), sideswipe in opposite direction (3.8%), one (1) pedestrian, one (1) overturned vehicle, and one (1) injury from sideswipe crash in same direction.**

The project study area includes more than 70 intersecting side roads. Congestion, substandard design, and fixed objects within the clear zone at these intersections are the principal factors

contributing to the crashes within the project study area. This is demonstrated by the dominant crash types identified in **Table 1-5** which are rear end, turning, animal, angle, and fixed object.

Among the intersections within the project study area along U.S. 30, six (6) are signalized, two (2) have a four-way stop condition, and the remainders have either a two-way stop condition for the cross road or are a three-legged intersection with a one-way stop condition on the intersecting side road. Of the **556** crashes reported within the project limits during the study period, **416 (74.8%)** occurred at or near an intersection, which is alarmingly high due to the fact the State and national averages track this percentage to be approximately 25 percent. **Thirty-seven of the 47 "K" & "A" crashes (78.7%) were at an intersection and intersection crashes accounted for seven (7) (87.5%) of the fatalities and 60 (75.9%) of the type "A" crash injuries. Fourteen crashes occurred at the 5% Selected Location. These crashes accounted for one (1) fatality and seven (7) (8.8%) of the type "A" crash injuries.**

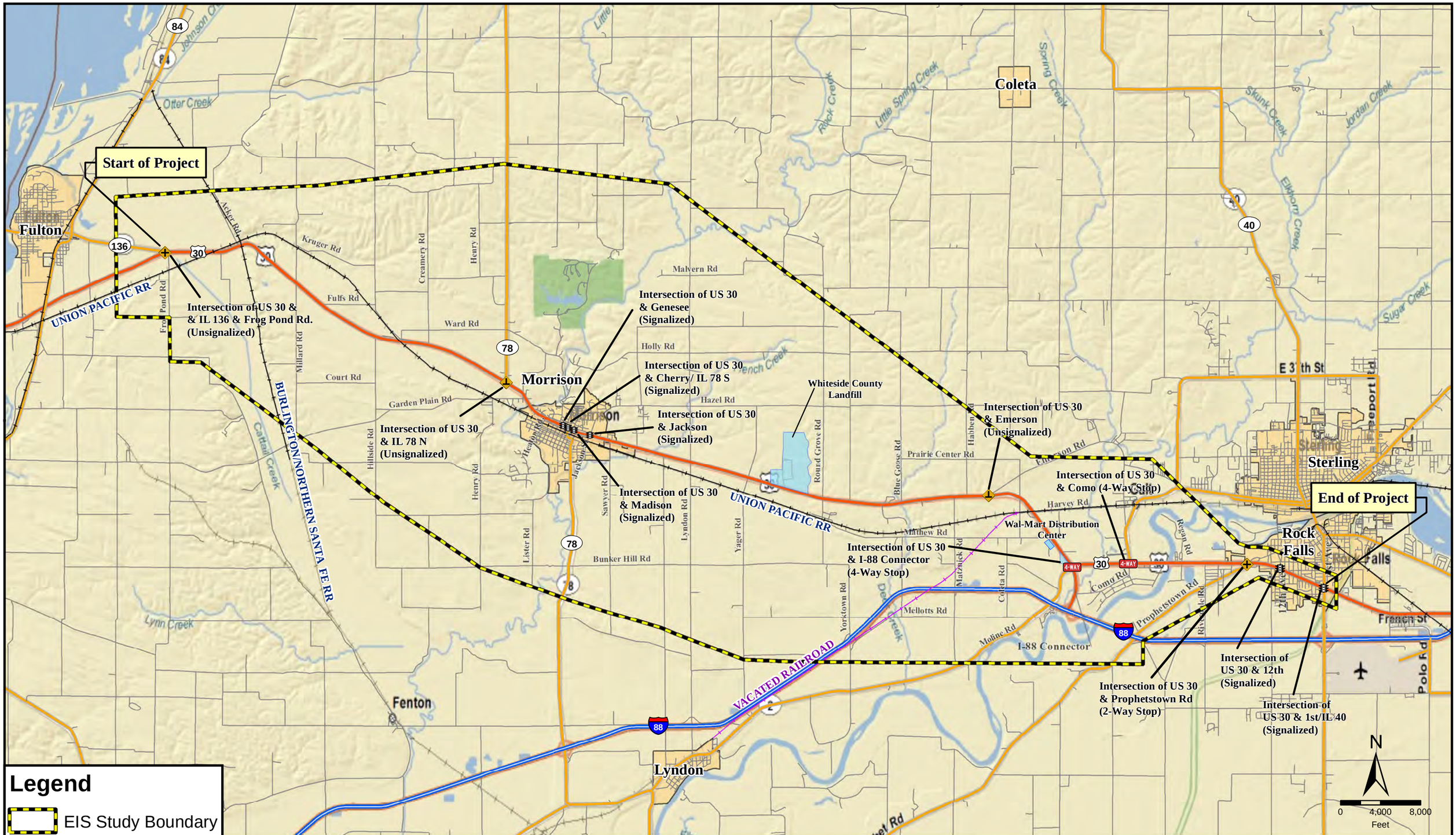


Exhibit 1-1
Location Map
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

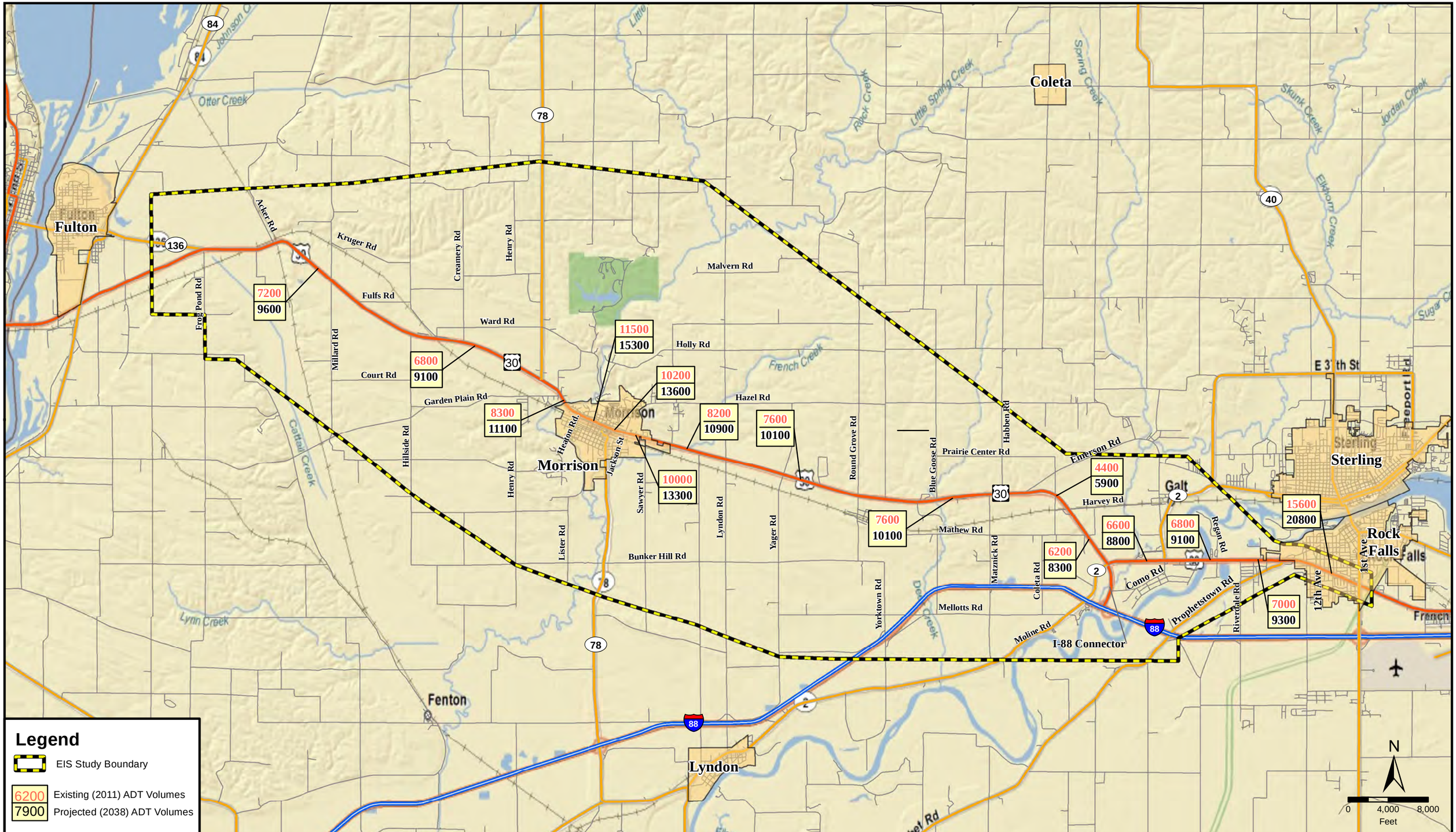


Exhibit 1-2
Existing (2011) & Projected (2038) - ADT Volumes
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

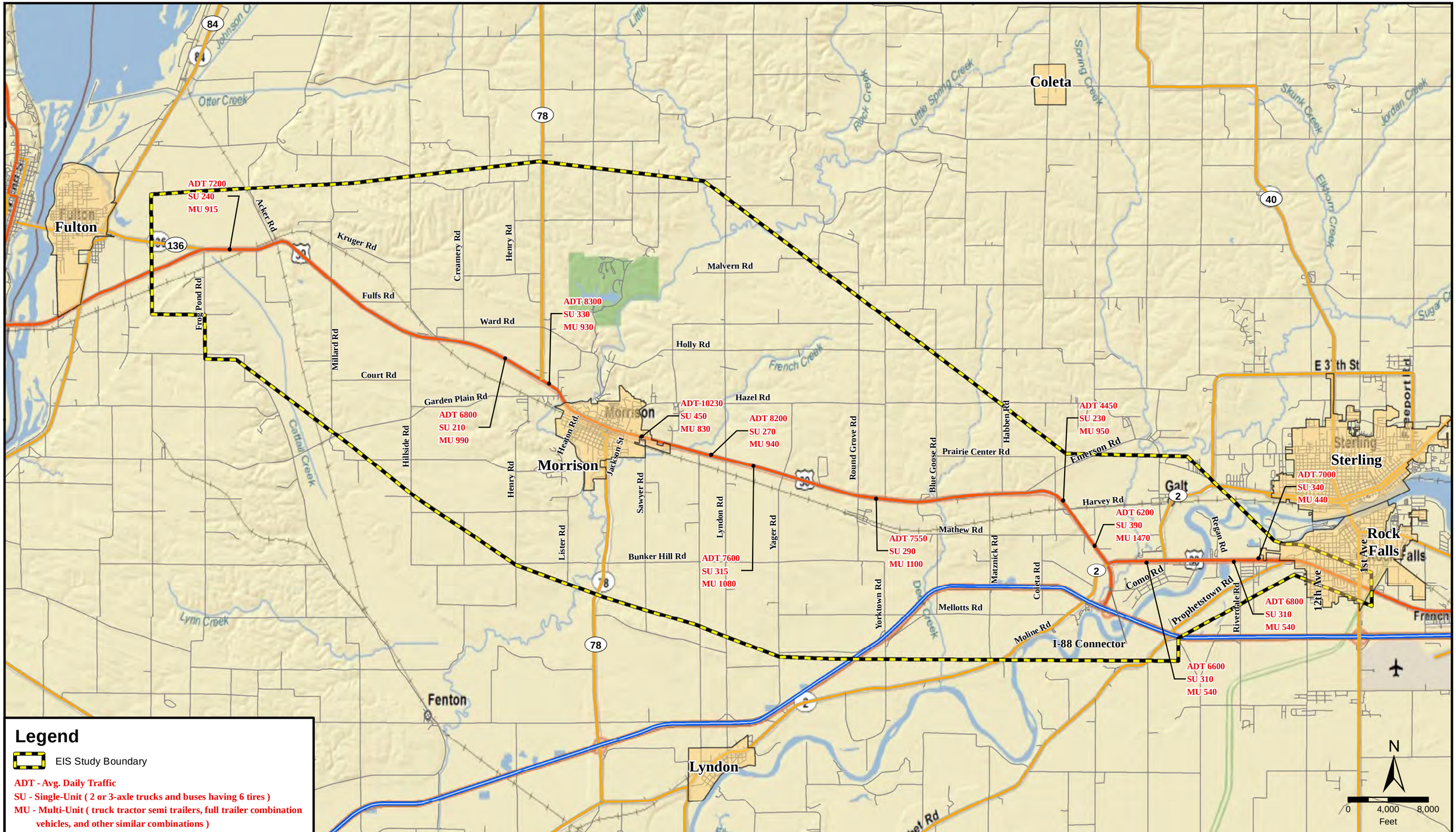


Exhibit 1-3
Existing (2011) Truck ADT Volumes
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

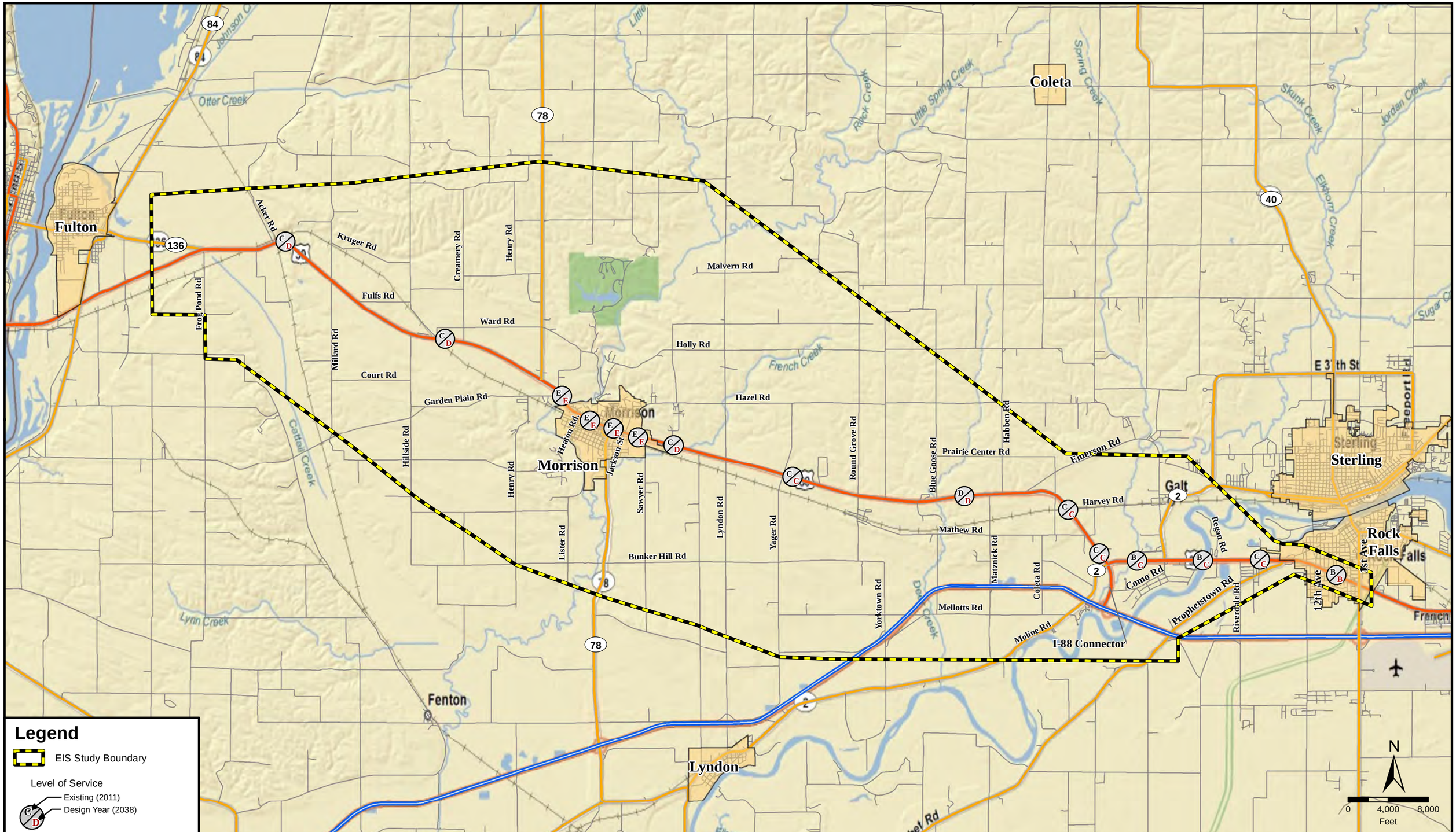


Exhibit 1-4
Existing (2011) & Projected (2038) LOS
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

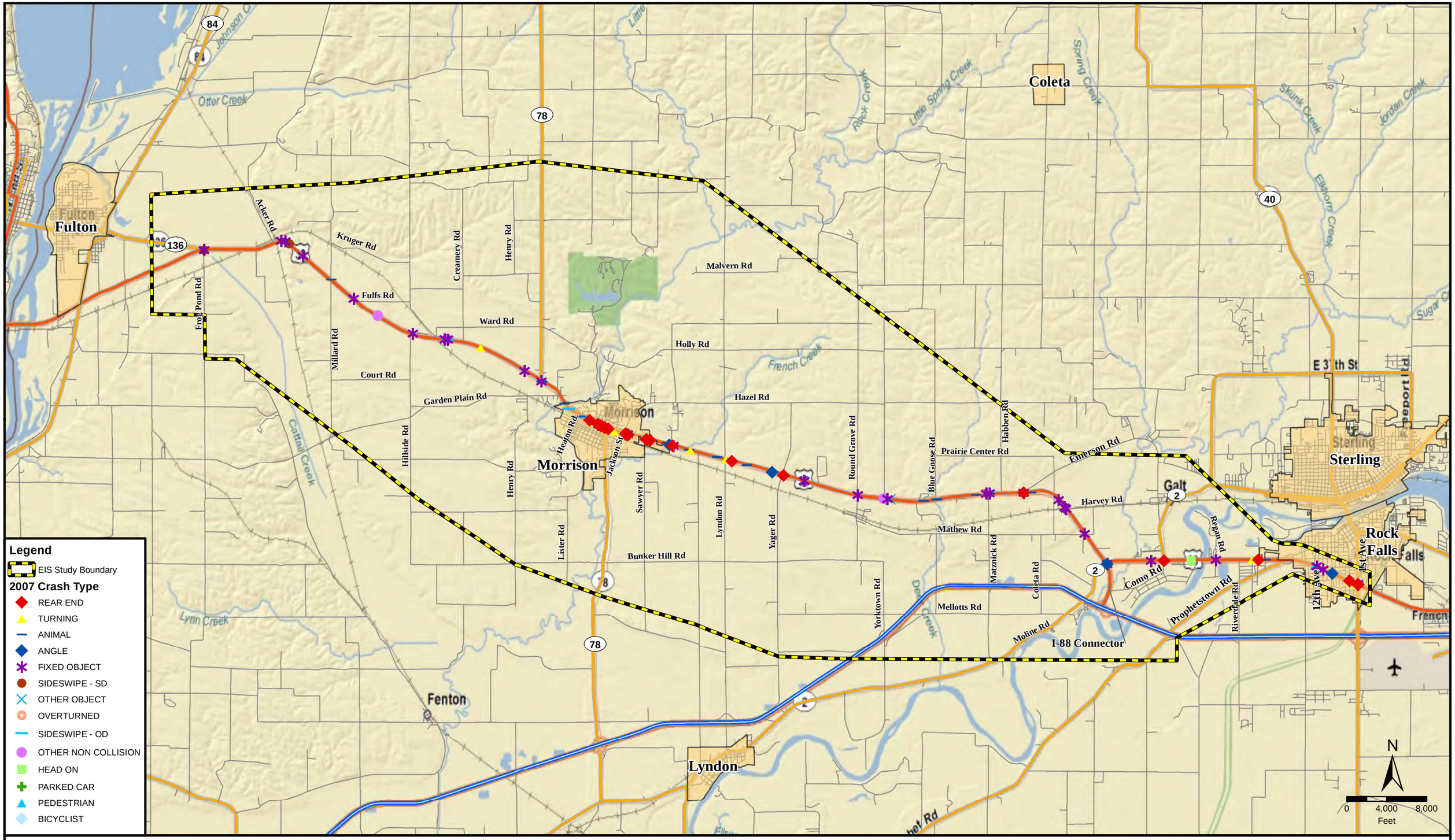


Exhibit 1-5A
2007 Crash Type
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

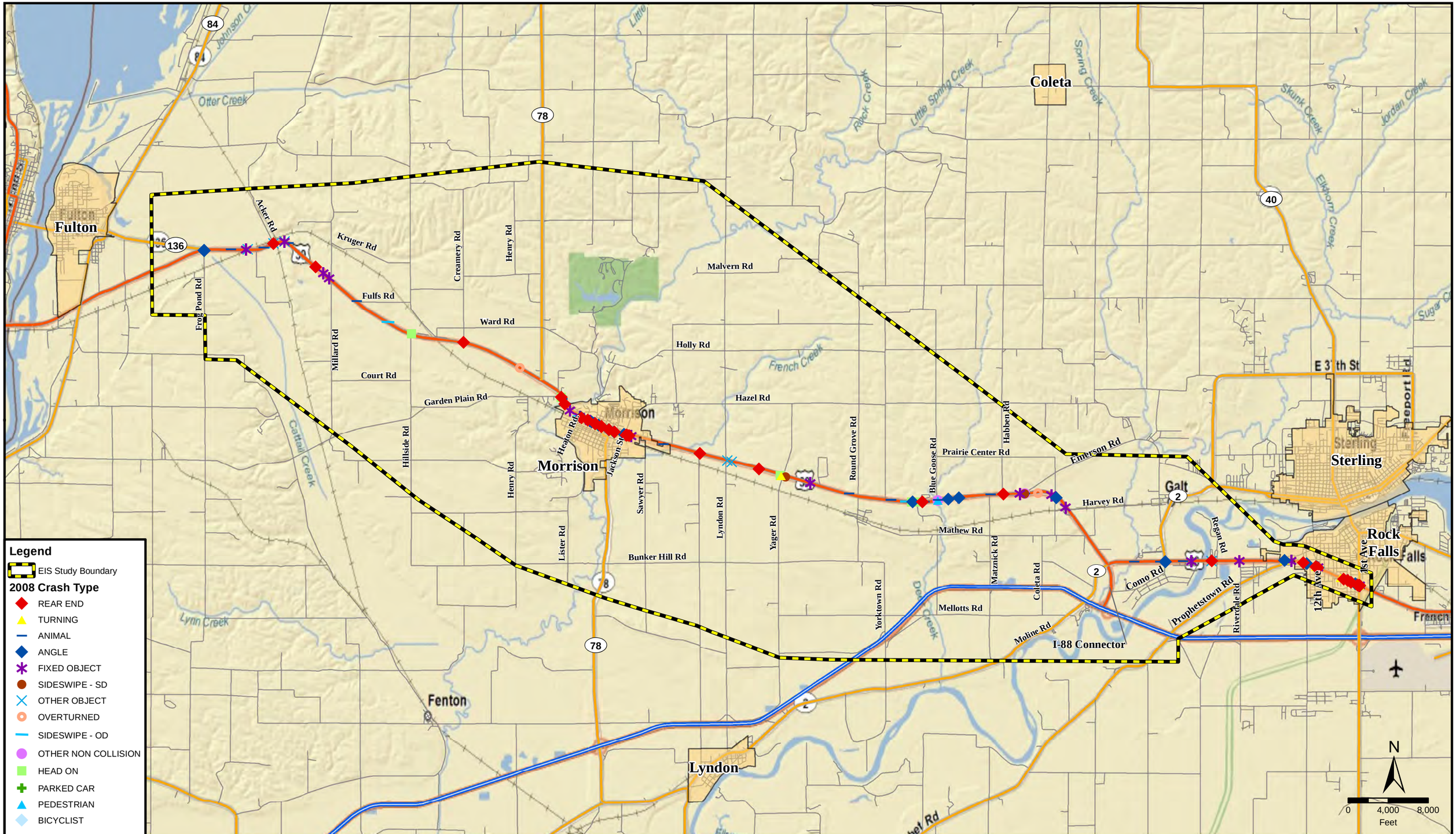


Exhibit 1-5B
2008 Crash Type
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

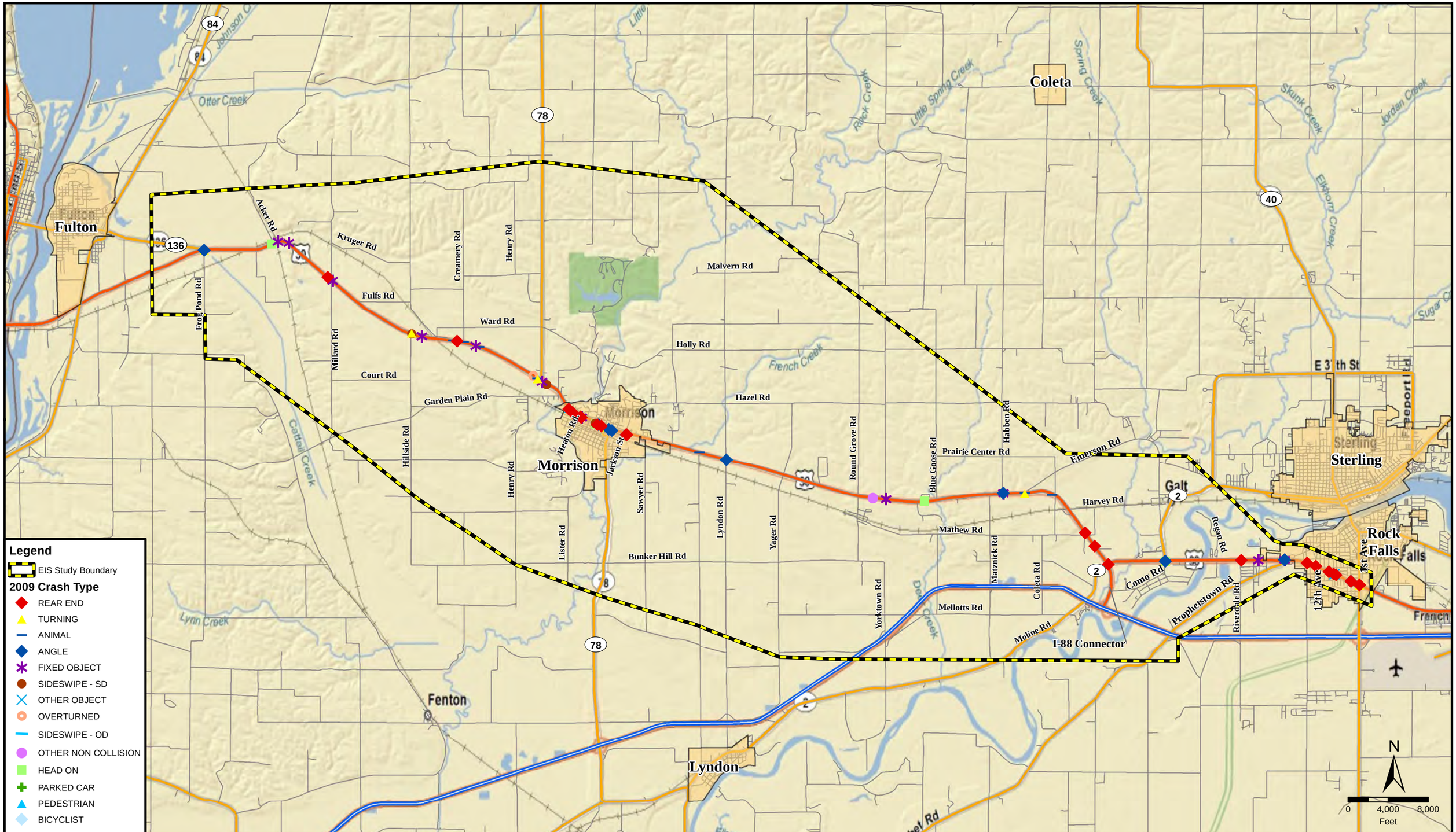


Exhibit 1-5C
2009 Crash Type
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

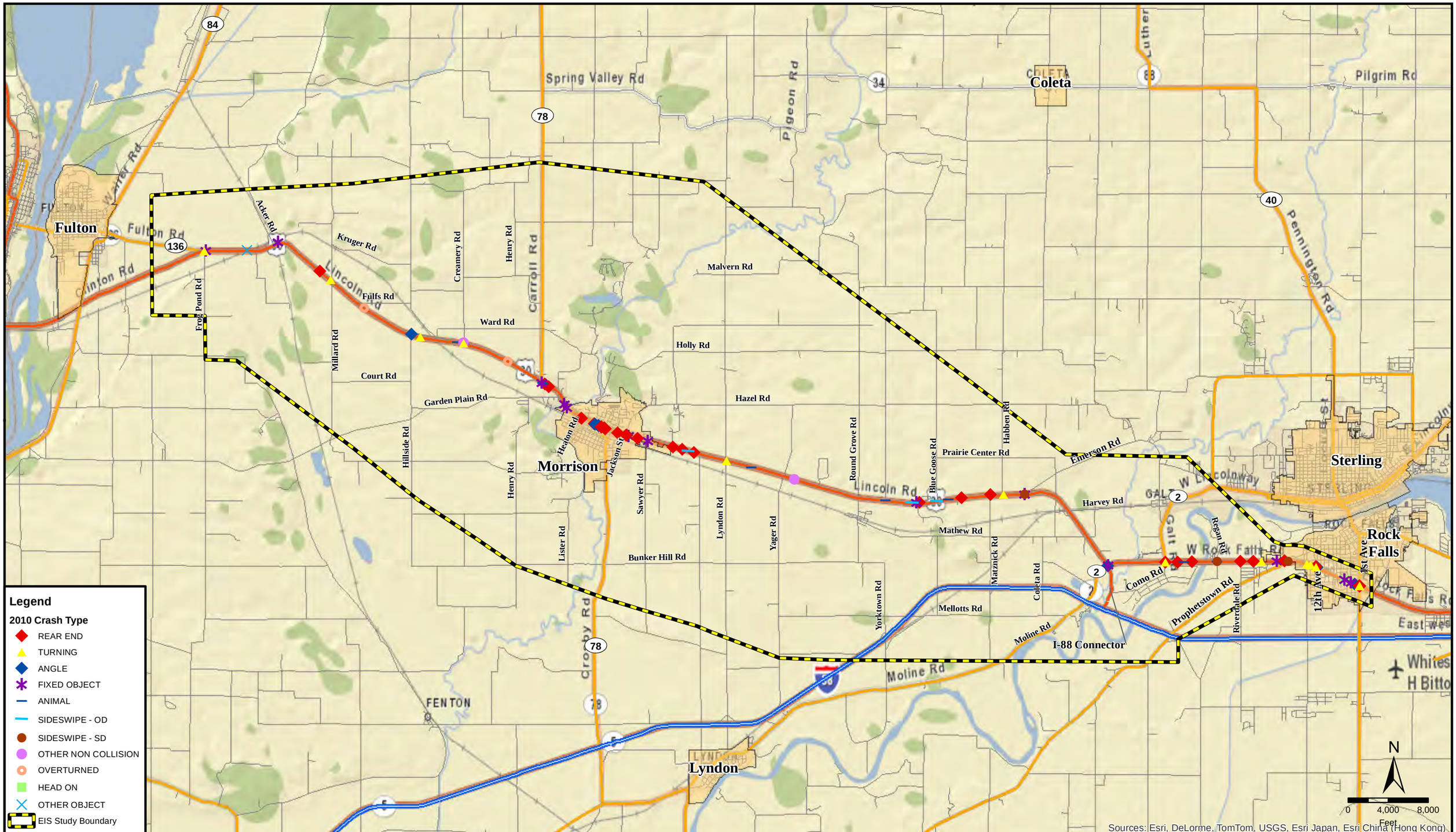


Exhibit 1-5D
2010 Crash Type
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

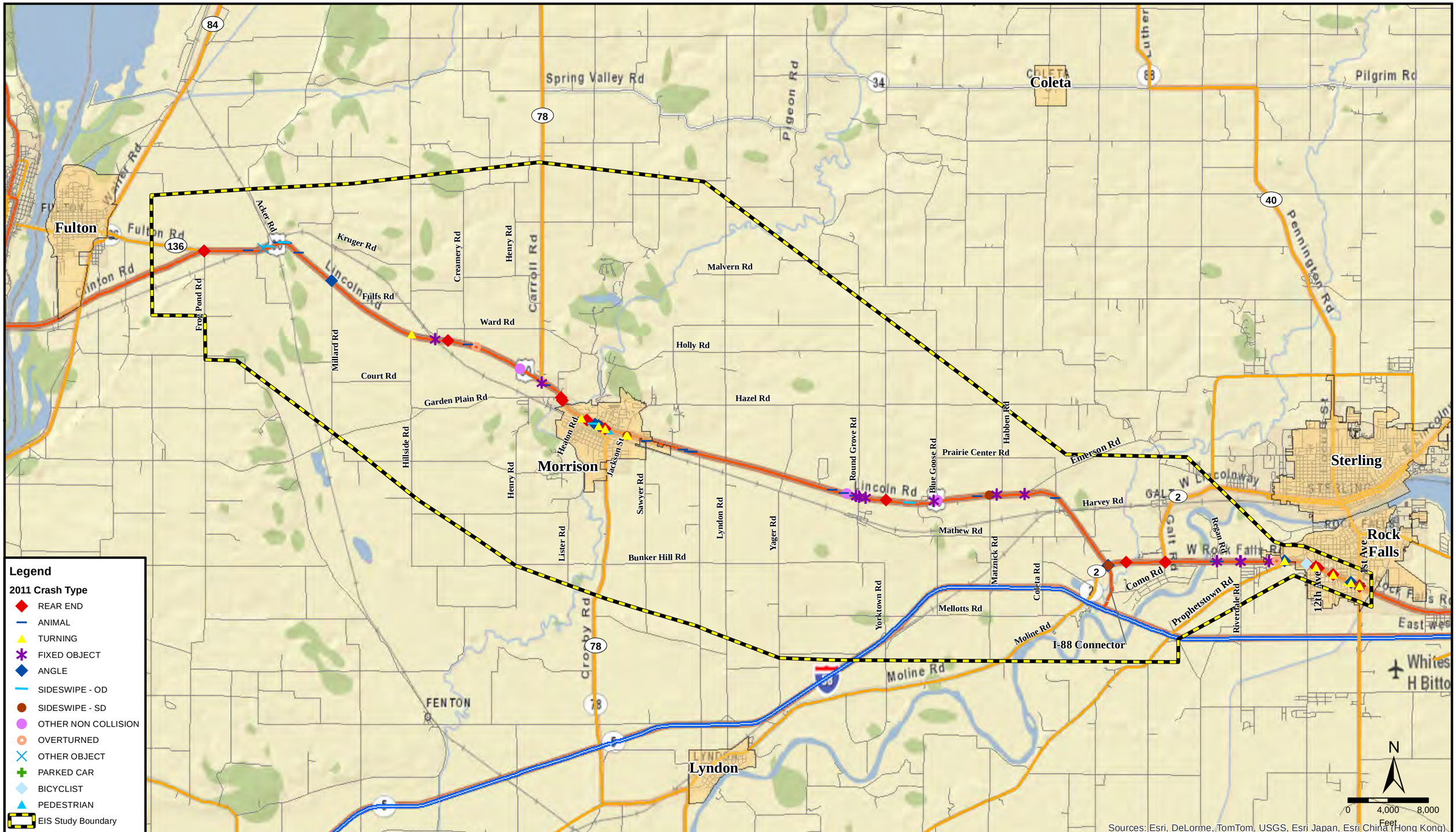


Exhibit 1-5E
2011 Crash Type
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

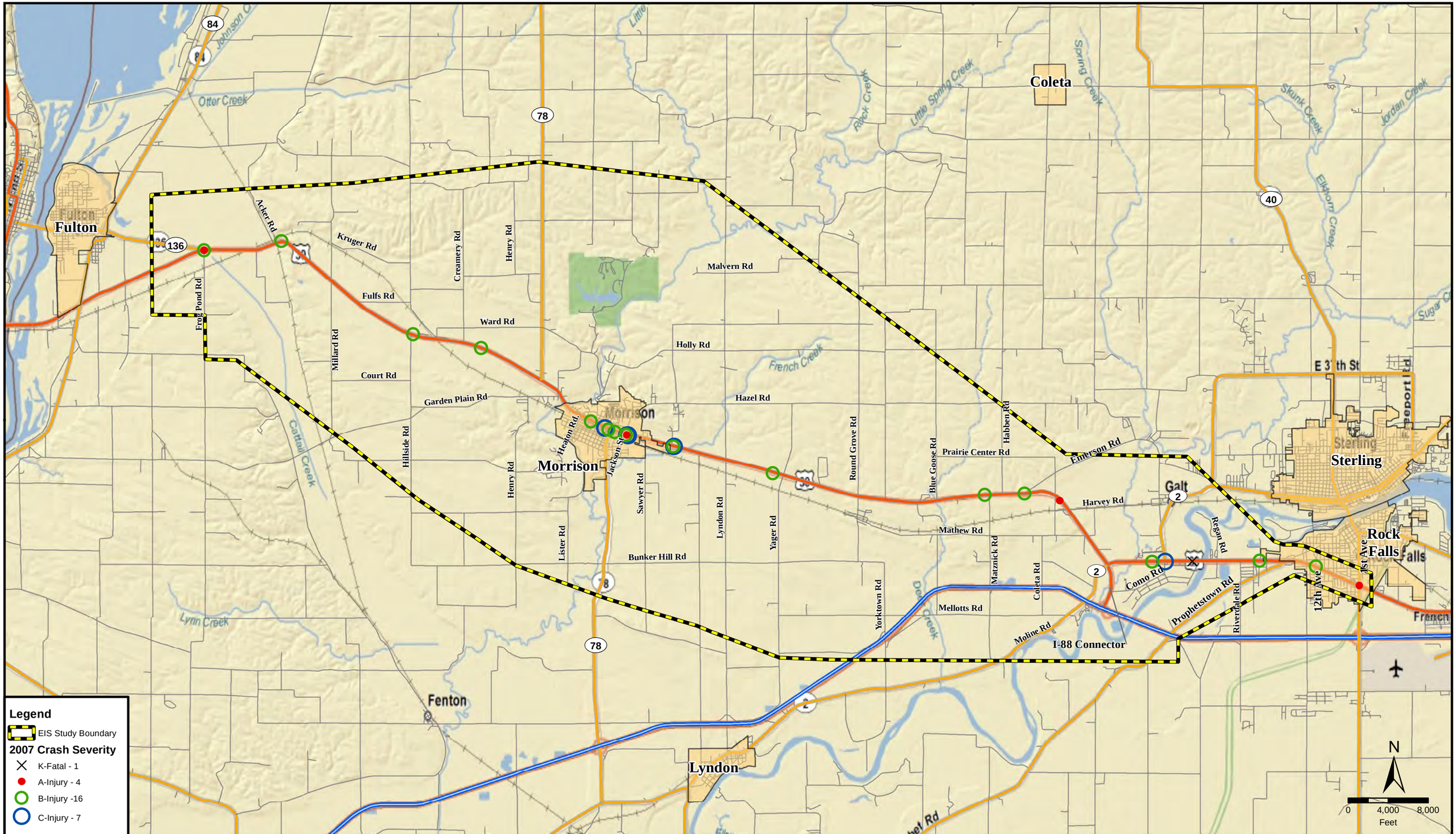


Exhibit 1-6A
2007 Crash Severity
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

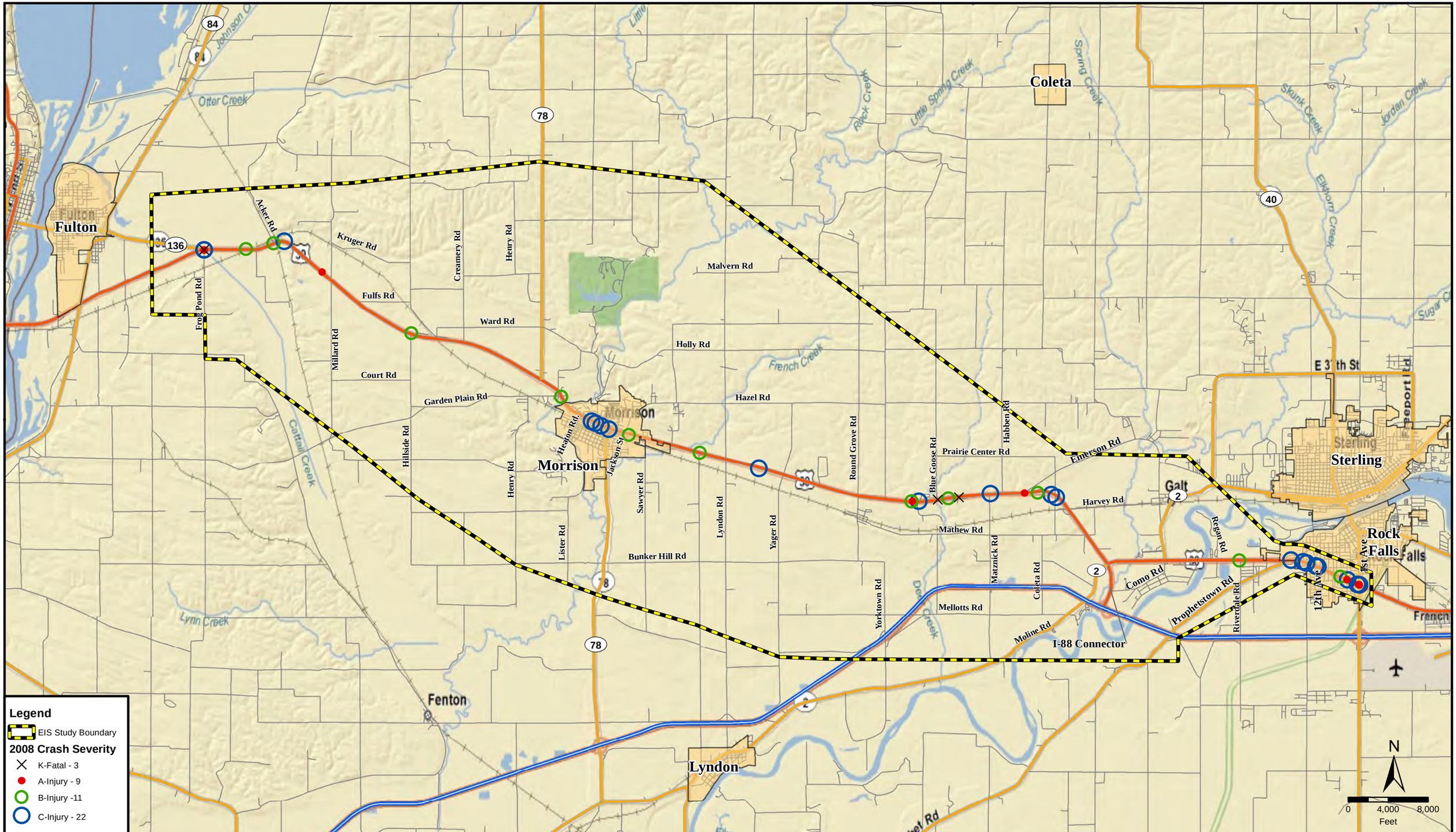


Exhibit 1-6B
2008 Crash Severity
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

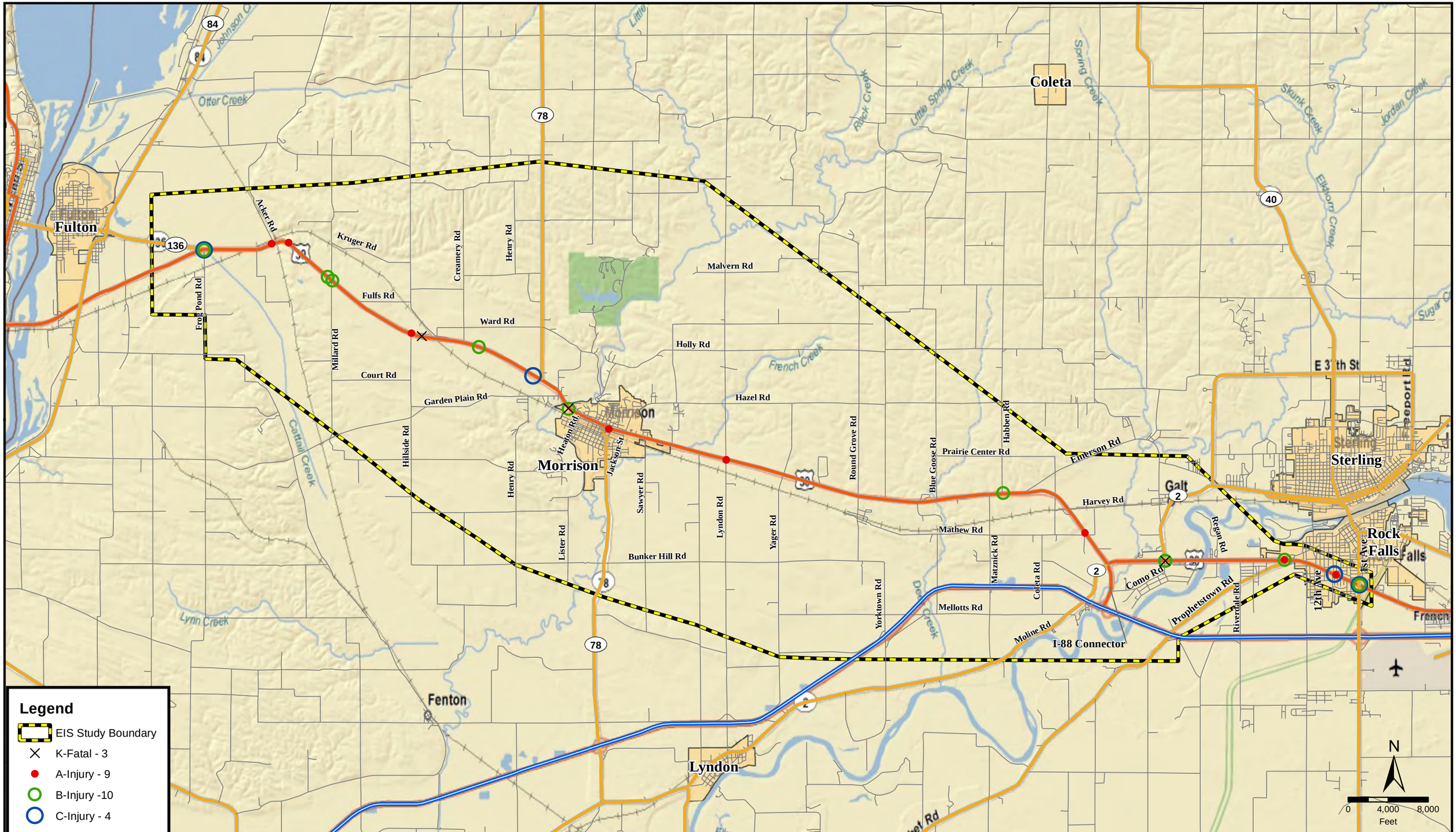


Exhibit 1-6C
2009 Crash Severity
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

Exhibit 1-6D
2010 Crash Severity
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

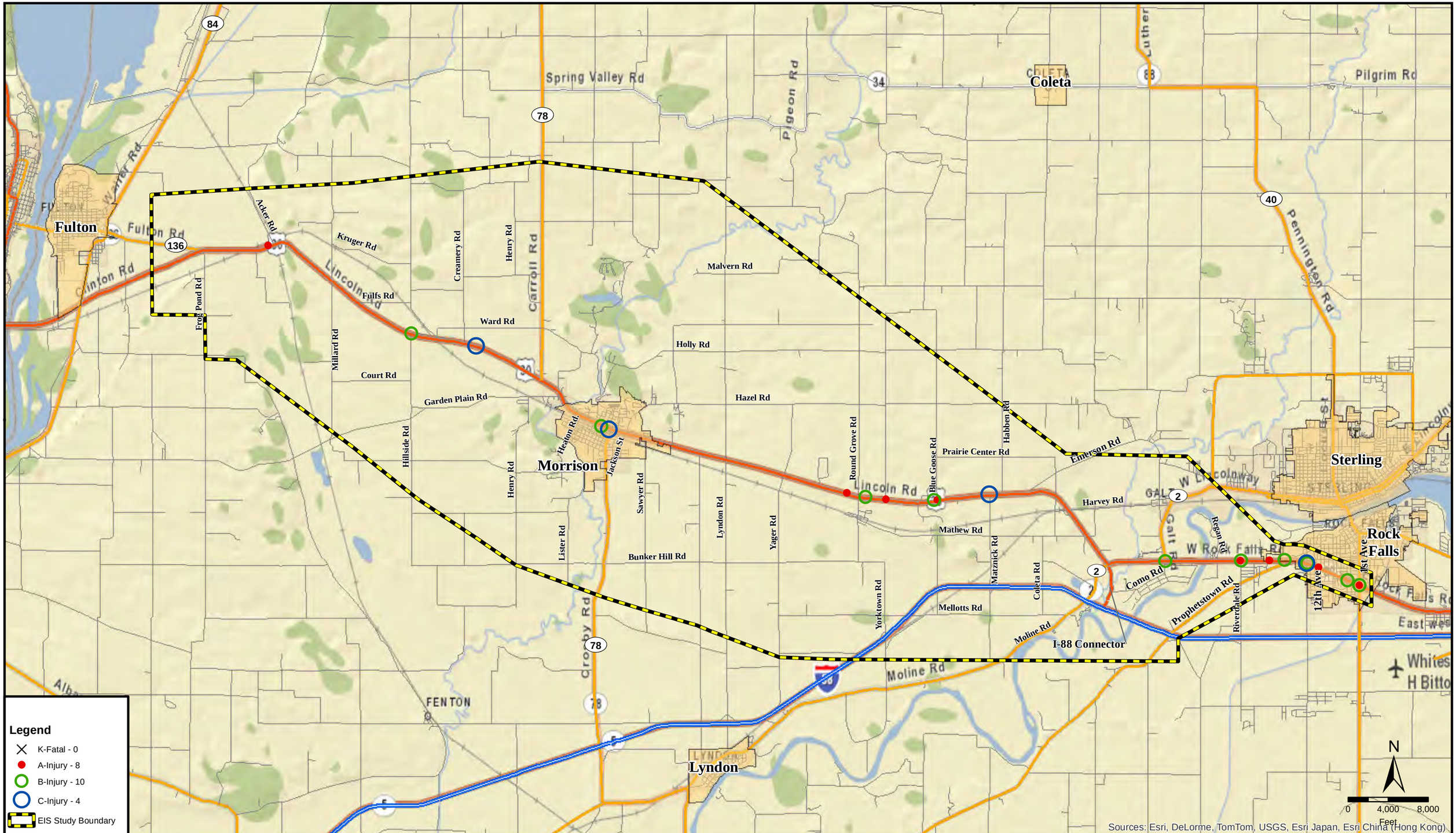


Exhibit 1-6E
2011 Crash Severity
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

Chapter 2
Alternatives

2.0 Alternatives

This chapter describes the range of alternatives developed to address the project's Purpose and Need identified in Chapter 1.0. Also presented within this chapter are the initial corridors that were considered, the screening process for reducing the number of corridors, the corridors that were retained for further study, the development of the alternatives within the corridors, a discussion of reasonable alternatives retained for detailed study, the reasons for eliminating alternatives from further study, and the Build Alternatives.

2.1 No-Build Alternative

The No-Build Alternative consists of leaving existing U.S. 30 in place. With this alternative, work on the roadway would be limited to short-term maintenance activities, resurfacing improvements, and minor changes to improve safety at high volume intersections between IL 136 east of Fulton and IL 40 in Rock Falls. In general, the No-Build Alternative may require small amounts of right-of-way for routine maintenance of the existing roadway. Efforts would be made to avoid additional impacts to the natural environment, agricultural, residential, and commercial properties. The No-Build Alternative would not address the project's Purpose and Need goals of improving traffic capacity, reducing traffic congestion, improving safety, providing for an increase in transportation demand, and establishing roadway continuity. The No-Build Alternative is not considered a viable alternative because only minor improvements would be made to existing U.S. 30. This Alternative has been retained for study to comply with the requirements of the National Environmental Policy Act (NEPA) and as a basis of comparison to the Build Alternatives.

2.2 Widening Existing U.S. 30 Through the City of Morrison

The range of alternatives discussed in this chapter does not include an alternative that proposes to widen existing U.S. 30 through the city of Morrison. There are two (2) key reasons this is not an alternative. First, in 2004, IDOT completed a study that proposed to widen U.S. 30 to a three-lane section through town from IL 78 North to French Creek in Morrison. As a direct result of public comments and concerns, the project length was reduced from Jackson Street to French Creek on the east side of Morrison. Second, the construction of a three-lane roadway would not eliminate the safety and operational concerns associated with the non-compatible uses of the corridor with large truck traffic, increasing volumes of traffic, narrow lanes, sidewalks adjacent to the roadway, school crossings, and farm equipment use. As a result, construction of a three-lane roadway through the downtown area would not eliminate the need for a four-lane expressway routed outside of town to accommodate future traffic demands. For these reasons, a three-lane roadway would not meet the objectives of the Purpose and Need.

2.3 Project Corridor and Alternative Screening Process

The project employed a logical, phased approach to identify potential alignments for U.S. 30 within the project study area. The project began by identifying corridors for consideration.

Specific alternatives were developed within the selected corridors, a process that at first addressed the corridor-wide transportation system issues while leaving location-specific decisions for the subsequent alternative alignment study. The corridor selection framed and narrowed the boundaries for the alternative alignment selections.

The screening process that was followed for the corridors and alternatives focused on ways to address the project's Purpose and Need while minimizing impacts to the human and natural environment.

The Build Alternatives described in this Chapter are the result of an extensive process that began in 2002 with a Corridor Study of the U.S. 30 roadway in Whiteside County. In conjunction with the Corridor Study, a supplemental Traffic Origin Destination (O-D) Study was completed in 2006. The O-D Study provided information on the types of vehicles and nature of trips of those using U.S. 30. Both studies provided the basis for initiating the EIS process in 2007.

2.4 Corridor Study and Origin Destination Study (2002 to 2006)

From 2002 to 2006 a Corridor Study was conducted on the section of U.S. 30 from IL 136 near Fulton to Moline Road and the I-88 Spur, located approximately one (1) mile north of I-88. The results of the Corridor Study confirmed: 1) there was enough interest in the project for it to be recommended for a Phase I study, 2) there was a need to enhance the transportation system within Whiteside County between the cities of Fulton and Rock Falls, and 3) that the Phase I study needed to address safety, mobility, and environmental issues. Also in an effort to better understand the traffic patterns and evaluate the potential for vehicles to use a U.S. 30 expressway, an O-D Study was completed in 2006. From these studies a basis of information and public sentiment was gained for use in the EIS. These studies helped establish the logical termini for the proposed improvement as IL 136 for the western terminus and IL 40 for the eastern terminus. The Corridor Study also recommended opportunities and suggested alternatives to be considered. Traffic information gained from the O-D Study was then utilized in the traffic analysis for the EIS.

2.5 Context Sensitive Solutions

The CSS process was created to assure that the communities served by transportation projects are informed, able to provide input and suggestions, and made a part of the overall planning and design process as decisions are made throughout the project. Stakeholders were identified within the project study area as a part of the U.S. 30 CSS process in the creation of the Stakeholder Involvement Plan (SIP). From the stakeholder list, a Community Advisory Group (CAG) was created to represent various groups, governments, and municipalities. The composition of the CAG was evaluated throughout the project study area to ensure that all stakeholders were adequately represented by the CAG. As the project progressed, CAG members were asked for their recommendations or input as representatives of the community.

Those ideas and recommendations were presented to the Project Study Group (PSG) for further consideration.

The PSG consists of representatives from IDOT, FHWA, other State and Federal agencies, and the consultant team. The PSG is responsible for evaluating data, recommendations and input, and making decisions related to U.S. 30 project alternatives throughout the planning and design process.

2.6 Corridor Development by CAG (October 17, 2007)

After initiating the EIS, key elements of design and environmental issues were identified within the project study area. One of the first steps was to have the CAG determine the key issues for U.S. 30 in order to create a Problem Statement. The Problem Statement was then utilized to develop the project's Purpose and Need Statement.

The CAG was then asked to identify corridors based on environmental factors, design criteria, and the Purpose and Need. The corridors created by the CAG are shown in **Exhibit 2-1**. As seen on **Exhibit 2-1**, the nomenclature is illustrated as such (1A to 5D) because there were five (5) groups of CAG members with approximately seven (7) members in each group. The number represents the group number and the letter represents the corridor created. For example, group one (1) created three (3) corridors, 1A, 1B, and 1C.

2.6.1 Corridor Screening Process

A corridor screening process tool was developed to aid in the corridor selection process. This process was a multiple level screening assessment of the engineering features and environmental impacts of 1,400-foot wide corridors that were developed by the CAG and PSG. The corridors were then reviewed to assure that other reasonable corridors were considered or included. One (1) additional corridor was identified on the west end of the project north of the Union Pacific Railroad between IL 136 and the city of Morrison.

After approval of the corridors by the PSG, the project study area was divided into four (4) sections within which various corridor alternatives were identified as illustrated in **Exhibit 2-2**. This was done to simplify the corridor selection process and allow the project study team, which consists of IDOT and the consultant team, to take a viable section of one (1) corridor and combine it with a viable section of another corridor.

As shown in **Exhibit 2-2**, the four (4) sections, starting at the western terminus of IL 136 and extending east to the eastern terminus of IL 40, were as follows:

- Section 1: IL 136 to west of Hillside Road
- Section 2: West of Hillside Road to Lyndon Road (includes the city of Morrison)
- Section 3: Lyndon Road to west of I-88 Connector
- Section 4: I-88 Connector to IL 40 in Rock Falls

Each of the four (4) sections involved several corridors (**Exhibit 2-2**), which resulted in a total of 28 corridor section alternatives. The number of corridors within each section varied. The corridor section alternatives were then given the following nomenclature:

- Section 1: *1A through 1C*: Three (3) corridor section alternatives
- Section 2: *2A through 2N*: Fourteen (14) corridor section alternatives
- Section 3: *3A through 3H*: Eight (8) corridor section alternatives
- Section 4: *4A through 4C*: Three (3) corridor section alternatives

2.6.1.1 Corridor Section Alternatives Eliminated - Did Not Fulfill the Purpose and Need

Each corridor section alternative (e.g. 1A, 2B, etc.) was first screened to determine if it met the requirements of the Purpose and Need Statement, which includes improving traffic capacity, reducing traffic congestion, improving safety, providing for an increase in transportation demand, and establishing roadway continuity. It was determined at the PSG meeting on September 18, 2008 that corridor section alternatives 2I, 3A, 3F, 3H, 4A, and 4C did not fulfill the Purpose and Need and were therefore eliminated from further study. **Exhibit 2-3** illustrates these corridor section alternatives and the following discussion provides the reasons for eliminating these corridor section alternatives.

All corridor section alternatives within Section 1 met the goals of the Purpose and Need Statement and therefore, all Section 1 corridor section alternatives were retained for further study.

Corridor Section Alternative 2I – This corridor section alternative 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 Fulton, Morrison, Rock Falls, and Sterling. 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 section alternative 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 existing U.S. 30, a large portion of the U.S. 30 through traffic could reasonably be expected to remain on the existing roadway rather than reroute along Corridor Section Alternative 2I and continue east to I-88. It is anticipated that Corridor Section Alternative 2I would not facilitate existing traffic needs and therefore, would neither sufficiently improve capacity nor reduce congestion, thus not meeting these particular objectives of the Purpose and Need.

Corridor Section Alternative 3A – Similar to Corridor Section Alternative 2I, this corridor section alternative does not fulfill some of the Purpose and Need objectives. Given the significant volume of traffic that currently leaves U.S. 30 to follow Emerson Road, 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 Section Alternative 3A and continue east to I-88. Therefore, it does not provide a roadway that serves the majority of those travelling on U.S. 30 and does not maintain roadway continuity between the communities of Fulton, Morrison, Rock Falls, and Sterling.

Corridor Section Alternative 3F – For the reasons described in Corridor Section Alternative 3A, this corridor section alternative does not facilitate existing traffic needs and therefore, will not adequately improve capacity nor reduce congestion, thus not meeting these particular objectives of the Purpose and Need.

Corridor Section Alternative 3H – For the reasons described in Corridor Section Alternatives 3A and 3F, this corridor section alternative does not facilitate existing traffic needs and therefore, will neither adequately improve capacity nor reduce congestion, thus not meeting these particular objectives of the Purpose and Need.

Corridor Section Alternative 4A – This corridor section alternative runs along I-88 beginning at the interchange with the spur that connects I-88 to U.S. 30 at its intersection with Moline Road where it then heads east to IL 40 just south of Rock Falls. I-88 is an existing four-lane freeway. Roadway improvements will not be necessary along this section of the corridor to fulfill the Purpose and Need because the existing facility provides a high level of safety and addresses capacity. However, it does not meet the Purpose and Need for the significant amount of traffic that is not diverted to I-88. Without improvements to the existing U.S. 30 facility east of Moline Road, a significant portion of traffic that continues to utilize that route would be left with a facility that has not been improved in terms of safety or capacity. In addition, the existing two-lane facility would be incompatible with the remainder of the corridor.

Corridor Section Alternative 4C – This corridor section alternative 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 requirements of the Purpose and Need. For the reasons described above for Corridor Section Alternative 4A, this section corridor alternative does not facilitate existing traffic needs and therefore, will not adequately improve capacity nor reduce congestion, thus not meeting these particular objectives of the Purpose and Need.

2.6.1.2 Corridor Section Alternatives Carried Forward for Further Study

The remaining corridor section alternatives were as follows (see **Exhibit 2-2** Corridor Sections & Corridor Section Alternatives Early 2008 for location):

- Section 1: *1A through 1C:* Three (3) corridor section alternatives
- Section 2: *2A through 2H and 2-J through 2-N:* Thirteen (13) corridor section alternatives
- Section 3: *3B through 3E and 3-G*: Five (5) corridor section alternatives
- Section 4: *4B*: One (1) corridor section alternative

These corridor section alternatives (**Exhibit 2-2**) were then screened against each other within each individual section. For example, corridor section alternatives 1A, 1B, and 1C were only screened against each other and not against those corridor section alternatives in Section 2, 3, or 4. The reason for screening within each individual section was because with such a large project study area along with the large number of corridor section alternatives, issues that were prominent within one (1) section of the project study area, may not be so in another, or may not even exist. Eventually, it allowed for one (1) viable section of one (1) corridor to be combined with a viable section of another corridor with the anticipation of creating one corridor with the least cumulative impacts.

Forty-eight (48) engineering, environmental, and socio-economic indicators as depicted in **Appendix A** were used in the corridor section alternative screening process. In late 2008, based on the results of this screening process and direction from the PSG and recommendations from the CAG (see **Public Involvement Document** for meeting minutes), corridor section alternatives 1B, 2A, 2B, 2C, 2D, 2F, 2G, 2H, 2J, 2K, 2M, 2N, 3D, 3E, and 3G were recommended to be eliminated. These eliminated corridor section alternatives are depicted in **Table 2-1** in green. Corridor section alternatives 1A, 1C, 2E, 2L, 3B, 3C, and 4B were recommended to be carried forward for further study. These retained corridors are depicted in **Table 2-1** in blue.

Although there were 48 indicators with which the corridor section alternatives were screened against, there were seven (7) indicators that became evident as the primary reasons for eliminating or retaining a corridor section alternative: length, agricultural ground impacts, farm severances, farmsteads displacements, residential displacements, floodplain encroachments, wetland impacts, and forest impacts. These are the indicators identified in **Table 2-1**.

Table 2-1: Corridor Section Alternatives Retained or Eliminated from Further Study							Retained	
Impacts are based on a 1,400 foot wide footprint							Eliminated	
Corridor Section Alternative	Length (miles)	Agricul-tural (acres)	Farm Sever-ance (#)	Farm-stead Displace-ments (#)	Residential Displace-ments (#)	Flood-plain Encroach-ments (acres)	Wetland Impacts (acres)	Forest Impacts (acres)
SECTION 1								
1A	4.26	987	7	3	3	141	0.2	51
1B	6.38	1,007	0	32	10	345	0.7	70
1C	6.05	727	7	19	15	193	0.1	120
SECTION 2								
2A	11.39	2,743	11	22	28	89	18	1
2B	10.85	2,086	10	22	100	61	27	117
2C	11.41	2,909	7	24	30	88	10	0
2D	11.75	2,832	12	51	32	107	11	1
2E	9.26	1,436	22	21	51	26	10	87
2F	12.17	2,941	12	41	49	73	11	4
2G	12.83	2,306	37	31	53	65	3	6
2H	11.11	2,562	9	16	32	89	23	96
2J	11.10	2,714	5	15	32	89	20	21
2K	10.69	2,276	7	17	46	155	20	64
2L	11.21	2,905	4	38	32	89	10	1
2M	11.48	2,874	7	45	33	89	6	25
2N	10.62	2,715	2	26	34	100	9	11
SECTION 3								
3B	8.41	1,420	8	12	12	6	2	4
3C	7.31	1,273	11	10	3	6	2	64
3D	10.38	1,560	47	60	22	0	0	0
3E	10.58	1,600	37	27	11	0	0	36
3G	10.54	1,489	19	37	68	0	0	93

The project study area consists mainly of a rural agricultural community, therefore, indicators such as the number of acres of farmland impacted, the number of longitudinal farm severances, and farmstead displacements emerged as principal factors when screening the corridor section alternatives. Likewise, the numbers of residential displacements were considered as a key issue and corridor section alternatives with high residential displacements were eliminated from further study. Two (2) resources, floodplains and wetlands, have regulations that require consideration of avoidance alternatives. Corridor section alternatives that had considerable floodplain and wetland impacts were eliminated. Impacts to forested areas also emerged as a principal factor because of their habitat value for wildlife and corridor section alternatives containing considerable forest area impacts were eliminated from further study. Various combinations of these factors plus others in **Appendix A** were sufficient for the CAG and PSG to eliminate those marked in green in **Table 2-1** from further study.

The following is a discussion of reasons for eliminating the corridor section alternatives highlighted green in **Table 2-1**. Please see **Exhibit 2-2** for location. It should be noted that if a reason is given, it is because the corridor section alternative had a greater impact than that of the corridor alternative(s) carried forward for that section.

Corridor section alternative 4B was not evaluated in **Table 2-1** as it occurs on the existing U.S. 30 roadway. As was discussed previously, corridor section alternatives 4A and 4C did not meet the project's Purpose and Need Statement.

Section 1:

Corridors Section Alternative 1B – This corridor section alternative does not utilize existing U.S. 30 and extends south of the existing U.S. 30 roadway on new alignment creating the longest route (6.38 miles) within Section 1. In addition, this corridor section alternative has the greatest agricultural ground impact in Section 1 by requiring 1,007 acres. Lastly, 1B displaces 32 farmsteads and encroaches upon 345 acres of floodplain.

Section 2:

All corridor section alternatives within Section 2 begin at or near Hillside Road and extend south of U.S. 30 and the city of Morrison. Only one (1) corridor section alternative within Section 2 goes north of the city of Morrison. This is corridor section alternative 2E, which was one (1) of the two (2) corridor section alternatives (the other is 2L) carried forward for further study.

Corridor Section Alternative 2A - This corridor section alternative is similar to the alignment of corridor section alternative 2L, which was recommended to be carried forward, but impacts eight (8) additional acres of wetlands for a total of 18 acres.

Corridor Section Alternative 2B – This corridor section alternative had 100 residential displacements, the most in Section 2. In addition, this corridor section alternative had the greatest wetland impact (27 acres) and forest area impact (117 acres) within Section 2.

Corridor Section Alternative 2C – This corridor section alternative is similar to the alignment of corridor section alternative 2L, which was recommended to be carried forward, but is a slightly longer route, thus creating an increased travel time for the users of the road and an increased maintenance and operational cost.

Corridor Section Alternative 2D – This corridor section alternative has the greatest number of farmstead displacements (51) within Section 2 and has a floodplain encroachment of 107 acres. Lastly, it has a slightly higher impact to wetlands (11 acres), than the corridor section alternatives carried forward.

Corridor Section Alternative 2F – This corridor section alternative is almost a mile longer (12.17 miles) than corridor section alternative 2L, which was carried forward for further study, thus creating an increased travel time for the users of the road and an increased maintenance and operational cost. In addition, this corridor section alternative has the greatest agricultural ground impact in Section 2 by requiring 2,941 acres. Lastly, it displaces 41 farmsteads and has a slightly higher impact to wetlands (11 acres) than the corridor section alternatives carried forward.

Corridor Section Alternative 2G – This corridor section alternative is the longest route in Section 2 at 12.83 miles, thus creating an increased travel time for the users of the road and an increased maintenance and operational cost. In addition, it severs 37 farms and displaces 53 residents.

Corridor Section Alternative 2H – This corridor section alternative impacts 13 more acres of wetlands (23 acres total), than either of the corridor section alternatives carried forward for further study. In addition, this corridor section alternative impacts 96 acres of forested area.

Corridor Section Alternative 2J – This corridor section alternative impacts 20 acres of wetlands; 10 acres more than the corridor alternatives carried forward in Section 2.

Corridor Section Alternative 2K – This corridor section alternative has the largest floodplain encroachment in Section 2 with 155 acres and also impacts 20 acres of wetlands.

Corridor Section Alternative 2M – This corridor section alternative is slightly longer (11.48 miles) than corridor section alternative 2L, which was carried forward for further study, thus creating an increased travel time for the users of the road and an increased maintenance and operational cost. Lastly, this corridor section alternative displaces 45 farmsteads.

Corridor Section Alternative 2N – This corridor section alternative encroaches upon 100 acres of floodplain.

Section 3:

Corridor Section Alternative 3D - This corridor section alternative does not utilize existing U.S. 30 therefore creating a longer route (10.38 miles) than those carried forward for further study in Section 3, thus creating an increased travel time for the users of the road and an increased maintenance and operational cost. In addition, this corridor section alternative had considerable impacts on the agricultural and residential community including the use of 1,560 acres of agricultural ground, 47 farm severances, 60 farmstead displacements, and 22 residential displacements.

Corridor Section Alternative 3E - This corridor section alternative does not utilize existing U.S. 30 and is the longest route (10.58 miles) in Section 3, thus creating an increased travel time for the users of the road and an increased maintenance and operational cost. In addition, this corridor section alternative had considerable impacts on the agricultural community including the use of 1,600 acres of agricultural ground, 37 farm severances, and 27 farmstead displacements.

Corridor Section Alternative 3G - This corridor section alternative does not utilize existing U.S. 30 therefore creating a longer route (10.54 miles) than those carried forward for further study in Section 3, thus creating an increased travel time for the users of the road and an increased maintenance and operational cost. In addition, this corridor section alternative had considerable impacts on the agricultural and residential community including the use of 1,489 acres of agricultural ground, 19 farm severances, 37 farmstead displacements, and 68 residential displacements. Lastly, this corridor section alternative had the largest impact to forested areas (93 acres) within Section 3.

2.6.1.3 Final Corridors

With the determination to carry the corridor section alternatives 1A, 1C, 2E, 2L, 3B, 3C, and 4B (**Exhibit 2-4**) forward for further study, the next step was to connect corridor alternatives from each section and create a 1,400-foot wide corridor in which reasonable alternatives could be developed.

The combination of these corridor section alternatives resulted in two (2) 1,400-foot wide corridors that extend the length of the project from IL 136 east of Fulton to IL 40 in Rock Falls (**Exhibit 2-5**). The following describes the two (2) corridors, starting on the west end of the project study area:

- Corridor 1 goes north of the existing U.S. 30 roadway, stayed north of the city of Morrison, tied back into the existing U.S. 30 roadway on the east side of Morrison, and followed the existing roadway to IL 40.
- Corridor 2 started on the existing U.S. 30 roadway, heads south of the city of Morrison, tied back into the existing U.S. 30 roadway on the east side of Morrison, and followed the existing roadway to IL 40.

2.6.1.4 Public Informational Open House (January 2009)

On January 29, 2009, the two (2) corridors identified as the areas of focus for the development of alternatives (**Exhibit 2-5**) were displayed to the public at an open house held at the United Methodist Church, located along U.S. 30 in Morrison. The purpose of this meeting was to garner public input on these corridors. Two-hundred and thirty-seven people attended the open house. The top three (3) issues/concerns expressed in comment forms were:

- Concerns regarding farmland/environmental impacts
- Prefer a southern corridor
- Northern corridor is not preferred

2.6.1.5 NEPA 404/Merger Meeting (February 2009): Final Corridors Established

In February 2009, Corridor 1 and 2 (**Exhibit 2-5**) were presented to FHWA and the environmental resource agencies at the NEPA 404/Merger Meeting. As a result of the presentation, a corridor that had been eliminated by the PSG was added back into the corridors for development of alternative alignments. The corridor was originally eliminated because it did not utilize much of the existing U.S. 30 route, which is a desire of the PSG and CAG. This additional corridor follows the same proposed path as Corridor 2, but stays south of existing U.S. 30 along Bunker Hill Road until it reaches the I-88 and U.S. 30 intersection. The agencies stated that they wanted this third corridor to be carried forward so that alternative alignments would not be limited to widening the existing U.S. 30 route. Therefore, three (3) corridors moved forward in the development of alternatives (**Exhibit 2-6**).

2.7 Development of Alternatives

This section describes the development of alternatives within the three (3) corridors identified in **Exhibit 2-6**.

2.7.1 Initial Alternatives

Six (6) alignments (**Exhibit 2-7**) were developed within the three (3) corridors. The six (6) alignments utilized some sections of the existing U.S. 30 roadway and were approximately 200 feet wide. In those areas where the alignment and profile accommodate the proposed cross section, the center of the proposed median was located 37 feet offset from the existing U.S. 30 centerline. This allows the existing alignment to be used as one (1) of the sets of lanes. These alignments were labeled “Alternative _-CL.” The next step was to create two (2) additional alternatives based on each initial alternative; one (1) using the existing pavement for westbound and the other using existing pavement for eastbound. Where the proposed centerline was offset to the north, the existing pavement was used for the eastbound lanes. Options with this offset were labeled “Alternative __-EB.” Similarly, a “mirrored” option was created by offsetting

to the south and utilizing the existing pavement for the westbound lanes. These options were labeled "Alternative __-WB."". This process resulted in 18 initial alignments.

Although Corridor 3 did not follow existing U.S. 30, a portion of the Bunker Hill Road right-of-way could be used. Similar to the process described in the preceding paragraph, two (2) alternatives were added. The first labeled Alternative 3-EB, offset the alignment 100 feet north to minimize impacts to the properties along the south side of Bunker Hill Road. The other, labeled Alternatives 3-WB, offset the alignment 100 feet south to minimize impacts to the properties along the north side of Bunker Hill Road.

Next, the impacts of the 18 initial alignments were evaluated based on the 48 indicators as previously discussed in this Chapter. Each alternative was screened in sections. Therefore, Alternative 1 that used the centerline of U.S. 30 was screened against Alternative 1 using the westbound lane and Alternative 1 using the eastbound lane. The alternative within its section that resulted in the least amount of impact to the human and natural environment was the one that was carried forward for further adjustment and study. These included Alternatives 1-EB, 2-WB, 3-WB, 4-EB, 5-WB, and 6-WB. The quantitative data can be found in the spreadsheet in **Appendix A**.

The nomenclatures for these alternatives were then changed to simply Alternatives 1, 2, 3, 4, 5, and 6 as shown in **Exhibit 2-7**.

2.7.2 Western Terminus at IL 136/Frog Pond Road to just East of the BNSF RR

A further review of the topography at the western terminus of IL 136 to a point east of the Burlington Northern Santa Fe Railroad (BNSF RR) identified the presence of two (2) railroad crossings within 0.6 mile of each other. This yielded concerns regarding the footprint of the alternatives as well as costs and difficulties regarding the staging of construction. The first of these crossings involved the Union Pacific Railroad (UPRR) and the second involved the BNSF RR. In an effort to address these concerns, the "West End" options (**Exhibit 2-8**) were developed.

West End Option 1

The alignment begins approximately 0.25 mile west of the intersection with IL 136, leaves existing U.S. 30 and continues along a path north of existing U.S. 30 and the UPRR. It begins curving south 0.15 mile west of the BNSF RR and crosses the railroad at a 30 degree skew approximately 0.3 mile north of the UPRR. It then crosses the UPRR at a 40 degree skew approximately 0.3 mile east of the BNSF RR. At this point it veers back to the southeast and ties into the existing U.S. 30 roadway.

West End Option 2

The alignment begins approximately 0.25 mile west of the intersection with IL 136, then leaves existing U.S. 30 and continues along a path north of existing U.S. 30 and the UPRR. It begins

curving south approximately 0.6 mile west of the BNSF RR and crosses the railroad at a 50 degree skew 0.1 mile north of the UPRR. It then crosses the UPRR at a 35 degree skew approximately 0.1 mile east of the BNSF RR. Within 0.25 mile the curve ends and the alignment ties into the existing U.S. 30 roadway.

West End Option 3

The alignment begins approximately 0.25 mile west of the intersection with IL 136, then leaves existing U.S. 30 and continues along a path north of existing U.S. 30 and the UPRR. Approximately 0.4 mile east of IL 136 the alignment begins curving southeast. Within 0.2 mile of the end of the curve it crosses the UPRR at a 40 degree skew. Almost immediately it begins curving back to the east into a tangent that crosses the BNSF RR at a 15 degree skew. It then veers back to the southeast and ties into the existing U.S. 30 roadway.

West End Option 4

The alignment begins approximately 0.25 mile west of the intersection with IL 136. Immediately east of the IL 136 intersection the alignment begins curving southeast and crosses Spring Brook Creek. In less than 0.1 mile it begins curving back to the northeast and crosses the UPRR at a 40 degree skew. It then begins a curve to the southeast approximately 0.2 mile west of the BNSF RR and follows a path similar to that of the existing roadway. It crosses under the BNSF RR utilizing the existing railroad bridge. The proposed curve ends and the alignment ultimately ties into the existing U.S. 30.

2.7.3 Reasonable Alternatives

A review of the six (6) initial alternative alignments combined with the west end options, showed opportunities for adjustments that would reduce impacts to natural resources, agriculture, cultural resources, and residences. The adjustments were developed and analyzed to determine if the changes would in fact provide for improvement on an overall basis; where possible, these adjustments were made. **Table 2-2** provides a general description of the alternative locations within the project study area. In addition, these six (6) reasonable alternatives are shown in **Exhibit 2-9**. Each of these adjustments involved realignment to avoid or minimize impacts to resources. They included:

- Alternatives 1 and 4: Southerly shift to minimize encroachment into a special waste property.
- Alternatives 1, 2, 4 and 5: Southerly realignment to the south of the cemetery in the vicinity of the landfill to avoid impacts to the cemetery and/or landfill.
- Alternatives 1, 2, 4 and 5: Northerly shift east of Round Grove Road to preclude acquisition from a property with potentially historic structures.
- Alternatives 1, 2, 4 and 5: Northerly shift through the White Oaks subdivision area west of Blue Goose Road to minimize impacts to the Forest Inn Restaurant.
- Alternatives 3 and 6: Southerly shift west of Matznik Road to minimize impacts to a forest area.
- Alternatives 4, 5, and 6: Southerly shift to avoid impacts to the Abbott Thinshell Pecan Tree.

Table 2-2: Description of Reasonable Alternatives
(Starting at the Western Terminus of IL 136/Frog Pond Road heading east to the Eastern Terminus of IL 40)

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

2.7.3.1 Alternative Screening Process

By November 2009, six (6) reasonable alternatives had been established as described in **Table 2-2**. In order to determine which alternatives were to be carried forward as the Build Alternatives in the DEIS, the six (6) reasonable alternatives were evaluated based on environmental and engineering factors. A footprint of 200 feet wide, which is the width of the construction limits for the preliminary design of the proposed project as an expressway, was utilized to evaluate the impacts of the six (6) reasonable alternatives. The next two (2) sections provide an overview of the environmental and engineering factors utilized for the evaluation.

2.7.3.1.1 Environmental Factors

The environmental factors that the six (6) reasonable alternatives were screened against include agricultural and environmental impacts, land use changes, relocations, and cost. A summary of the estimated impacts for the reasonable alternatives are illustrated in **Table 2-3**.

Table 2-3: Summary of Estimated Environmental Impacts for Reasonable Alternatives							
These numbers are based on approximately 200 foot wide construction limits.							
The numbers in this table were derived from information available at the time of the reasonable alternative screening.							
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

In regard to the agricultural setting, the data in **Table 2-3** illustrates that with a construction limit footprint of 200 feet wide, at a minimum, 397 acres of agricultural land will be acquired for

Alternative 4 and 535 acres of agricultural land will be acquired for Alternative 3. **Table 2-3** depicts that Alternative 3 causes property impacts to 136 farms while Alternative 5 will affect 151 farms. This includes the displacement of four (4) farmsteads with Alternative 3 and nine (9) farmsteads with Alternative 4.

Table 2-3 also illustrates the impacts of the six (6) reasonable alternatives on the natural and cultural environment. The impacts to the wetlands range from 0.24 acre of impact (Alternate 1) to 0.79 acre (Alternate 4). There are nine (9) streams in the project study area that may be affected by the proposed project. At the eastern end of the project, Alternates 1, 2, 4, and 5 use the existing alignment to cross five (5) of these streams (Unnamed Tributary of the Rock River, Deer Creek, Elkhorn Creek, Rock River, and Union Drainage Ditch), whereas Alternates 3 and 6 cross two (2) of these streams on new alignment (Unnamed Tributary of the Rock River and Deer Creek). Though all alignments cross Rock Creek, Alternates 2, 3, 5, and 6 cross the stream south of Morrison while Alternates 1 and 4 cross the stream north of Morrison. There are seven (7) floodplains in the project study area. Most of the floodplain impacts are common to all alignments. At the western terminus of IL 136, all alignments are associated with the Mississippi River/Cattail Creek floodplain. At the eastern end of the project all alignments are associated with the Elkhorn Creek, Rock River, and Union Drainage Ditch floodplains. Four (4) of the floodplain encroachments depicted on **Table 2-3** occur on Elkhorn Creek. This multiple encroachment occurs because of the geometry between the Elkhorn Creek floodplain and the U.S. 30, Como Road, and Lincoln Road intersection. Lastly, all six (6) reasonable alternatives will impact the State Threatened mussel, the black sandshell (*Ligumia recta*). This mussel is associated with the existing bridges on the Rock River and Elkhorn Creek and impacts to this species cannot be avoided. Potential habitat for the Federally Endangered Species, the Indiana bat (*Myotis sodalis)*, occurs along the Rock River and Elkhorn Creek. At this time, consultation with the U.S. Fish and Wildlife Service has not been completed.

Table 2-3 shows a range of 13 residential displacements (Alternative 3) to 35 residential displacements (Alternative 4) are possible. In regard to displacements in the areas where the alternative's design involves widening the existing U.S. 30 roadway to 200 feet, there is a range of seven (7) displacements (Alternative 3) to 23 displacements (Alternative 4). In regard to displacements that would occur as a result of new alignment, there is a range of three (3) displacements (Alternative 6) to 14 displacements (Alternative 1). It should be noted that no churches, schools, or public facilities would be displaced by any of the six (6) alternatives.

Table 2-3 provides an overview of the total length of the proposed alternatives, with Alternative 4 and 6 being the shortest (25 miles), with Alternative 4 requiring the least amount of new right-of-way (450 acres) and Alternative 3 being the longest (30 miles) and requiring the greatest amount of new right-of-way (567 acres).

Lastly, the table provides an estimated construction cost for the proposed alternatives with the highest for Alternative 4 ($414 million). Alternative 4 has the highest cost despite the fact that it and Alternative 6 are the shortest in terms of proposed alignment. In comparing these two (2) alternatives, the largest difference in cost is with respect to that of proposed structures. In terms of number of bridges, Alternative 4 includes eight (8) sets of bridges in the section west of

Moline Road whereas Alternative 6 includes only five (5) sets. The difference in structure costs is attributable also to the estimated bridge lengths. Most notably, Alternative 4 includes two (2) lengthy sets of bridges in area north of Morrison. The first set spans Crosby Road, Rock Creek and Browns Road as well as a deep ravine leading up to Norrish Road. The second set is located just east of Norrish Road and spans an extremely deep ravine. None of the Alternative 6 structures are of notable length.

Another significant difference between Alternatives 4 and 6 involves earth excavation related items. The large difference in cost for these items is due to the fact that Alternative 4 traverses much more diverse terrain than does Alternative 6. The resulting difference in earthwork quantities is significant.

The other significant contributor to cost differences between Alternatives 4 and 6 involves pavement construction. Despite the fact that the overall mainline lengths of Alternatives 4 and 6 are very close, the amount of pavement required for side road and frontage road construction is significantly higher for Alternative 4. The mainline associated with Alternative 4 intersects with 23 side roads whereas that of Alternative 6 intersects with only 20. More importantly, however, the alignment lengths associated with side road reconstruction is in general significantly higher for Alternative 4 than it is for Alternative 6. This is in part due to the skew with which the mainline intersects the side roads and the need to provide a reasonable alignment to tie side roads into existing. In addition, the geometry for reconnecting side roads is more complex in several situations for Alternative 4. Finally, Alternative 4 includes construction of lengthy frontage roads at White Oaks Road, Blue Goose Road, and Mathew Road to provide access to the adjacent properties without compromising access control requirements. Alternative 6 would not require construction of frontage roads. An opinion of probable cost for the six (6) reasonable alternatives can be found in **Appendix A**.

The No-Build Alternative would not require new right-of-way and would avoid additional impacts to the natural environment, agricultural, residential, and commercial properties.

2.7.3.1.2 Engineering Factors

The traffic evaluation used for the six (6) reasonable alternatives was based upon the analysis of two (2) of the project's key issues, traffic operations and congestion. Therefore, the evaluation analyzed the traffic operations of the proposed alternatives and the existing roadway utilization.

Traffic Operations: The traffic operations for the proposed alternatives were evaluated on the basis of traffic flow and congestion relief. The LOS is the measure of traffic efficiency. All of the reasonable alternatives are being proposed as a four-lane expressway; therefore, the LOS for each alternative was based on a four-lane uninterrupted flow design and was evaluated utilizing the projected design year traffic. HCS+ traffic capacity software, made by McTrans Traffic Software, based on the Highway Capacity Manual, was used to determine the LOS on the proposed alternatives. As a result of the capacity modeling, it has been determined that an expressway design produces a LOS of A for the projected design year traffic volumes on the

new route within the limits of this project. Traffic on the existing route, including that through the city of Morrison, will also have an improved LOS. In Morrison, the design level of service will be between a LOS B and LOS C for these alternatives, with the majority of the through traffic utilizing the new route. Since the existing route will serve as a local collector once the new roadway is constructed this is an acceptable level of efficiency.

Existing Roadway Utilization: In order to determine an alternative's effect on the existing roadway utilization, an evaluation of their reduction in traffic along the existing U.S. 30 roadway in the design year was conducted. The traffic volume improvements on the existing route are based on information gained in the license plate survey conducted for the 2006 Origin-Destination (O-D) Study as part of the Corridor Study. The O-D Study was used in the Corridor Study to gather information on U.S. 30 about trip characteristics for those using the roadway. The information collected was used to determine travel for both local and through traffic volume on the roadway, as well as the combined trips within the project study area. The study determined:

- Approximately 42 percent of the traffic was found to be through trips, 10 percent was local trips, and the remaining 48 percent was combined local and through trips.
- An assumption was made that all of the through traffic will utilize the new U.S. 30 expressway regardless of the roadway location.
- All of the local traffic would follow the existing roadway.
- Because of the location of the businesses and residences visited, it was determined that approximately 25 percent of the combined traffic would use an alternative north of Morrison and 75 percent of combined traffic would use an alternative south of Morrison.

Additional traffic information related to traffic volumes on the side-road connections was also used in the evaluation of the existing roadways usage. Vital traffic considerations include:

- The through traffic on IL 78 could be reduced through town if an alternative connecting both the north and south legs of IL 78 was included. At this time, no alternative is currently proposed to connect the two (2) legs of IL 78 around Morrison.
- The distance the new alternative is from the existing roadway and Morrison will adversely affect the local and combined traffic use. The further the new alternative is, the less local and combined traffic will utilize the corridor.
- Similarly, consideration was given to the alternative connection to the existing roadway on both the east and west side of Morrison. The connection on each side of Morrison will result in more local and combined traffic use.

Based on the O-D Study, **Table 2-4** shows the traffic estimated to utilize the various alternatives thus reducing the use of the existing roadway through town.

Table 2-4: Traffic on the Alternatives (*Based on numbers from the O-D Study*)								
The numbers in this table were derived from information available at the time of the reasonable alternative screening.								
Portion	**Location**	**Description**	***Traffic Use on New Route***					
			1	**2**	**3**	**4**	**5**	**6**
Western Portion	**IL 136 to west of Morrison**	**New Alignment North of U.S. 30**	78%	78%	78%	-	-	-
		Stays on Existing U.S. 30	-	-	-	100%	100%	100%
Central Portion	**Bypass around Morrison**	**New Alignment North of Morrison**	56.2%	-	-	58%	-	-
		New Alignment South of Morrison	-	78.7%	60%	-	78.7%	60.7%
Eastern Portion	**East of Morrison to Moline Road**	**New Alignment South of U.S. 30**	-	-	60.7%	-	-	60.7%
		Stays on Existing U.S. 30	95%	95%	-	95%	95%	-

Table 2-5: Traffic to Remain on Existing U.S. 30*								
The numbers in this table were derived from information available at the time of the reasonable alternative screening.								
Portion	**Location**	**Alternative**						
		No-Build	**1**	**2**	**3**	**4**	**5**	**6**
Western Portion	**IL 136 to west of Morrison**	7,900 to 8,400	1,700 to 1,800	1,700 to 1,800	1,700 to 1,800	0	0	0
Central Portion	**Bypass around Morrison**	8,400 to 12,200	3,500 to 7,300	1,600 to 5,400	3,200 to 7,000	3,400 to 7,200	1,600 to 5,400	3,100 to 6,900
Eastern Portion	**East of Morrison to Moline Road**	6,000 to 8,300	300 to 400	300 to 400	2,400 to 3,300	300 to 400	300 to 400	2,400 to 3,300

*The traffic volumes in Morrison increased due to both local (around town) traffic and various side road connections including IL 78. Therefore, the volume that was considered as reasonably diverted to U.S. 30 were those through, local, and combined traffic volumes found on either side of town – for this the projected average of 8,650 was used as a basis.

As a result of the traffic drawn onto the new U.S. 30 roadway as illustrated by **Table 2-4**, the following **Table 2-5** shows the traffic projected to remain on the existing roadway sections.

When the traffic volumes were analyzed on the existing U.S. 30 roadway utilizing Highway Capacity Software (HCS+ two-lane highway release 5.21), the LOS values were determined based on the premise of the new alternatives (**Table 2-6**).

Table 2-6: LOS on Existing U.S. 30 Route as a Result of the New U.S. 30 Roadway								
Portion	**Location**	***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

Crash Reduction rates were projected for the six (6) reasonable alternatives. These rates are a result of design improvement expectations and the traffic flow resulting from the alternative proposals. The rates are given as percentage reduction in crashes projected as a result of each proposal. The given reduction rate for each alternative was based on the total number of crashes on both new and existing roadway.

According to a study on the "Safety Effects of the Conversion of Rural Two-Lane Roadways to Four Lane Roadways" published by the FHWA in November 1999, a conversion of a two-lane roadway to a typical four-lane divided highway resulted in a crash reduction rate of between 40 percent and 60 percent. Therefore, a reduction rate of 50 percent was projected where the existing is replaced by a new roadway on or along the existing.

Additionally the following assumptions were made:

- The percentage of through traffic on new alternatives is 100 percent for U.S. 30.
- The percentage of local traffic on proposed alternatives is based on percentage of corridor on existing roadway.
- The percentage of combined traffic on proposed alternatives was estimated based on information taken from the O-D Study, existing and projected traffic volumes, and connectivity to existing roadways. The study showed 42 percent of total traffic is through traffic, 10 percent is local traffic, and 48 percent is combined local and through traffic.
- Crashes on the existing route will be eliminated if the existing route is replaced by the subject corridor within a segment or at the side-road.

When evaluating the crash reduction rate for the alternatives, each was evaluated within the section to determine its crash reduction factor. These rates were used for the alternatives but since the alternatives extend through each of the sections, it was also important to determine the percent of the overall crashes within each of the sections in order to determine the overall value of the alternative's ability to reduce crashes.

In November of 2009, at the time the six (6) reasonable alternatives were screened, a total of 356 crashes were reported within the three-year period from 2007 through 2009 on U.S. 30 between IL 136 and IL 40. Of these 356 crashes, 86 were reported within the previously improved five-lane section on the east end of the study area between Prophetstown Road and IL 40. No improvements are proposed on this portion of the roadway. Of the remaining 270 crashes, 39 (14.44%) occurred in western portion of the project study area (between IL 136 to west of Morrison), 114 (42.22%) occurred in the central portion (bypass around Morrison), and 79 (29.26%) occurred in the eastern portion of the project study area (East of Morrison and Moline Road).

Combining the crash information along with the traffic volume data in **Table 2-4** and the safety rates suggested in the FHWA report, the Crash Reduction rates for each of the alternatives were determined and shown in **Table 2-7**.

Table 2-7: Estimated Crash Reduction Rates

The numbers in this table were derived from information available at the time of the reasonable alternative screening.

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%
		15	15	15	20	20	20
Central Portion (***Bypass around Morrison***)	0	23.8%	33%	25.2%	24.2%	33%	25.7%
		27	38	29	28	38	29
Eastern Portion (***East of Morrison to Moline Road***)	0	47.5%	47.5%	30.3%	47.5%	47.5%	30.3%
		38	38	24	38	38	24
TOTAL	0	34%	39%	29%	37%	41%	31%
		80	91	68	86	96	73

2.7.4 PSG and CAG Input: Alternatives Selected for Detailed Study

On April 27, 2010, the PSG discussed the six (6) reasonable alternatives and determined that Alternatives 4 and 5 should be carried forward for further study. The following are reasons for eliminating Alternatives 1, 2, 3, and 6:

Alternative 1 - This alternate does not utilize the existing U.S. 30 roadway in the western portion of the project study area. Because of this alternative's lack of use of the existing U.S. 30 roadway, the proposed alignment requires greater amounts of right-of-way to be purchased and creates a longer route before it reaches the existing U.S. 30. The lack of use of the existing U.S. 30 roadway also creates additional environmental impacts to forested areas and agricultural ground. Please refer to **Table 2-3,** which provides a summary of the environmental impacts of this alternative for comparison purposes.

Alternative 2 - This alternate does not utilize existing U.S. 30 roadway in the western portion of the project area and continues south of Morrison until its first utilization of existing U.S. 30 east of Morrison. Although Alternate 2 bypasses Morrison to the south instead of the north as does Alternate 1, Alternate 2 was also eliminated because of its lack of use of the existing U.S. 30 roadway within the western portion of the project and its additional environmental impacts to forested areas and agricultural ground. Please refer to **Table 2-3,** which provides a summary of the environmental impacts of this alternative for comparison purposes.

Alternative 3 - This alternate does not utilize any portion of the existing U.S. 30 roadway except the portion common to all six (6) alternatives. The use of agricultural land is a key issue for this project. Constructing a new roadway without using any portion of existing U.S. 30 would require the acquisition of approximately 535 acres of agricultural land which is the largest amount required by any of the alternatives. Lastly, the portion of U.S. 30 east of the city of Morrison receives a significant amount of traffic traveling from the city of Sterling (which is north of U.S. 30) via Emerson Road. A corridor to the south of existing U.S. 30 east of Morrison would not minimize the traffic congestion caused by the Emerson Road traffic. Please refer to **Table 2-3,** which provides a summary of the environmental impacts of this alternative for comparison purposes.

Alternative 6 - This alternate utilizes existing U.S. 30 in the western portion of the project area and continues south of Morrison, but similar to Alternate 3, it stays south of existing U.S. 30 east of Morrison. This alternate was eliminated from further study for the same reasons stated for Alternate 3. These reasons include the acquisition of approximately 470 acres of agricultural land. In addition, the portion of U.S. 30 east of the city of Morrison receives a significant amount of traffic traveling from the city of Sterling (which is north of U.S. 30) via Emerson Road. A corridor to the south of existing U.S. 30 east of Morrison would not minimize the traffic congestion caused by the Emerson Road traffic. Please refer to **Table 2-3,** which provides a summary of the environmental impacts of this alternative for comparison purposes.

The PSG was in agreement with this decision, but also agreed this information should be presented to and discussed with the CAG.

The six (6) reasonable alternatives were then presented to the CAG on June 2, 2010. The purpose of the CAG meeting was to gain input on alternatives and gather consensus from the CAG in regard to carrying only Alternatives 4 and 5 forward for further study. The overall concerns and/or comments expressed by the CAG at this meeting were as follows:

- No-Build is not an option
- Preserve farmland – stay on existing U.S. 30 as much as possible
- Concerns regarding sustainability and visibility of Morrison businesses
- Proximity to the industrial park would allow for better economic development growth opportunities
- Quality of life in the area should be a concern

- Concern about the north alignment restricting development and compatibility with surroundings
- Environmental sensitivity/prudence

2.8 Detailed Descriptions of the Alternatives Selected for Detailed Study

It was determined and recommended to carry Alternatives 4 and 5 (**Exhibit 2-10a**) forward for further study in the DEIS as the Build Alternatives for the following reasons: (Please refer to **Tables 2-3** through **2-7** for statistics)

- Maximize the utilization of the existing U.S. 30 roadway
- Location aids in relieving traffic congestion from Emerson Road
- Provides a reduction in crashes and increases the LOS
- Establish roadway continuity
- Requires the minimum amount of farmland area to be converted to right-of-way
- Shortest routes
- Requires the minimum amount of total area to be converted to right-of-way

2.8.1 Public Hearing Comments on Build Alternatives (June 2011)

On June 15, 2011, IDOT hosted an open house public hearing. The purpose of the hearing was to afford the public with an opportunity to review the proposed 2011 alternatives (see Exhibit 2-10a) and the DEIS document, discuss their concerns regarding the project with the project team, and provide comments on 2011 Alternatives 4 and 5, and the No-Build Alternative. Build Alternatives 4 and 5 primarily follow the existing U.S. 30 roadway east and west of the city of Morrison. The existing U.S. 30 roadway bisects Morrison; however, the proposed U.S. 30 alternatives would bypass Morrison. Alternative 4's alignment would bypass the city to the north and Alternative 5's alignment would bypass the city to the south. The No-Build Alternative would consist of leaving U.S. 30 in place and work on the roadway would be limited to short-term maintenance activities, resurfacing improvements and minor changes to improve safety at high volume intersections. Eighty-eight comments were received as a result of the hearing, 63 of which the respondent identified a singular alternative preference. The remaining 25 comments did not provide an individual preference on the build alternatives or the no-build alternative. Of the 63, approximately 59 percent of the respondents preferred Build Alternative 5 (37) followed by the No-Build Alternative (23), and Build Alternative 4 (3).

2.8.2 Realignment of Build Alternatives 4 and 5 (2012)

The Federal Emergency Management Agency (FEMA) completed its Floodplain Insurance Study of Whiteside County in 2011. The results of this study included revised mapping of the 100-year floodplains within the U.S. 30 project study area (Exhibit 2-11). Within the study area, the most considerable revision was the expansion of the floodplain

associated with French Creek, which is located just outside of Morrison's eastern city limits.

With the expansion of the French Creek floodplain, Build Alternative 5 (southern) and to a lesser extent Build Alternative 4 (northern) now had an increase in impacts to the floodplain. The Build Alternatives would have longitudinal encroachments on the floodplains within the project study area and also could indirectly promote future development within the 100-year floodplain. As such, IDOT directed efforts toward practicable solutions for minimization of these floodplain impacts by a partial realignment of Build Alternatives 4 and 5 outside of the French Creek floodplain while retaining the basic nature of the original alignments.

The section of Build Alternative 5 that was realigned consists of the section from Sawyer Road heading east to just east of Lyndon Road. The revised Build Alternative 5 is now about a mile southeast from the original Build Alternative 5 alignment. This allows for complete avoidance of the French Creek floodplain. The modification begins just west of IL 78 to allow the alternative to avoid the southern tip of the French Creek floodplain. The revised alignment now extends further east before swinging to the north to cross the railroad. Once across the railroad, the revised Build Alternative 5 will have a shape similar to the original alignment. It will cross over existing U.S. 30 to the north, then follow a gradual "S" curve, which crosses existing U.S. 30 again before swinging back to the north to rejoin the existing U.S. 30.

The "T" intersection with existing U.S. 30 leading into Morrison would be 1.7 miles east of Sawyer Road versus 0.9 mile under the original Build Alternative 5. The revised Build Alternative 5 proposes to provide access to existing U.S. 30 in the vicinity of the Prairie Hill Landfill through a new connector from Round Grove Road (Exhibit 3-10, p.12). The remaining section of existing U.S. 30 roadway between the "T" intersection eastward to Round Grove Road will have cul-de-sacs on each end and access to Build Alternative 5 will be provided at Yager Road (Exhibit 3-10, p.11).

In addition to the changes to Build Alternative 5, a small section of Build Alternative 4 (northern) was moved slightly east to also avoid the revised French Creek floodplain in the area just west of Lyndon Road. This effort also served to follow the Floodplain Management Executive Order by minimizing the floodplain impacts for Build Alternative 4.

The remainder of Build Alternative 4 and Build Alternative 5 are unchanged from the alignments presented at the June 2011 Public Hearing.

2.8.3 Basic Features of Build Alternatives

This project is being planned and preliminarily designed as a four-lane expressway. The proposed divided four-lane **rural and urban** typical **sections** can be found in **Exhibits 2-12a and b.** An example of a divided four-lane expressway is illustrated in **Figure 2-1**.

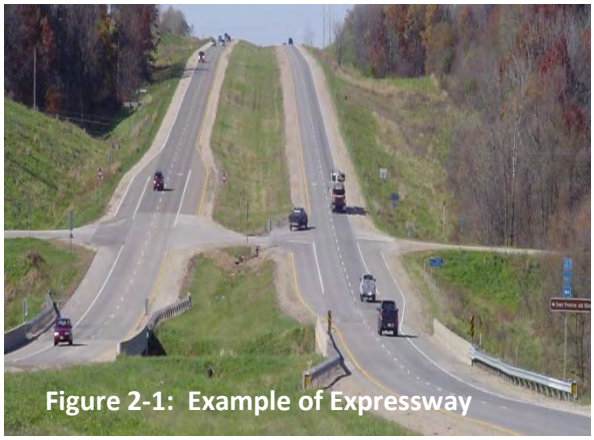


Figure 2-1: Example of Expressway

An expressway is a highway that provides 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 (2) or more lanes in each direction with ample paved shoulders and a median separating the two (2) directions of travel. The median is most often a ditch with relatively gentle slopes and measures approximately 50 feet between opposing lanes of travel. 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 either provided with access to the interstate through one (1) of three (3) options: via an interchange, it is carried over (overpass) or under (underpass) the interstate with no access to the interstate highway, or dead ends at the interstate highway. A fourth option typically available for expressways is at-grade intersections. As long as projected traffic volumes on the side road are under a certain level, the fourth option can be implemented. Another important distinction for expressways is that private access points such as agricultural field entrances and driveways for single-family homes are allowed when other options for access are not available. However, direct commercial access to an expressway is prohibited.

Four (4) lanes are warranted throughout the majority of the project study area based on design year traffic volume projections. The sections where two (2) lanes meet the projected volumes would be incompatible with the adjacent multi-lane facility and would not provide system continuity. In addition, Illinois policies require a divided highway cross section for its high-speed multi-lane facilities, which would help improve safety. This would also be possible with a freeway; however, the resulting impacts to adjacent properties would be significantly greater. In addition, the level of access control associated with a freeway would be more restrictive than the highway facility located to the west in Iowa, which could be considered inconsistent with the need to provide system continuity. In order to provide a facility that addresses the safety, capacity, and continuity elements of the Purpose and Need while providing the lowest level of impacts, it was deemed most appropriate to improve U.S. 30 as an expressway.

2.8.4 Detailed Description of Build Alternative 4

The following is a detailed description of Build Alternative 4 as illustrated in **Exhibit 2-10b**.

The proposed Alternative 4 begins approximately 0.45 mile west of the existing U.S. 30 intersection with IL 136. It remains on the existing alignment for approximately 0.2 mile then begins curving gently to the right for approximately 0.55 mile. In this initial area, the project transitions from the existing two-lane to a four-lane divided cross section in advance of the proposed intersection with IL 136/Frog Pond Road. The proposed intersection is approximately 250 feet west of the existing location. The north and south legs of this intersection are to be reconstructed to provide appropriate intersecting angles and smooth alignments. The existing U.S. 30 highway will be realigned from the east to tie into the south leg, Frog Pond Road, approximately 440 feet south of the mainline.

The mainline continues on tangent for 0.72 mile beyond the end of the initial curve. At this point it begins another curve to the right and bridges over Acker Road, two (2) railroads (the Burlington Northern Santa Fe and Union Pacific) and a creek (Spring Brook Creek). The mainline then utilizes a short curve to allow it to begin roughly paralleling the existing alignment approximately 49 feet to the south. Acker Road will not be afforded direct access to the mainline but will continue to intersect with existing U.S. 30. A cul-de-sac will be constructed for existing U.S. 30 immediately to the east of Acker Road. Existing U.S. 30 will remain intact as a frontage road from this point back to the west to Frog Pond Road.

The proposed mainline parallels the existing roadway as described above. This continues for approximately 0.86 mile at which point reverse curves to the right are introduced to preclude impacts to a recognized biological resource (the Abbott Thinshell Pecan Tree). Approximately 0.31 mile prior to the curves, the mainline intersects with Millard Road which will be realigned to provide appropriate intersecting angles and smooth alignments. Fulfs Road intersects with existing U.S. 30 approximately 0.32 mile to the east of the start of the reverse curves. In order to provide appropriate spacing, Fulfs Road will not be afforded direct access to the mainline. Rather, it will continue to intersect with existing U.S. 30 which will be terminated with a cul-de-sac immediately to the west.

Following the reverse curves described above, the mainline roughly parallels existing U.S. 30 approximately 380 feet to the south. This continues for approximately 0.54 mile at which point the alignment has been changed from continuing on the U.S. 30 roadway until it reaches IL 78 North to now curving to the right to take a southeasterly course. Within 0.1 mile at the end of this curve an intersection with Hillside Road is introduced. Both legs of Hillside Road will be realigned to provide appropriate intersecting angles and smooth alignments.

Approximately 0.22 mile east of Hillside Road the mainline curves to the left to take an easterly course. It crosses a small stream and bridges over the Union Pacific Railroad. It then curves slightly to the right and crosses existing U.S. 30 which will be terminated with cul-de-sacs on either side of the mainline. Within 0.1 mile it crosses a stream and intersects with IL 78 at nearly a right angle. The north leg of IL 78 will be retained. The south leg will be realigned to tie into existing U.S. 30 to the east.

The mainline continues to the east and crosses Norton Road approximately 0.25 mile east of IL 78. Cul-de-sacs will be constructed on both legs of Norton Road to help provide adequate spacing along the mainline. At this location the mainline begins a gentle curve to the right. In the midst of this curve an intersection will be provided for Norton Road to the north. Approximately 0.3 mile to the east begins a bridge carrying the mainline over Crosby Road, Rock Creek, and Browns Road. Shortly beyond the end of the bridge the mainline intersects with Norrish Road which retains its existing alignment.

The mainline begins to curve to the right approximately **0.96** mile east of **Norrish Road** and crosses Bishop Road within 0.33 mile. Cul-de-sacs will be constructed for Bishop Road on either side of the mainline. The mainline then intersects with Hazel Road near the end of the curve. Hazel Road will be realigned to provide appropriate intersecting angles and smooth alignments.

Approximately 0.1 mile beyond Hazel Road the mainline begins curving to the left. Within a few hundred feet beyond the end of the curve it crosses French Creek. The alignment then crosses Lyndon Road approximately **0.26** mile beyond the creek and existing U.S. 30 which is another **0.60** mile to the east. Lyndon Road will bridge over the mainline and will be realigned horizontally to minimize impacts to adjacent properties. An at-grade intersection will be created at existing U.S. 30 which will be realigned to provide appropriate intersecting angles and smooth alignments.

The mainline begins curving to the left approximately **0.18** mile east of existing U.S. 30. In the midst of this curve it **crosses** Yager Road for which **cul-de-sacs will be constructed on either side of the mainline**. Approximately 0.24 mile to the east the curve ends and the mainline roughly parallels the Union Pacific Railroad for a distance of approximately 0.29 mile. It then curves to the left back toward existing U.S. 30. In the midst of the curve the mainline crosses a perennial stream. **In addition, within a few hundred feet of the curve's beginning, a new roadway will be built to the north to connect the mainline with existing U.S. 30. The new roadway will intersect with the existing U.S. 30 across from the driveway serving the Prairie Hill Landfill. Shortly after the end of the aforementioned curve, the mainline** intersects with Round Grove Road which retains its existing alignment for both legs. Existing U.S. 30 is to be terminated with a cul-de-sac to the west of Round Grove Road. The mainline crosses existing U.S. 30 to the east of Round Grove Road and curves to the right to roughly parallel the existing highway. This continues for the remainder of the alternate with slight offset variations introduced to preclude various impacts.

Approximately 0.50 mile east of Round Grove Road, the mainline intersects with Yorktown Road. The north leg of this "tee" intersection will be realigned to provide the appropriate intersecting angle and a smooth alignment. Within 0.22 mile beyond the intersection the mainline begins curving back to the left. In the midst of this curve an intersection is created with White Oaks Road which is to be shifted approximately 0.1 mile to the west to provide better spacing from Blue Goose Road which intersects another 0.46 mile to the east. The mainline crosses Deer Creek between these intersections. The south leg of both intersections will

consist of a service drive providing access to various properties in the area. A service drive that intersects with Blue Goose Road will also be provided along the north side of the mainline to the east. The service drive extends approximately 0.5 mile east of Blue Goose Road.

Between Blue Goose Road and Habben Road, a series of three (3) curves is introduced to the mainline to allow it to continue roughly tracking the existing alignment. In the midst of the third curve, the mainline intersects with Matznik Road which will retain its existing alignment. Approximately 0.25 mile beyond this, Habben Road will be terminated with a cul-de-sac.

The mainline intersects with Emerson Road approximately 0.44 mile to the east. It is to be realigned to provide an appropriate intersecting angle and smooth alignment. The mainline then begins curving to the right approximately 0.25 mile to the east. In the midst of this curve it crosses Agnew Road which shall be terminated with cul-de-sacs on either side of the mainline. Within 0.1 mile beyond the end of the curve the mainline bridges over the Union Pacific Railroad and Harvey Road. An existing access point that currently connects existing U.S. 30 and Harvey Road a few hundred feet to the south will be removed. After another 0.57 mile the mainline intersects with Mathew Road which shall be shifted approximately 300 feet to the north. Although currently a “tee” intersection, an east leg will be created to provide access to various properties via a service drive. Slightly to the south of this intersection the mainline begins curving to the east. This curve sweeps from a southeasterly direction to an easterly one ending in an alignment parallel and just south of existing U.S. 30. The curve bridges over Elkhorn Creek and ends just east of the creek. This realignment provides an uninterrupted flow for motorists remaining on U.S. 30. This is in contrast to the existing condition in which eastbound motorists approaching from the north must first stop at the intersection with Moline Road then turn left to travel east into Rock Falls.

To further supplement the free flow of traffic, entrance and exit ramps will be constructed for the northbound and southbound movements, correspondingly. The entrance ramp will cross over the mainline. Both ramps will meet at an intersection with Moline Road located approximately 400 feet southeast of the existing intersection. The west leg of this intersection will be realigned to tie into the existing roadway approximately 600 feet from the existing intersection. The east leg will extend east to join with the mainline approximately 1,200 feet east of the entrance ramp overpass. Finally, the south leg of the intersection will be realigned to provide a straight path for traffic utilizing the I-88 spur. Only the west and east legs of this intersection will be stop sign controlled.

East of Elkhorn Creek the mainline continues paralleling the existing alignment and retains an expressway cross section to its intersection with Como Road (south leg) and Galt Road (north leg). In this area, the existing driveway for Ruffit Park and the westernmost driveway for the quarry along the north side of U.S. 30 will be consolidated into a single public road located at the shared line of the two (2) properties. A south leg of this intersection will be built to allow for future access.

At the Como/Galt Road intersection it is anticipated a roundabout will be built. The roundabout will serve as a transition from the expressway cross section to an urban four-lane cross section with raised median. The purchase of access control will end at this intersection. The urban cross section with raised median will be retained to the easternmost construction terminus located approximately 800 feet east of Prophetstown Road. Throughout this area the mainline will parallel existing U.S. 30 and be shifted slightly to the north. The transition back to the existing U.S. 30 alignment occurs just east of Hickory Hills Road. Throughout the area east of Como/Galt Road, side roads will remain on existing alignment and will be standard intersections with median breaks along the mainline. The exception is that a second roundabout is proposed for the Prophetstown Road intersection. This area also includes a crossing of the Rock River located approximately 0.75 mile east of Como/Galt Road.

East of Prophetstown Road the proposed facility transitions into an urban four-lane roadway with a bi-directional left-turn lane. From this point to the intersection with IL 40 construction improvements are not required to meet the Purpose and Need.

2.8.5 Detailed Description of Build Alternative 5

The following is a detailed description of Build Alternative 5 as illustrated in **Exhibit 2-10b**. The proposed project begins approximately 0.45 mile west of the existing U.S. 30 intersection with IL 136. It remains on the existing alignment for approximately 0.2 mile then begins curving gently to the right for approximately 0.55 mile. In this initial area, the project transitions from the existing two-lane to a four-lane divided cross section in advance of the proposed intersection with IL 136/Frog Pond Road. The proposed intersection is approximately 250 feet west of the existing location. The north and south legs of this intersection are to be reconstructed to provide appropriate intersecting angles and smooth alignments. The existing U.S. 30 highway will be realigned from the east to tie into the south leg, Frog Pond Road, approximately 440 feet south of the mainline.

The mainline continues on tangent for 0.72 mile beyond the end of the initial curve. At this point it begins another curve to the right and bridges over Acker Road, two (2) railroads (the Burlington Northern Santa Fe and Union Pacific), and a creek (Spring Brook Creek). The mainline then utilizes a short curve to allow it to begin roughly paralleling the existing alignment approximately 49 feet to the south. Acker Road will not be afforded direct access to the mainline but will continue to intersect with existing U.S. 30. A cul-de-sac will be constructed for existing U.S. 30 immediately to the east of Acker Road. Existing U.S. 30 will remain intact from this point back to the west to Frog Pond Road.

The proposed mainline parallels the existing roadway as described above. This continues for approximately 0.86 mile at which point reverse curves to the right are introduced to preclude impacts to a recognized biological resource (the Abbott Thinshell Pecan Tree). Approximately 0.31 mile prior to the curves the mainline intersects with Millard Road which will be realigned to provide appropriate intersecting angles and smooth alignments. Fulfs Road intersects with existing U.S. 30 approximately 0.32 mile to the east of the start of the reverse curves. In order

to provide appropriate spacing, Fulfs Road will not be afforded direct access to the mainline. Rather, it will continue to intersect with existing U.S. 30 which will be terminated with a cul-de-sac immediately to the west.

Following the reverse curves described above, the mainline roughly parallels existing U.S. 30 approximately 380 feet to the south. This continues for approximately 0.54 mile at which point the mainline curves to the right to take a southeasterly course. Within 0.1 mile of the end of this curve an intersection with Hillside Road is introduced. Both legs of Hillside Road will be realigned to provide appropriate intersecting angles and smooth alignments.

Approximately 0.87 mile southeast of Hillside Road the mainline curves to the right to take a south-by-southeasterly course. Shortly beyond the end of that curve the mainline intersects with Garden Plain Road which retains its current alignment. Approximately 0.22 mile beyond Garden Plain Road the mainline curves back to the left into a southeasterly course. A connection from Prairie Center Road will be provided in the form of a "T" intersection located 0.25 mile beyond the end of the curve. The connection will also tee into Prairie Center Road which is terminated with a cul-de-sac within a few hundred feet to the east.

In this area the mainline roughly parallels existing Prairie Center Road for approximately 0.3 mile before Prairie Center Road curves away from the north side of the mainline. At this location Prairie Center Road is terminated with another cul-de-sac. The mainline intersects with Henry Road approximately 0.3 mile to the east. Both legs of Henry Road will be realigned to provide appropriate intersecting angles and smooth alignments.

At a point approximately 0.56 mile beyond Henry Road, the mainline begins curving to the left into roughly an easterly course. In the midst of this curve it crosses Lister Road which will be terminated on **the south leg with a cul-de-sac. Right-in-right-out access will be provided for the north leg.** Just beyond the end of the curve the mainline crosses Rock Creek as well as an unnamed stream. Within **0.36 mile of Rock Creek, the mainline intersects with IL 78 and IL 78 will be realigned to provide an appropriate intersecting angle and smooth alignment.**

Approximately 0.73 mile east of IL 78, the mainline crosses Sawyer Road, which will be terminated on both legs with cul-de-sacs. The mainline then begins curving to the left approximately 0.54 mile east of Sawyer Road. Near the end of this curve, it crosses Lyndon Road, which will be relocated several hundred feet to the northeast and realigned to tie in appropriately. Approximately 0.26 mile northeast of this intersection the mainline bridges over the Union Pacific Railroad. Approximately 0.25 mile beyond this bridge, a connection to existing U.S. 30 is provided to the west and involves a realignment to provide the appropriate intersecting angle. To the east, existing U.S. 30 is terminated with a cul-de-sac. The mainline then begins curving to the right approximately 0.16 mile beyond this intersection. Just beyond the curve, it crosses Yager Road and existing U.S. 30. Existing U.S. 30 will be terminated with cul-de-sacs on both legs. At a point approximately **0.17** mile beyond existing U.S. 30, the mainline begins to curve back to the left. In the midst of the curve, mainline crosses an unnamed tributary of Rock River. Shortly after the end of the curve it intersects with Round Grove Road which retains its existing

alignment for both legs. Existing U.S. 30 is to be terminated with a cul-de-sac to the west of Round Grove Road. **Access to existing U.S. 30 to the west will be achieved by relocating it to intersect with Round Grove Road approximately 0.18 mile to the north of the mainline.** The mainline then crosses existing U.S. 30 to the east of Round Grove Road and curves to the right to roughly parallel the existing highway. This continues for the remainder of the alternate with slight offset variations introduced to preclude various impacts.

Approximately 0.50 mile east of Round Grove Road the mainline intersects with Yorktown Road. The north leg of this "T" intersection will be realigned to provide the appropriate intersecting angle and a smooth alignment. Within 0.22 mile beyond the intersection the mainline begins curving back to the left. In the midst of this curve an intersection is created with White Oaks Road which is to be shifted approximately 0.1 mile to the west. This will provide better spacing from Blue Goose Road which intersects another 0.46 mile to the east. The mainline crosses Deer Creek between these intersections. The south leg of both intersections will consist of a service drive providing access to various properties in the area. A service drive that intersects with Blue Goose Road will also be provided along the north side of the mainline to the east. The service drive extends approximately 0.5 mile east of Blue Goose Road.

Between Blue Goose Road and Habben Road, a series of three (3) curves is introduced to the mainline to allow it to continue roughly tracking the existing alignment. In the midst of the third curve the mainline intersects with Matznik Road which will retain its existing alignment. Approximately 0.25 mile beyond this, Habben Road will be terminated with a cul-de-sac.

The mainline intersects with Emerson Road approximately 0.44 mile to the east. It is to be realigned to provide an appropriate intersecting angle and smooth alignment. The mainline then begins curving to the right approximately 0.25 mile to the east. In the midst of this curve it crosses Agnew Road which shall be terminated with cul-de-sacs on either side of the mainline. Within 0.1 mile beyond the end of the curve the mainline bridges over the Union Pacific Railroad and Harvey Road. An existing access point that currently connects existing U.S. 30 and Harvey Road a few hundred feet to the south will be removed. After another 0.57 mile the mainline intersects with Mathew Road which shall be shifted approximately 300 feet to the north. Although currently a "T" intersection, an east leg will be created to provide access to various properties via a service drive. Slightly to the south of this intersection the mainline begins curving to the east. This curve sweeps from a southeasterly direction to an easterly one ending in an alignment parallel and just south of existing U.S. 30. It reaches this point just east of Elkhorn Creek. This realignment provides an uninterrupted flow for motorists remaining on U.S. 30. This is in contrast to the existing condition in which eastbound motorists approaching from the north must first stop at the intersection with Moline Road then turn left to travel east into Rock Falls.

To further supplement the free flow of traffic, entrance and exit ramps will be constructed for the northbound and southbound movements, correspondingly. The entrance ramp will cross over the mainline. Both ramps will meet at an intersection with Moline Road located approximately 400 feet southeast of the existing intersection. The west leg of this intersection will be realigned to tie into the existing roadway approximately 600 feet from the existing intersection. The east

leg will extend east to join with the mainline approximately 1,200 feet east of the entrance ramp overpass. Finally, the south leg of the intersection will be realigned to provide a straight path for traffic utilizing the I-88 spur. Only the west and east legs of this intersection will be stop sign controlled.

East of Elkhorn Creek the mainline continues paralleling the existing alignment and retains an expressway cross section to its intersection with Como Road (south leg) and Galt Road (north leg). In this area, the existing driveway for Ruffit Park and the westernmost driveway for the quarry along the north side of U.S. 30 will be consolidated into a single public road located at the shared line of the two (2) properties. A south leg of this intersection will be built to allow for future access.

At the Como/Galt Road intersection it is anticipated a roundabout will be built. The roundabout will serve as a transition from the expressway cross section to an urban four-lane cross section with raised median. The purchase of access control will end at this intersection. The urban cross section with raised median will be retained to the easternmost construction terminus located approximately 800 feet east of Prophetstown Road. Throughout this area the mainline will parallel existing U.S. 30 and be shifted slightly to the north. The transition back to the existing U.S. 30 alignment occurs just east of Hickory Hills Road. Throughout the area east of Como/Galt Road, side roads will remain on existing alignment and will be standard intersections with median breaks along the mainline. The exception is that a second roundabout is proposed for the Prophetstown Road intersection. This area also includes a crossing of the Rock River located approximately 0.75 mile east of Como/Galt Road.

East of Prophetstown Road the proposed facility transitions into an urban four-lane roadway with a bi-directional left-turn lane. From this point to the intersection with IL 40 construction improvements are not required to meet the Purpose and Need.

2.9 Comparison of Build Alternatives 4 and 5

Table 2-8 provides a summary of the estimated environmental impacts associated with the two (2) Build Alternatives, 4 and 5. The impacts and avoidance measures for the criteria listed in the **Table 2-8** are described in detail in Chapter 3.

When comparing **Table 2-8** to **Table 2-3,** which provides a summary of estimated environmental impacts for the six (6) reasonable alternatives, some of the evaluation factors in **Table 2-8** have experienced no change in impacts or a decrease in impacts due to the refinement of Build Alternatives 4 and 5 in an effort to minimize impacts on the environment.

There has been an increase in impacts associated with some of the evaluation factors listed in

Table 2-8: Summary of Estimated Environmental Impacts for Build Alternatives 4 & 5						
The data reflects ROW necessary for access and intersection improvements.						
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	**69**	**36**	**105**	**37**	**106**
Farmsteads Displaced	Number	**6**	**5**	11	**4**	**10**
Centennial Farms Affected	Number	2	0	2	1	3
Farmland Area Converted	Acres	365	**235**	**600**	**257**	**622**
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	**13,375**	**983**	**14,358**	**1,863**	**15,238**
Forest Areas Affected	Number	0	2	2	1	1
REC Sites****	Number	**38**	**10**	**48**	**4**	**42**
Reptile & Amphibian Important Use Area	**Number**	**0**	**0**	**0**	**1**	**1**
LAND USE/SOCIOECONOMIC						
Relocations (Business)	Number	4	0	4	**1**	**5**
Relocations (Residential)*****	Number	27	**12**	**39**	**7**	**34**
OTHER FACTORS						
Total Length	Miles	12	13	25	14	26
Total Area Converted to ROW	Acres	409	**267**	**676**	**269**	**678**
Preliminary Costs (2020 Dollars)	Million $	N/A	**437**		**405**	

*Property Impacts
**Black sandshell mussel in Elkhorn Creek & Rock River
***100-year floodplain
****Sites with Recognized Environmental Conditions
*****Includes farmstead displacements

Table 2-8 versus **Table 2-3** because as the project progressed, it became more evident where right-of-way would be required. Because there is a potential for disturbance to human biological, and agricultural features associated with acquiring right-of-way, the decision was made to evaluate the impacts based on the footprint of the right-of-way limits, which varies throughout the project study area.

As illustrated in **Table 2-8**, both Build Alternatives have numerous common impacts on the biological, agricultural, and human environment because of the common alignment Build Alternative 4 and 5 share the same alignment to the east and west of the city of Morrison. The difference in impacts is a result of the Build Alternative 4 bypassing the city of Morrison to the north and Build Alternative 5 bypassing Morrison to the south.

The impacts are as follows in regard to agricultural impacts. For Build Alternatives 4 and 5, the same **69** farms will be affected by having a portion of the property displaced. Build Alternative 4 will affect an additional **36** farms to the north of Morrison for a total of **105** farms affected, and Build Alternative 5 will affect an additional **37** farms to the south of Morrison for a total of **106** farms affected. Build Alternative 4 and 5 will displace the same **six (6)** farmsteads. Build Alternative 4 will displace an additional **five (5)** farmsteads north of Morrison for a total of 11 farmsteads displaced, and Build Alternative 5 will displace **four (4)** additional farmsteads for a total of **10** (see **Exhibit 3-10** for location of displacements). Two (2) centennial farms, one (1) of which is a sesquicentennial farm, (see **Exhibit 3-10, p. 3 & 12**), will be affected by Build Alternatives 4 and 5. Build Alternative 4 will not affect any additional centennial farms north of Morrison. Build Alternative 5 will affect one (1) additional centennial farm south of Morrison (see **Exhibit 3-10, p. 6**), for a total of three (3) centennial farms affected. Lastly, the total farmland area that will be converted to public right-of-way for both Build Alternatives 4 and 5 will be 365 acres. Build Alternative 4 will require an additional **235** acres of farmland north of Morrison for a total of **600** acres, and for Build Alternative 5 an additional **257** acres will be required south of Morrison for a total of **622** acres.

In regard to the biological resources, both Build Alternative 4 and 5 will impact wetland site 78 and create 0.24 acre of impact (see **Exhibit 3-10, p.14**). Both Build Alternatives will have an impact on the State Threatened black sandshell mussel found in Elkhorn Creek and the Rock River because of the proposed project's construction in or adjacent to these waterways. Both Build Alternatives will cross the Spring Brook Creek, the Unnamed Tributary to Rock Creek, the Unnamed Tributary of Rock River, Deer Creek, Elkhorn Creek, Rock River, and the Union Drainage Ditch. These crossings could require various permits and/or certifications (see Section 3.17). Both Build Alternatives will require **13,375** linear feet of encroachment into the 100-year floodplain. For Build Alternative 4, an additional **983** linear feet of 100-year floodplain will be encroached upon north of Morrison for a total of **14,358** linear feet. For Build Alternative 5, an additional **1,863** linear feet will be encroached upon south of Morrison for a total of **15,238** linear feet. In regard to forested areas, Build Alternatives 4 and 5 do not share any common impacts. Build Alternative 4 would impact a total of two (2) forested areas and Build Alternative 5 would impact one (1). **Build Alternative 5 will also impact an Important Use Area for reptiles and amphibians (see Exhibit 3-10, p. 12).**

For **sites with Recognized Environmental Conditions (RECs)**, Build Alternatives 4 and 5 would impact **38** sites. Build Alternative 4 would impact an additional **10** sites **with RECs** north of Morrison for a total of **48. Build Alternative 5 would impact an additional four (4) sites with RECs south of Morrison for a total of 42.**

Build Alternatives 4 and 5 will both displace the same four (4) businesses (see **Exhibit 3-10, p. 1, 2, 12, & 15**). **Build Alternative 5 would displace an additional business for a total of five (5) (see Exhibit 3-10 p. 12).** Regarding residential displacements, it is anticipated that Build Alternatives 4 and 5 would displace the same 27 residences, which includes **six (6)** farmsteads. Build Alternative 4 would displace an additional **12** residents, including **five (5)** farmsteads, for a total of **39** residential displacements. Build Alternative 5 would displace an additional **seven (7)** residents, including **four (4)** farmsteads, for a total of **34** residential displacements (see **Exhibit 3-10** for displacements).

In comparison of the length, both Build Alternatives share 12 miles in common. Build Alternative 4 requires an additional 13 miles for a total of length of 25 miles, and Build Alternative 5 requires an additional 14 miles for a total length of 26 miles. In regard to area that will be required to be converted to public right-of-way, both Build Alternatives will require the same 409 acres. Build Alternative 4 will require an additional **267** acres north of Morrison for a total of **676** acres, and Build Alternative 5 will be require an additional **269** acres south of Morrison for a total of **678** acres. Lastly, for preliminary cost, Build Alternative 4 will cost approximately $**437 million** dollars in 2020 dollars and Build Alternative 5 will cost approximately $**405** million dollars in 2020 dollars.

These Build Alternatives will continue to be refined in order to avoid and minimize impacts to the extent possible while continuing to fulfill the Purpose and Need of the project.

2.10 Other Alternatives Considered

2.10.1 Transportation Control Measures

Transportation control measures attempt to reduce the number of auto trips and to increase transit use (primarily bus ridership) or carpooling. Transit service is not available in the project study area and there is no documentation that states there are plans to begin this service. The project study area is comprised of a rural environment and it makes it unlikely that there would be sufficient ridership to warrant or support a transit service. Therefore, transportation control measures are not considered reasonable or feasible for reducing traffic congestion, improving traffic capacity, improving safety, providing for an increase in transportation demand, or establishing roadway continuity, thus not meeting these particular objectives of the Purpose and Need.

2.10.2 Transportation System Management (TSM) Alternative

Transportation system management (TSM) utilizes measures to maximize the efficiency and use of the highway to help alleviate or postpone the need to increase capacity. Such measures include engineering design features to improve traffic flow and safety, such as intersection and traffic signal improvements, eliminating or consolidating driveways, adding passing lanes at critical locations, widening shoulders, and flattening slopes, among others. Although the transportation system management alternative might partially address some transportation deficiencies in the project study area, a TSM stand-alone alternative will not meet the Purpose and Need.

2.11 Selection of Preferred Alternative

Alternatives 4 and 5 are under consideration to be selected as a preferred alternative. A preferred alternative will be selected after the environmental regulatory agencies and the public provide comment on the **Supplement** Draft EIS via the public hearing process. All comments will be fully evaluated before a preferred alternative is selected and discussed in the Final EIS.

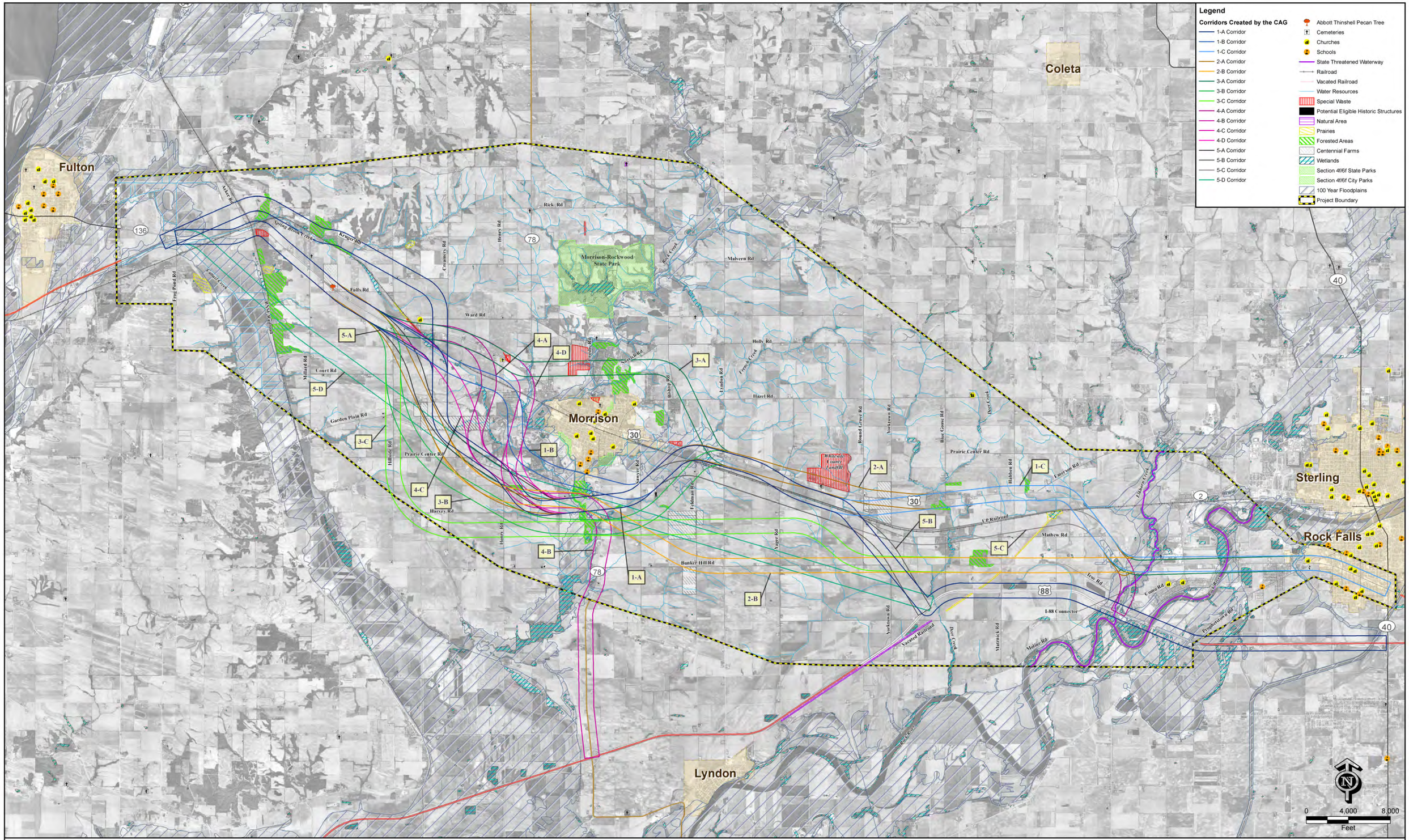


Exhibit 2-1
Corridors Created by the CAG (October 17, 2007)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

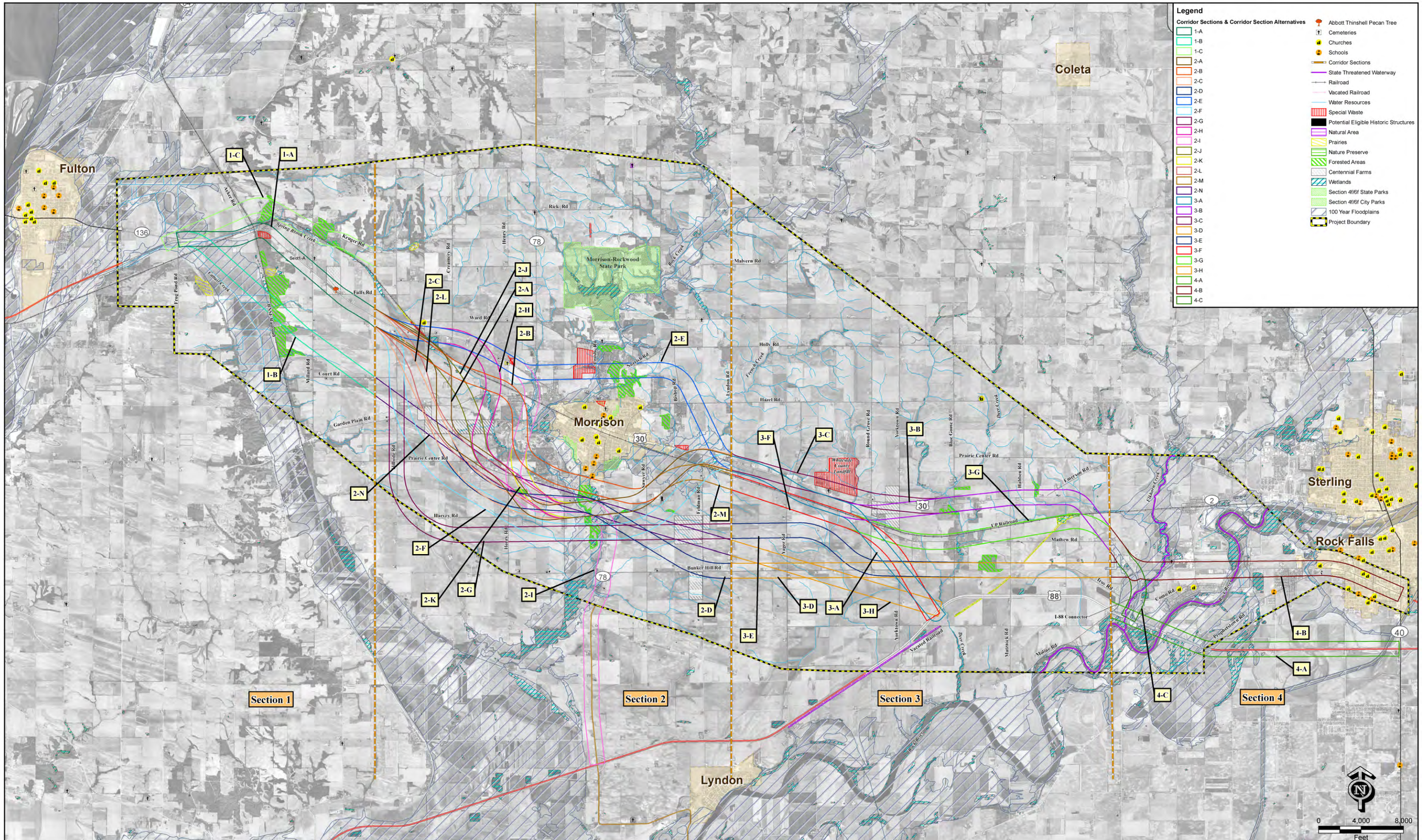


Exhibit 2-2
Corridor Sections & Corridor Section Alternatives (Early 2008)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

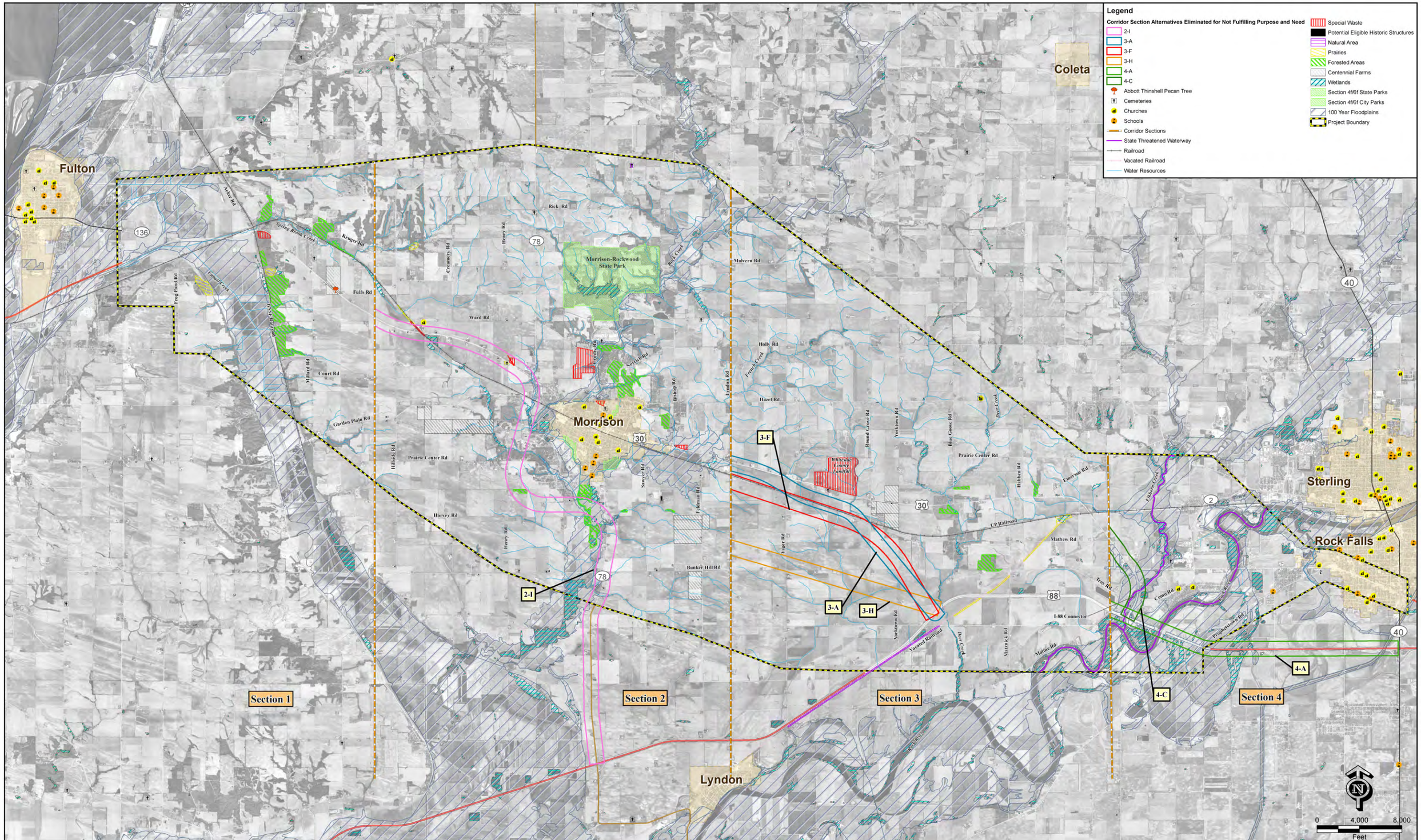


Exhibit 2-3
Corridor Section Alternatives Eliminated for Not Fulfilling Purpose and Need
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

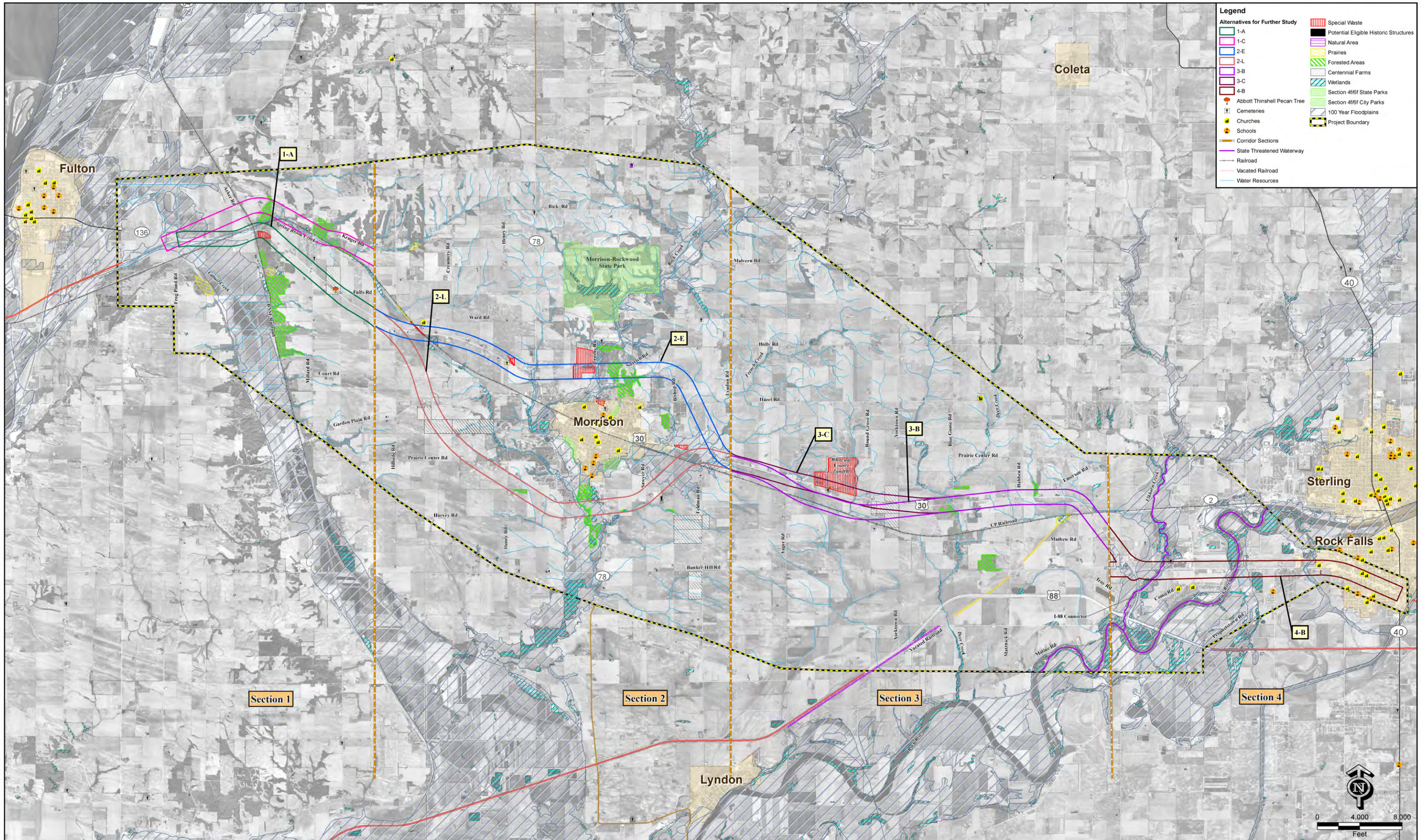


Exhibit 2-4
Corridor Section Alternatives Carried Forward for Further Study
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

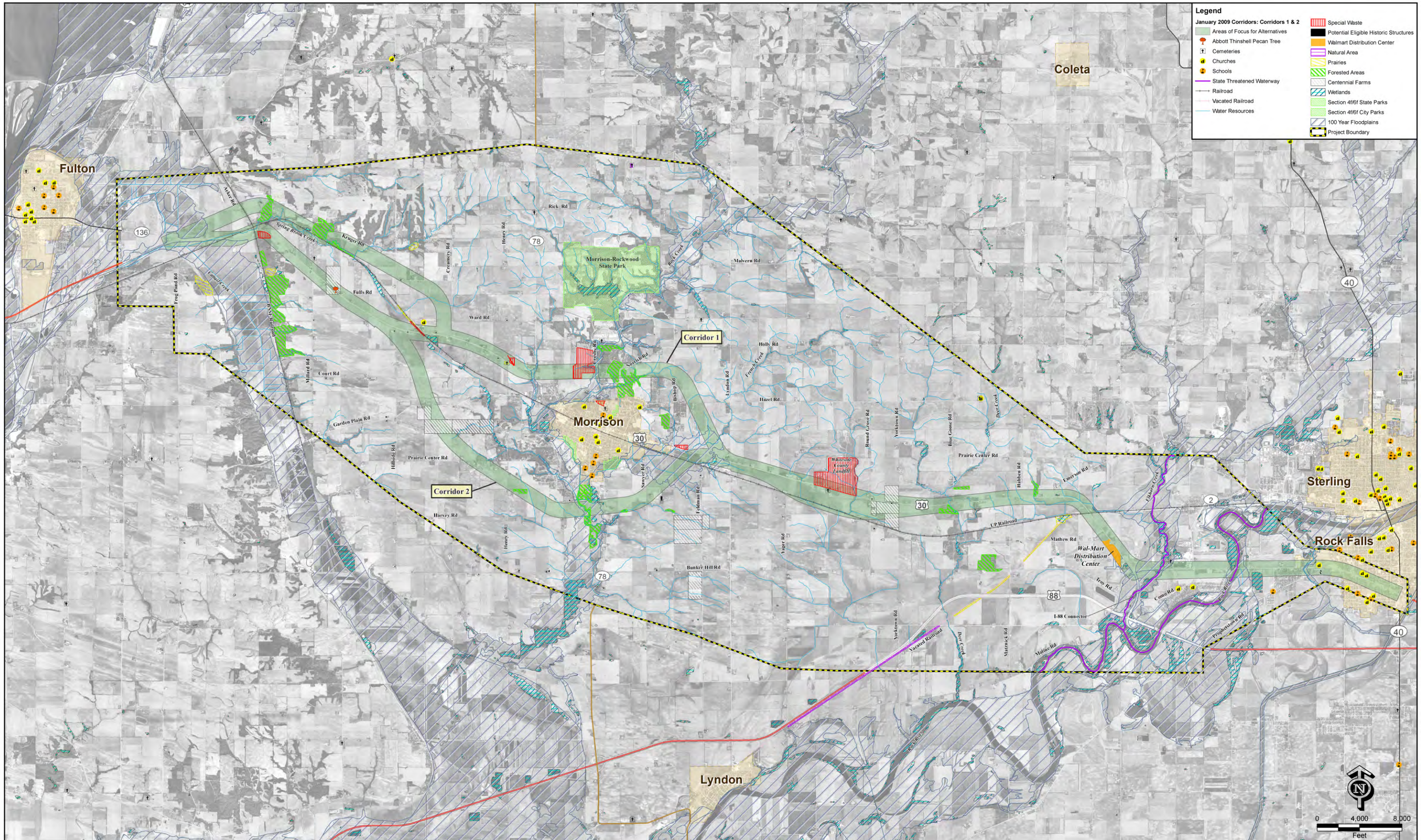


Exhibit 2-5
January 2009 Corridors: Corridors 1 & 2
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

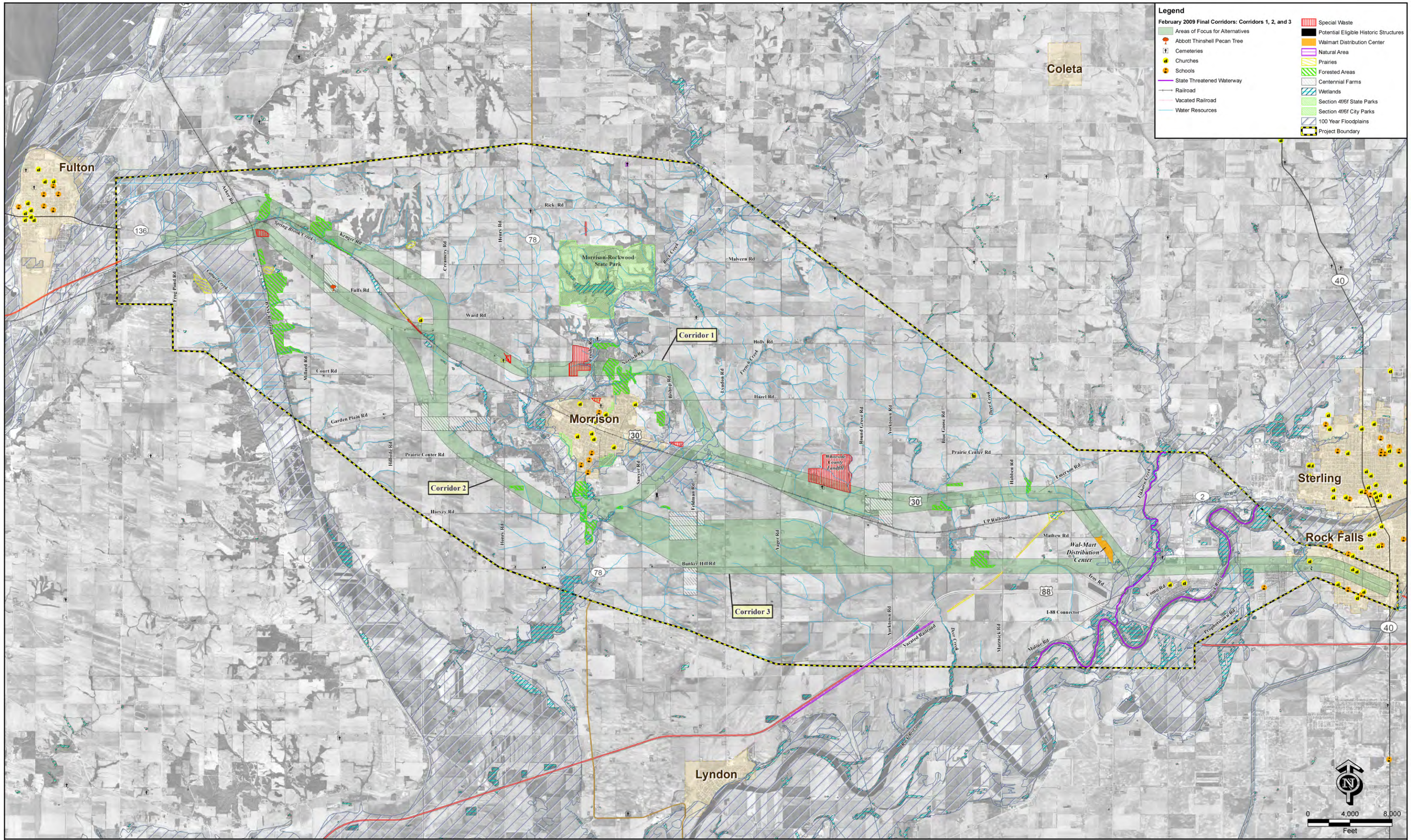


Exhibit 2-6
February 2009 Final Corridors: Corridors 1, 2, and 3
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

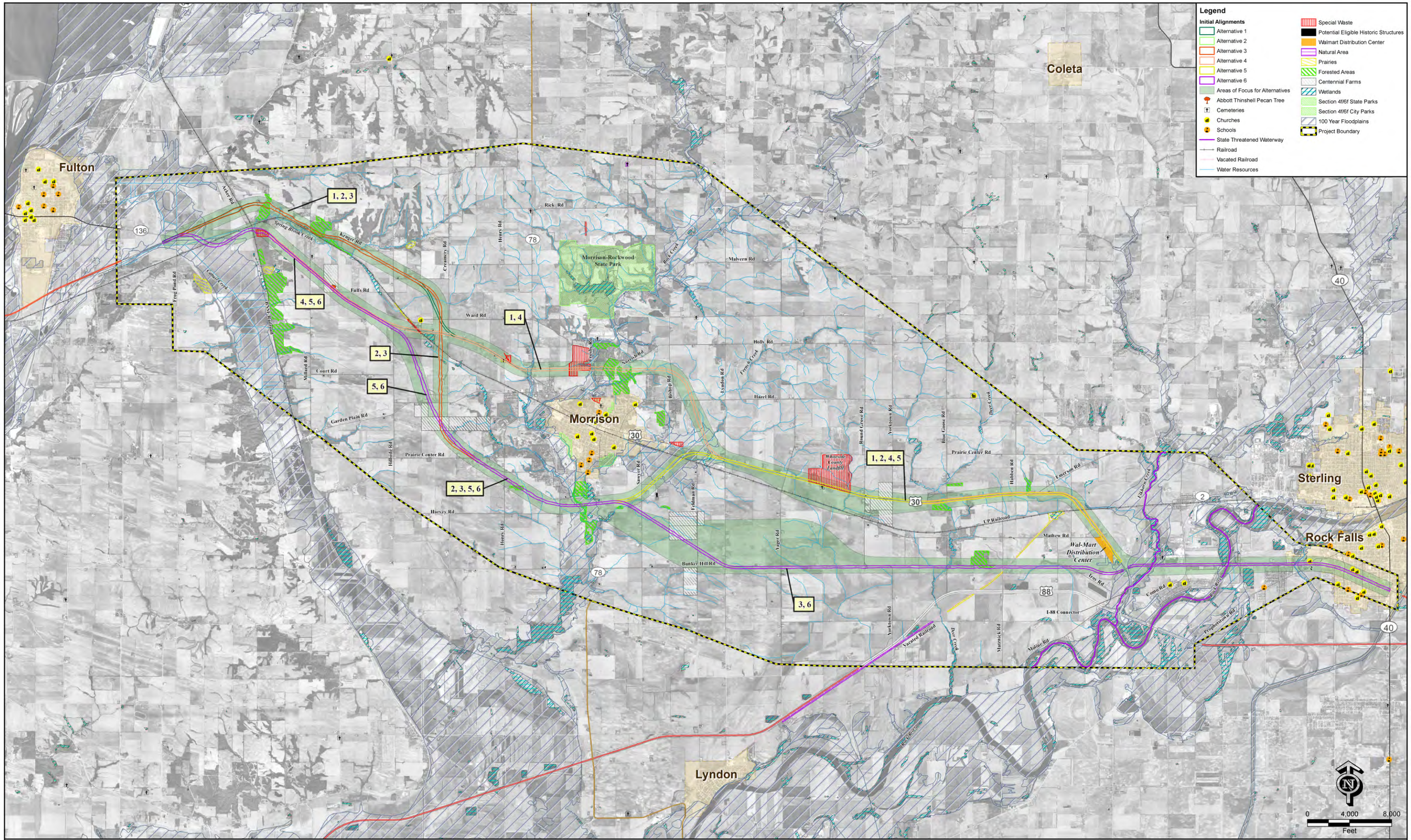


Exhibit 2-7
Initial Alignments (Mid 2009)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

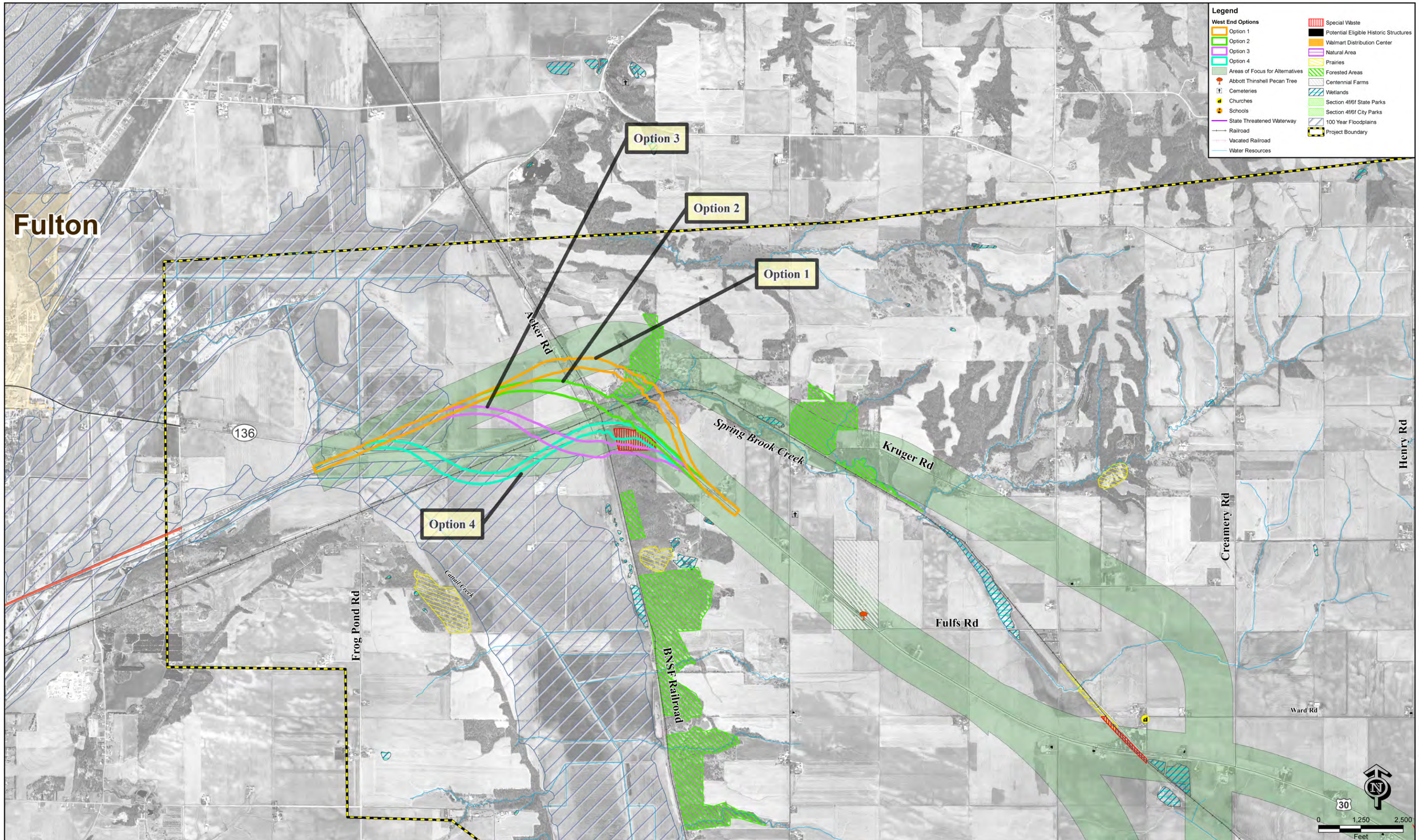


Exhibit 2-8
West End Options (Mid 2009)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

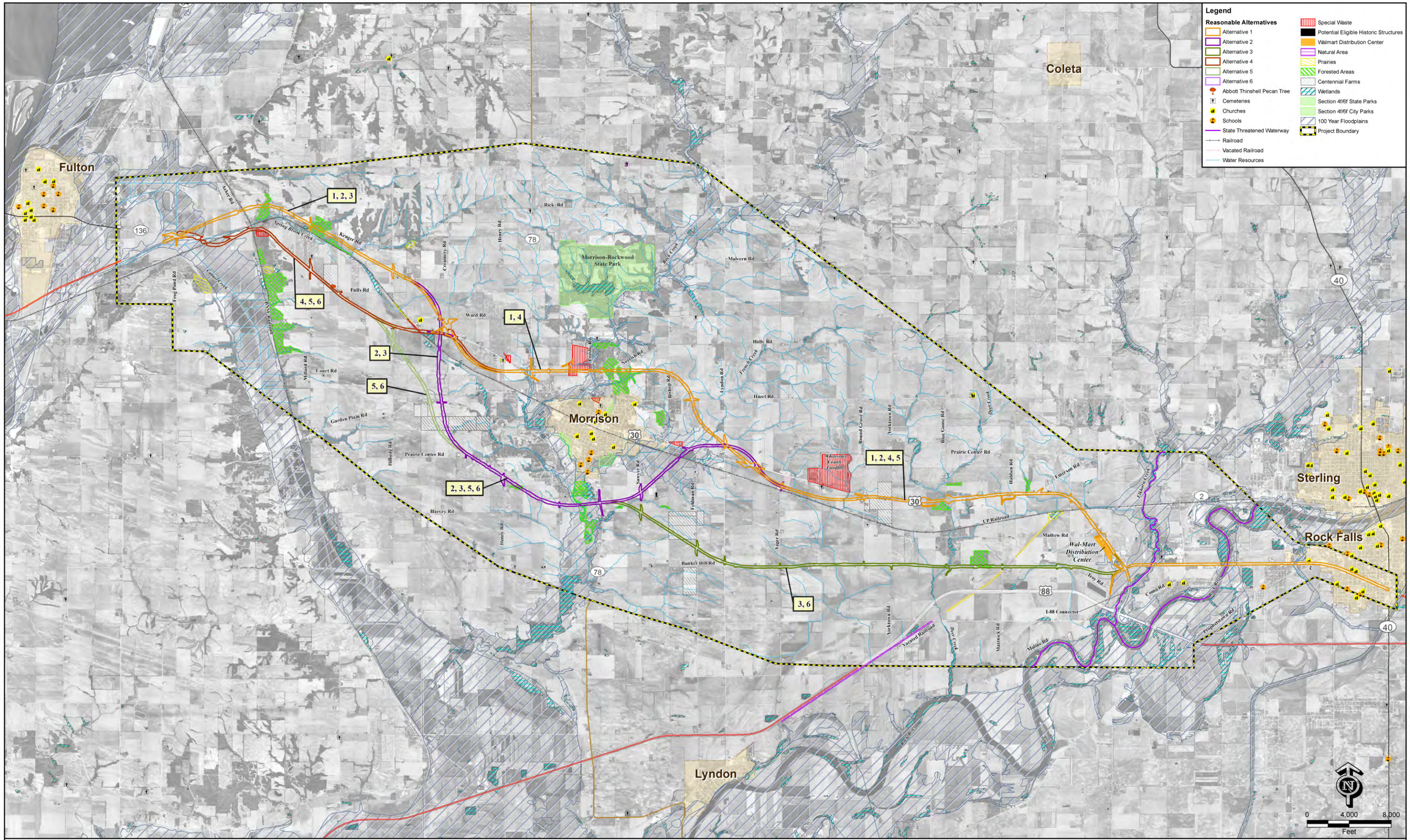


Exhibit 2-9
Reasonable Alternatives (November 2009)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

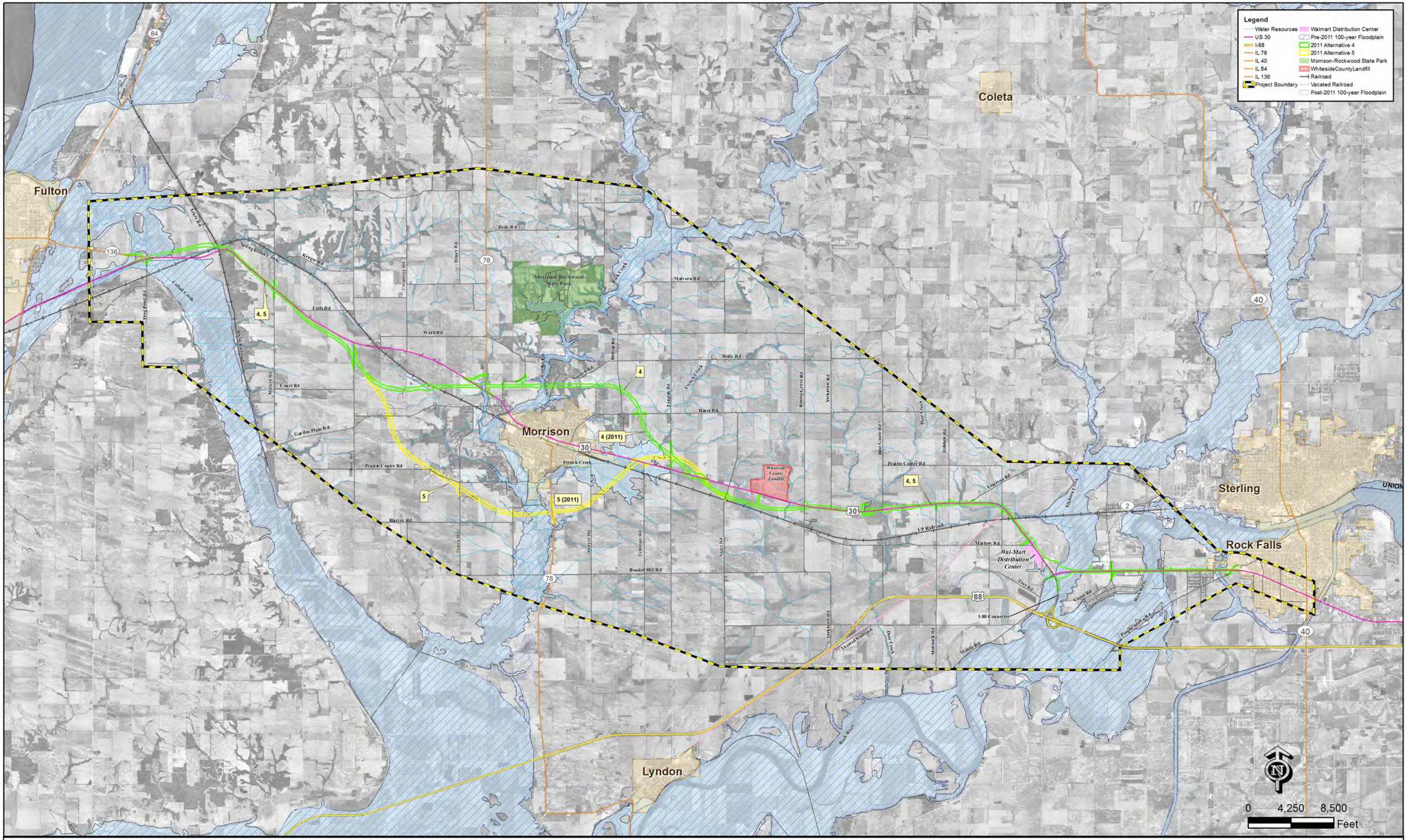


Exhibit 2-10a
2011 Build Alternatives 4 and 5
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

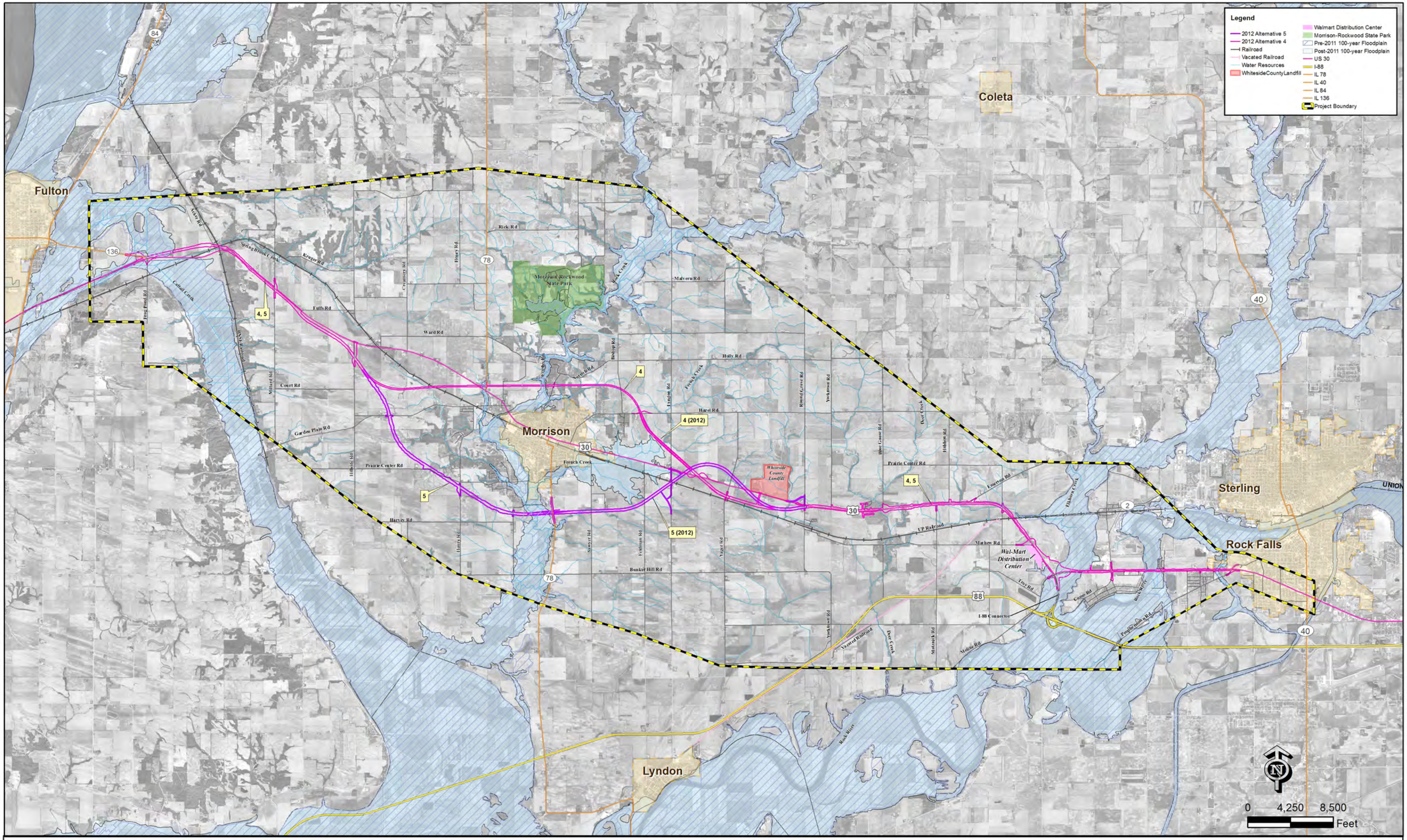


Exhibit 2-10b
2012 Revised Build Alternatives 4 and 5
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

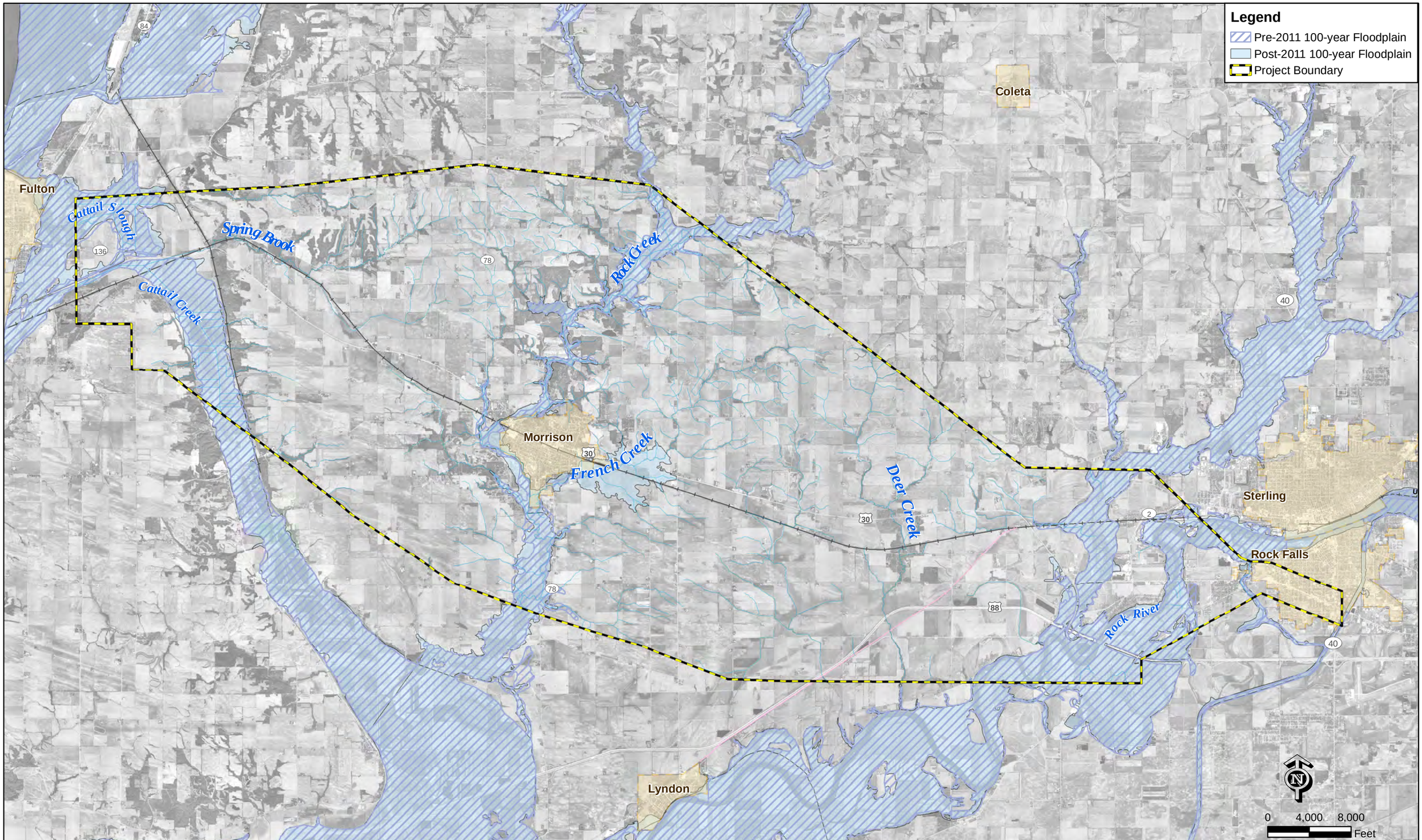
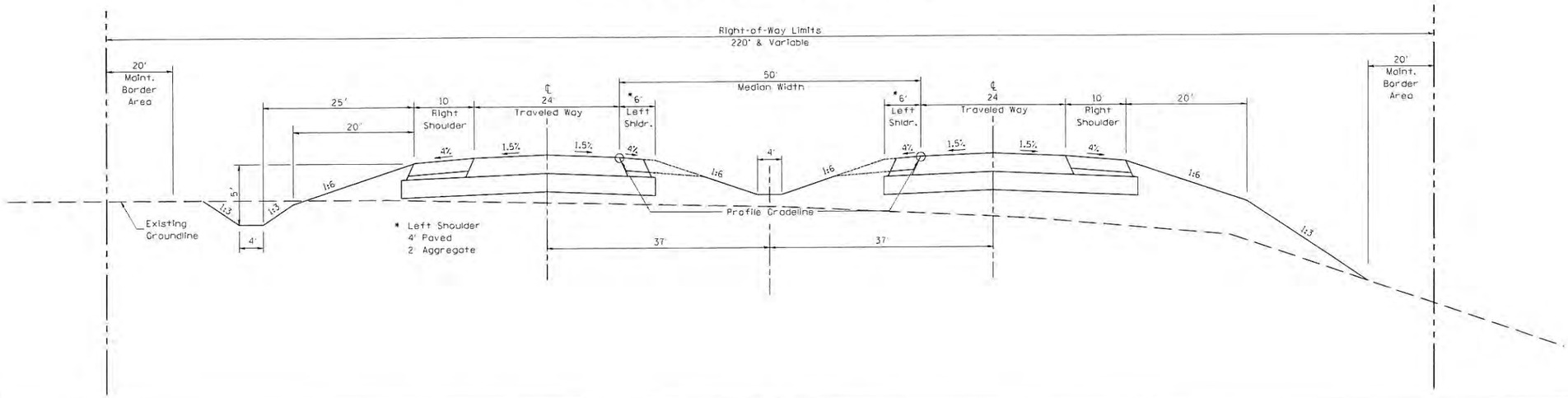
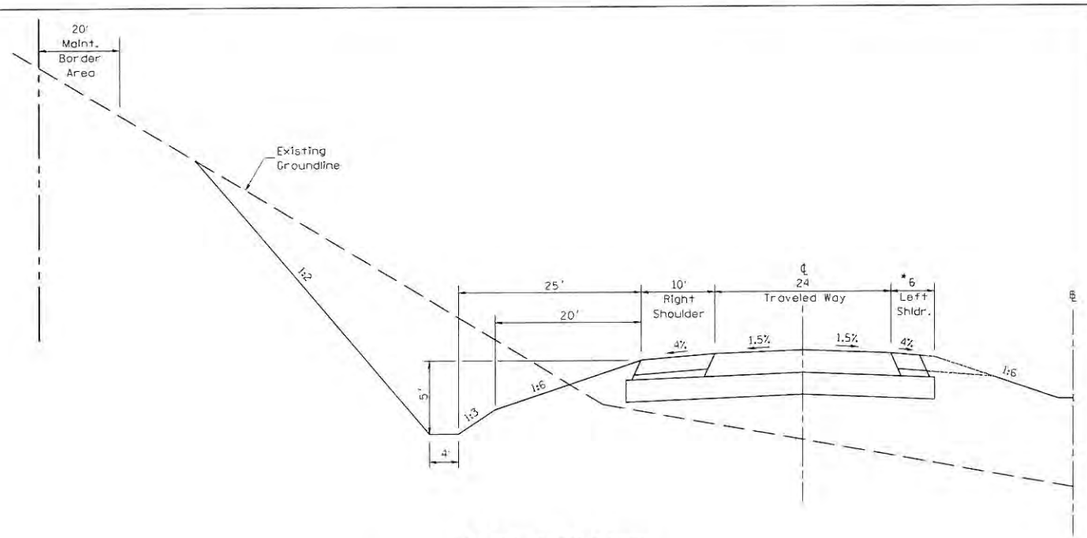


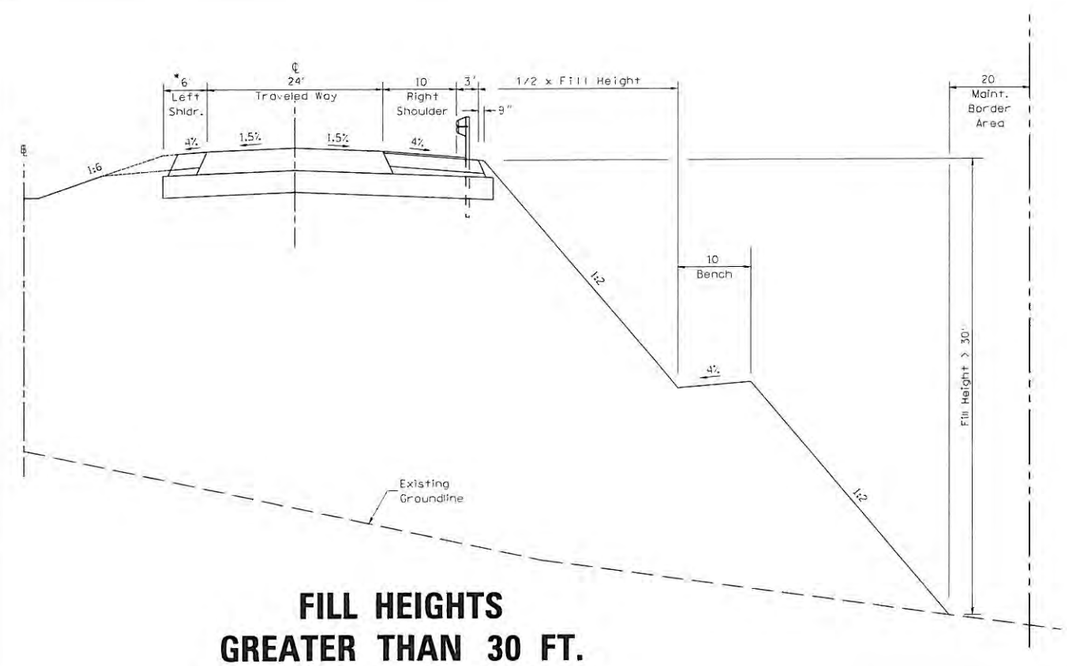
Exhibit 2-11
FEMA 100-Year Floodplains: Pre-2011 and Post-2011
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

US 30
TYPICAL SECTION





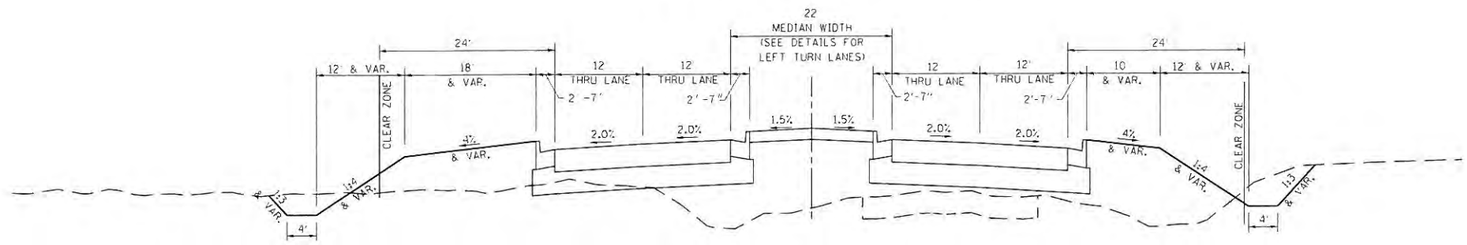
CUT HEIGHT
GREATER THAN 10 FT.



FILL HEIGHTS
GREATER THAN 30 FT.

Exhibit 2-12a
Typical Cross Section (Rural)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

US 30
TYPICAL SECTION



LEFT TURN LANE DETAIL (URBAN)

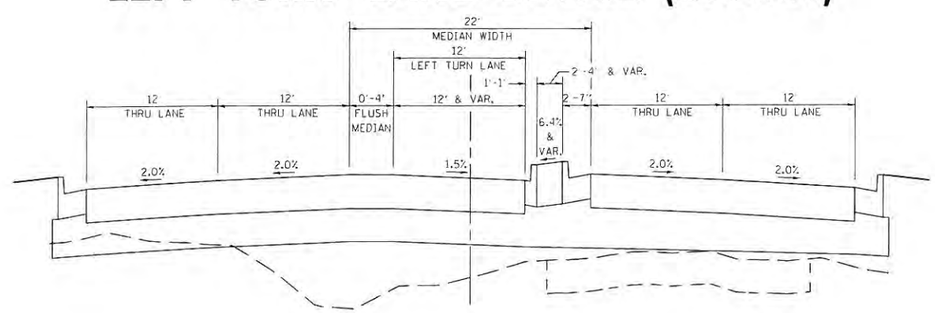


Exhibit 2-12b
Typical Cross Section (Urban)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

Chapter 3

Affected Environment, Environmental Consequences, and Measures to Minimize Harm

3.0 Affected Environment, Environmental Consequences, and Measures to Minimize Harm

This chapter is divided into in three (3) sections: Affected Environment, Environmental Consequences, and Measures to Minimize Harm. These sections will provide the following for the socioeconomic, natural, and cultural resources within the project study area:

- Identify and describe the environmental resources
- Identify and describe the potential effects of the proposed project on these resources
- Describe what measures were taken to minimize the potential effects on these resources

This chapter provides information about each of the following resources:

- Social/Economic
- Agriculture
- Culture
- Air Quality
- Noise
- Energy
- Groundwater Resources
- Surface Waters and Aquatic Resources
- Wetlands
- Floodplains
- Upland Plant Communities
- Wildlife Resources
- Threatened and Endangered Species
- Special Lands
- Special Waste
- Permits/Certifications
- Visual Resources

The Build Alternatives discussed in this chapter, Alternatives 4 and 5, are illustrated on **Exhibit 3-1**.

3.1 Geographic Setting

The U.S. 30 project study area spans Whiteside County, which is in northwestern Illinois and has an area of 697 square miles [Natural Resources Conservation Service (NRCS) Soil Survey of Whiteside County, IL]. It is bounded by Carroll and Ogle Counties on the north, Lee and Ogle Counties on the east, the Mississippi River and Rock Island County on the west, and Bureau and Henry Counties on the south.

The U.S. 30 project study area passes through six (6) townships including Fulton, Ustick, Union Grove, Mount Pleasant, Hopkins, and Coloma, and the communities of Fulton (at the western terminus), Morrison (located in the central portion of the project study area), and Rock Falls and Sterling (at the eastern terminus). Therefore, when "communities within the project study area" is stated in the following sections of this chapter, this includes Fulton, Morrison, Rock Falls, and Sterling.

The project study area, which is approximately 24 miles from IL 136 just east of Fulton to IL 40 in Rock Falls and approximately ten (10) miles wide, is generally bounded by farmland and bluffs on the west end and an urbanized area on the east end. The landscape of the project study area is generally characterized by four (4) major landforms: uplands, outwash plains, stream terraces, and flood plains. These landforms are the products of continental glaciations and more recent stream erosion. The deposition of till and postglacial stream erosion has modified the original bedrock topography to create the present rolling terrain. The outwash plain consists of materials deposited by meltwater from the receding glacier. The flood plains and stream terraces are the result of the ongoing process of stream erosion. Stream courses have changed in the geologic past, resulting in several abandoned channels in the survey area (NRCS Soil Survey of Whiteside County, IL). The elevation range does not differ greatly from the west terminus at IL 136 with an elevation of 586 feet to 643 feet at the eastern terminus at IL 40.

3.2 Social/Economic

Per the IDOT Community Impact Assessment (CIA) Manual, "socio-economic analysis of a transportation project begins with a thorough understanding of the local concerns." The following subsections include discussions about the communities and their demographics, land use, and employment characteristics. The purpose of these subsections is to provide an understanding of the human environment within the project study area.

3.2.1 Affected Environment

3.2.1.1 Communities

The IDOT CIA Manual defines a community as "a body or group of individuals living in residences within the same locality, having common ties or interests, and a common character identity." Community characteristics, as described in the following subsections, include demographic profiles such as population size, density, average age, and average household income. These characteristics will be described for the communities of Fulton, Morrison, Rock Falls, and Sterling in addition to the townships within the project study area, Whiteside County, and the State of Illinois.

3.2.1.2 Demographics

Population. Table 3-1 summarizes the population trends within the project study area. The population of Whiteside County **decreased by 7.0 percent** between **1970** and **2010**. On the contrary, the State of Illinois experienced a **15.4** percent increase in population during the same time period. The communities within the project study area all experienced an increase in population from **1970** to 1980. From 1980 to 1990, Whiteside County experienced an 8.8 percent decrease in population. This coincides with the decrease in population in all of the communities within the project study area during this same time period. The population did increase from 1990 to 2000 in Whiteside County and in the cities of Fulton, Morrison, and Sterling. In contrast, the city of Rock Falls experienced a decrease in population during this same time period. **From 2000 to 2010, the population decreased in all of the communities within the project study area as well as in Whiteside County.** The table also illustrates that the city of Sterling has had the largest population within the project study area over the past **Table 3-2** summarizes the projected population for Whiteside County and the State of Illinois.

Table 3-1: Population Trends

	Year					Percent Population Change				
Location	**1970**	**1980**	**1990**	**2000**	**2010**	**1970-1980**	**1980-1990**	**1990-2000**	**2000-2010**	**1970-2010**
City of Fulton	3,630	3,936	3,698	3,881	**3,481**	8.4%	-6.0%	4.9%	**-10.3%**	**-4.1%**
City of Morrison	4,387	4,605	4,363	4,447	**4,188**	5.0%	-5.3%	1.9%	**-5.8%**	**-4.5%**
City of Rock Falls	10,287	10,633	9,654	9,580	**9,266**	3.4%	-9.2%	-0.8%	**-3.3%**	**-9.9%**
City of Sterling	16,113	16,281	15,132	15,451	**15,370**	1.0%	-7.0%	2.1%	**-0.5%**	**-4.6%**
Whiteside County	62,877	65,970	60,186	60,653	**58,498**	4.9%	-8.8%	0.8%	**-3.6%**	**-7.0%**
Illinois	11,110,285	11,426,518	11,430,602	12,419,293	**12,830,632**	2.8%	0.0%	8.6%	**3.3%**	**15.4%**

Source: U.S. Bureau of Census, Census of Population and Housing, 1970, 1980, 1990, 2000, **2010**

The population of Whiteside County is forecasted to increase significantly by the year 2030 with a 12.1 percent increase**; this identifies a different trend as Whiteside County has seen a 7.0 percent decrease in population from 1970 to 2010 (as shown in Table 3-1).**

Table 3-2: Projected Population for Whiteside County and the State of Illinois (2010-2030)

State/ County	2000 Population	2005 Population	2010 Population	2015 Projection	2020 Projection	2030 Projection	% Change 2000-2030
Whiteside	60,755	61,448	62,431	63,927	65,565	68,134	12.1%
Illinois	12,440,846	12,875,035	13,279,091	13,748,695	14,316,487	15,138,849	21.7%

Source: Illinois Department of Commerce and Economic Opportunity

As seen in **Exhibit 3-2**, the cities and associated township areas are as follows: the city limits of Fulton lie mostly in Fulton Township with a minimal portion of the southern limits residing in the Garden Plain Township, the majority of the city of Morrison lies within the Mount Pleasant Township with a minimal portion of the southwestern city limits in the Union Grove Township, the city of Rock Falls lies mainly within the Coloma Township with a minimal southern portion in Montmorency Township and a minimal western portion in the Hume Township, and Sterling resides in Sterling Township and Hopkins Township. Population trends for the townships from **2000** to **2010** within the project study area are shown in **Table 3-3**.

Table 3-3: Population Trends for Project Area Townships, Cities, County, and State

Location	2000	2010	Percent Population Change 2000-2010
City of Fulton	3,881	**3,481**	**-10.3%**
City of Morrison	4,447	**4,188**	**-5.8%**
City of Rock Falls	9,580	**9,266**	**-3.3%**
City of Sterling	15,451	**15,370**	**-0.5%**
Coloma Township	11,844	**11,371**	**-4.0%**
Fulton Township	4,602	**4,251**	**-7.6%**
Hopkins Township	2,381	**2,156**	**-9.4%**
Mount Pleasant Township	5,291	**4,939**	**-6.7%**
Union Grove Township	1,247	**1,244**	**-0.2%**
Ustick Township	624	**613**	**-1.7%**
Whiteside County	60,653	**58,498**	**-3.6**
Illinois	12,419,293	**12,830,632**	**3.3%**

Source: U.S. Census Bureau, Census 2000 Summary File 1, **U.S. Bureau of Census 2010 American Fact Finder**

Fulton Township, which a majority of the city of Fulton resides, experienced a **7.6** percent **decrease from 2000 to 2010**. This coincides with the **10.3 percent decrease** the city of Fulton experienced during the same time period. Mount Pleasant Township, which a majority of the city of Morrison resides, experienced a **6.7** percent decrease in population and the city of Morrison experienced a **5.8 percent decrease** in population along with a **0.2 percent decrease** in the Union Grove Township, which the remaining portion of city of Morrison resides. Coloma Township, which a majority of the city of Rock Falls resides, experienced a **4.0** percent decrease in population. This coincides with the **3.3** percent decrease experienced in the city of Rock Falls during the same time period. Hopkins Township, which a small portion of the city of Sterling resides, had **a decrease of 9.4** percent in population. The city of Sterling also experienced a slight **decrease of 0.5 percent** in population from **2000 to 2010**. Lastly, Ustick Township experienced a **1.7** percent decrease in population from 2000 **to 2010**.

Households. Table 3-4 illustrates the household trends within the project study area. A household, as defined by the U.S. Census Bureau, consists of all people who occupy a housing unit. A person living alone in a housing unit is also counted as a household. Household size, as defined by the U.S. Census Bureau, includes all the people occupying the housing unit. The

number of households **decreased** for the cities of Fulton, Morrison, and Rock Falls **while it increased for the city of Sterling, Whiteside County, and the** State of Illinois from 2000 **to 2010**. The average household size decreased for **the** cities **of Fulton, Rock Falls, and Sterling** along with Whiteside County and the State of Illinois from 2000 **to 2010**.

Table 3-4: Household Trends for Project Area Cities, Whiteside County, and State

Location	Number of Households		% Change	Average Household Size		% Change
	2000	2010		2000	2010	
City of Fulton	**1,582**	**1,553**	**-1.8%**	2.37	**2.21**	**-6.8%**
City of Morrison	**1,787**	**1,713**	**-4.1%**	2.28	**2.29**	**0.4%**
City of Rock Falls	**3,895**	**3,809**	**-2.2%**	2.43	**2.41**	**-0.8%**
City of Sterling	6,234	**6,303**	**1.2%**	2.41	**2.38**	**-1.2%**
Whiteside County	**23,684**	**23,740**	**0.2%**	2.51	**2.42**	**-3.5%**
Illinois	**4,591,779**	**4,836,972**	**5.3%**	2.63	**2.59**	**-1.5%**

Source: U.S. Census Bureau, Census 2000 Summary File 1, **U.S. Bureau of Census 2010 American Fact Finder**

As shown in **Table 3-5**, over 60 percent of the homes with the cities of Fulton, Morrison, Rock Falls, and Sterling are over 50 years old, with the city of Morrison having almost three-quarters (72.1 percent) of the city's homes built before 1960. The city of Morrison does have new residential developments within the southwestern part of the city near the Morrison Institute of Technology, Morrison High School, Southside Elementary School, and Morrison Junior High**.**

Table 3-5: Percentage of Homes Built Before 1960

Location	% of Homes Built Before 1960
City of Fulton	64.6%
City of Morrison	72.1%
City of Rock Falls	60.4%
City of Sterling	61.9%
Whiteside County	55.7%
State of Illinois	47.0%

Source: U.S. Census Bureau, Census 2000 Summary File 1

Housing Units. A housing unit, as defined by the U.S. Census Bureau, is a house, apartment, mobile home, a group of rooms, or a single room that is occupied (or if vacancy, is intended for occupancy) as separate living quarters. Within the project study area, residential areas are concentrated primarily in the communities; and the rural residences, mainly farmsteads, are scattered throughout the project study area.

Table 3-6 illustrates housing characteristics and trends for the cities and townships within the project study area along with those for Whiteside County and the State of Illinois. The table

shows that the home ownership rates **from 2000 to 2010 varied throughout Whiteside County. Table 3-6 also illustrates that among the communities within the project study area; only the city of Fulton experienced an increase in home ownership. Ustick Township experienced the greatest increase amongst the townships with a 6.0 percent increase in homeownership. Overall, Table 3-6 illustrates that homeownership for the most part increased in the unincorporated areas within the project study area whereas homeownership within the cities mainly experienced a decrease.**

Table 3-6: Housing Characteristics and Trends

Location	2000 Housing Units	2000 Home Ownership Rate	2010 Housing Units	2010 Home Ownership Rate	% Change in Home Ownership 2000 - 2010
City of Fulton	1,672	76.5%	**1,700**	**78.9%**	**2.4%**
City of Morrison	1,898	76.9%	**1,870**	**76.7%**	**-0.2%**
City of Rock Falls	4,089	64.1%	**4,123**	**61.7%**	**-2.4%**
City of Sterling	6,596	62.9%	**6,947**	**61.6%**	**-1.3%**
Coloma Township	5,131	68.9%	**5,162**	**67.2%**	**-1.7%**
Fulton Township	1,958	78.4%	**2,032**	**79.1%**	**0.7%**
Hopkins Township	886	90.1%	**904**	**91.6%**	**1.5%**
Mount Pleasant Township	2,216	77.2%	**2,176**	**78.1%**	**0.9%**
Union Grove Township	486	93.9%	**519**	**91.2%**	**-2.7%**
Ustick Township	241	81.5%	**250**	**87.5%**	**6.0%**
Whiteside County	25,025	74.5%	**25,770**	**74.5%**	**0.0%**
Illinois	4,885,615	67.3%	**5,296,715**	**67.5%**	**0.2%**

Source: U.S. Census Bureau, Census 2000 Summary File 1, **U.S. Bureau of Census 2010 American Fact Finder**

Age Distribution. Table 3-7, illustrates the age distribution of the cities within the project study area, Whiteside County, and the State of Illinois. **In 2010, 23.5 percent of Whiteside County's population was under 18 years of age; 30.4 percent were between the ages of 18 to 44 years; 28.6 percent were between the ages of 45 to 65 years; and 17.5 percent were over 65 years of age. In addition, the median age for Whiteside County in 2010 was 41.8 years. The percentages per age group and the median age in Whiteside County correspond with the percentages and median ages for the State of Illinois.**

As seen in **Table 3-7**, the majority of the residents within Morrison, Rock Falls, Sterling, Whiteside County, and the State are in the age group of 18 to 44 years old. **The minority for all of these locations is the population of residents in the 65 years and older age group. In the city of Fulton, Table 3-7 shows a different trend with the majority of residents being in the age group of 45 to 64 years old. This corresponds with the median age of the residents of Fulton being 46.1 years, the highest of any of the project study area**

communities. The minority for the city of Fulton is the population of residents under 18 years of age.

Table 3-7: Age Distribution

Location	Under 18 years	18 to 44 years	45 to 64 years	65 years and older	Total Population / Median Age
City of Fulton	740	960	992	789	3,481
	21.5%	27.6%	28.5%	22.7%	46.1
City of Morrison	906	1,315	1,070	897	4,188
	21.6%	32.2%	25.5%	21.4%	41.9
City of Rock Falls	2,339	3,047	2,423	1,457	9,266
	25.2%	32.9%	26.1%	15.7%	38.8
City of Sterling	3,898	5,202	3,740	2,530	15,370
	25.4%	33.8%	24.3%	16.5%	37.3
Whiteside County	13,740	17,790	16,721	10,247	58,498
	23.5%	30.4%	28.6%	17.5%	41.8
State of Illinois	3,129,179	4,748,154	3,344,086	1,609,213	12,830,632
	24.4%	37.0%	26.1%	12.5%	36.6

Source: U.S. Census Bureau, Census **2010** Summary File 1

Racial and Ethnic Characteristics. As shown in **Table 3-8**, the cities of Fulton, Morrison, and Rock Falls in addition to all of the townships within the project study area consist of populations of white residents of **91.5** percent and above. This coincides with the approximate **92** percent of white residents within Whiteside County. In comparison to the other cities within the project study area, the city of Sterling has a high percentage (**24.2 percent**) of Hispanic or Latino origin residents. This coincides with the fact that those residents of Hispanic or Latino origin are the next highest ethnic group consisting of **11.0** percent of Whiteside County's population.

Amongst the cities and townships, **Fulton** has the highest percentage of white residents at **97.3** percent with the highest for the townships being Union Grove Township with **98.1** percent.

Table 3-8: Population by Race

Location	Total Population	White*		Black or African American		American Indian and Alaska Native Persons		Asian or Pacific Islander*		Some Other Race		Hispanic or Latino**	
		#	%	#	%	#	%	#	%	#	%	#	%
City of Fulton	3,481	3,388	97.3	13	0.4	4	0.1	27	0.8	12	0.3	58	1.7
City of Morrison	4,188	4,055	96.8	33	0.8	25	0.6	7	0.1	28	0.7	110	2.6
City of Rock Falls	9,266	8,475	91.5	138	1.5	39	0.4	33	0.4	302	3.3	1,395	15.1
City of Sterling	15,370	12,678	82.5	464	3.0	68	0.4	108	0.7	1,424	9.3	3,715	24.2

Table 3-8: Population by Race

Location	Total Population	White*		Black or African American		American Indian and Alaska Native Persons		Asian or Pacific Islander*		Some Other Race		Hispanic or Latino**	
		#	%	#	%	#	%	#	%	#	%	#	%
Coloma Township	11,371	10,513	92.5	148	1.3	41	0.4	44	0.3	331	2.9	1,545	13.6
Fulton Township	4,251	4,139	97.4	17	0.4	4	0.1	33	0.8	14	0.3	65	1.5
Hopkins Township	2,156	2,073	96.2	8	0.4	6	0.3	3	0.1	40	1.9	180	8.3
Mount Pleasant Township	4,939	4,794	97.1	34	0.7	24	0.5	7	0.1	32	0.6	113	2.3
Union Grove Township	1,244	1,220	98.1	2	0.2	2	0.2	2	0.2	10	0.8	21	1.7
Ustick Township	613	589	96.1	1	0.2	0	0.0	7	1.1	10	1.6	20	3.3
Whiteside County	58,498	53,923	92.2	781	1.3	170	0.3	285	0.5	2,044	3.5	6,455	11.0
Illinois	12,830,632	9,177,877	71.5	1,866,414	14.5	43,963	0.3	590,984	4.6	861,412	6.7	2,027,578	15.8

Source: U.S. Census Bureau, Census **2010** Summary File 1
*Includes persons reporting only one race.
**Hispanics may be of any race and are included in applicable race categories.

Income Characteristics. Tables 3-9 and **3-10** summarize the median family incomes in the project study area. **Whiteside County, nor any of the cities within the project study area, exceed the State median family income of $55,735. The only location to exceed the State median family income is Hopkins Township.** Rock Falls has the lowest median family income at $**36,553** and **Fulton** has the highest of the cities with $**48,333**. This correlates with the lowest median family income of the townships is within Coloma Township at $**37,454**, where Rock Falls resides. Also, **Table 3-9** illustrates a direct link between median family income and the percentage of families living below poverty level with approximately **14.8** percent of families living below poverty level in Rock Falls and **12.9** percent in Coloma Township; both which exceed the Whiteside County percentage of **8.2** percent and the State at **9.2** percent. All other cities and townships, **with the exception of the city of Sterling,** are below the County and State percentages.

Table 3-9: Income Characteristics by Township, City, County, and State

Location	Median Family Income	% Families Below Poverty Level
City of Fulton	**$48,333**	**2.8%**
City of Morrison	**$43,886**	**6.3%**
City of Rock Falls	**$36,553**	**14.8%**
City of Sterling	**$39,184**	**12.2%**
Coloma Township	**$37,454**	**12.9%**

Table 3-9: Income Characteristics by Township, City, County, and State		
Location	**Median Family Income**	**% Families Below Poverty Level**
Fulton Township	**$48,889**	**3.9%**
Hopkins Township	**$57,644**	**1.8%**
Mount Pleasant Township	**$47,872**	**6.6%**
Union Grove Township	**$55,132**	**0.0%**
Ustick Township	**$46,000**	**0.0%**
Whiteside County	**$45,266**	**8.2%**
Illinois	**$55,735**	**9.2%**

Source: U.S. Census Bureau 2010 American Fact Finder

As shown in **Table 3-10**, the median family income does not exceed the State median family income of $55,735 within any of the census tracts (see **Exhibit 3-2**) within the project study area. In two (2) of the census tracts, the percentage of families living below poverty level exceeds the State percentage of **9.2** percent with the census tract 10 at 13 percent and census tract 17 at 16.5 percent; both census tracts include the city of Rock Falls. This correlates with the earlier discussion that acknowledged the city of Rock Falls exceeds the State percentage of families living below poverty level.

Table 3-10: Income Characteristics by Census Tract for Whiteside County		
Census Tract	**Median Family Income**	**% Families Below Poverty level**
1	$52,049	4.4
2	$54,028	1.9
3	$50,217	2.7
4	$45,865	5.7
5	$45,134	3.5
10	$30,694	13.0
14	$51,184	5.4
15	$45,106	7.3
16	$41,275	7.7
17	$34,643	16.5

Source: U.S. Census Bureau/Department of Health & Human Services 2009 Poverty Guideline for a family of four is $22,050. Source: *Federal Register, Vol. 74, No. 14 (January 23, 2009)*

3.2.1.3 Economics

Employment. Table 3-11 summarizes the employment status and trends within Whiteside County and the State of Illinois from **1990 to 2010. As the table illustrates, there was approximately 1,000 less people in the labor force in Whiteside County in 2010 than in 2000**. The Illinois Department of Employment Security (IDES) defines "labor force" as consisting of people 16 years of age or older who are employed and unemployed. The U.S. government defines the "employed" as those who are currently working or are temporarily away from work. Those who are not currently working but available to work and looking for jobs are considered "unemployed." Those who do not fit either of the above categories are considered to be "not in the labor force." These include students, retirees, and those whose family responsibilities kept them from employment.

Table 3-11: Employment Status Whiteside County and Illinois												
Location	1990			2000			2010			% Change in Labor Force		
	Labor Force	# Em-ploy-ed	Un-em-ploy-ment Rate	Labor Force	# Em-ploy-ed	Un-em-ploy-ment Rate	Labor Force	# Em-ploy-ed	Un-em-ploy-ment Rate	1990 - 2000	2000 - 2010	1990 - 2010
Whiteside County	30,879	29,184	5.5	30,884	29,561	4.3	**29,862**	**26,589**	**11.0%**	0.0	**-3.3**	**-3.3**
Illinois	5,916,000	5,547,000	6.2	6,419,300	6,139,900	4.4	**6,602,700**	**5,910,700**	**10.5%**	8.5	**2.9**	**11.6**

Source: Illinois Department of Employment Security (IDES)

The Whiteside County labor force data **for 2010 showed 26,589 persons** were employed, translating to an **11.0** percent unemployment rate. This coincides with the State's average unemployment rate of **10.5** percent.

Also, **Table 3-11** illustrates that the unemployment rate for Whiteside County **increased** from **2000** to **2010**, from **4.3** percent in **2000** to **11.0** percent in **2010**. Again, this coincides with the State's **unemployment rate increase** during the same time period.

Employment by Industry. As shown in **Table 3-12**, in **2010**, the total employment, as measured by the Bureau of Economic Analysis (BEA), was at **27,065** for Whiteside County. This was **an 11.9 percent decrease from 2000 and a 3.5 percent decrease over the last 30 years.**

In regard to the percentage of the workforce within the industries listed in **Table 3-12**, the majority of the workforce does work in the **service** industry. The service industry, as defined by the BEA, includes such services as hotel services; personal, business, repair, and amusement services; health, legal, engineering, and educational institutions. **Although the service industry has the highest percentage of those in the workforce in Whiteside County, this industry sharply declined from 2000 to 2010 by 21.8 percent**.

Following the service industry, government has the next highest amount of workers with 16.4 percent of the workforce in Whiteside County.

Table 3-12: Employment by Industry for Whiteside County 1980-2010								
Industry	1980	1990	2000	2010	Percent Change			
					1980-1990	1990-2000	2000-2010	1980-2010
Farm Employment*	2,078	1,626	1,370	**1,125**	-21.8%	-15.7%	**-17.9%**	**-45.6%**
	7.4%	5.8%	4.5%	**4.2%**				
Agricultural services,**forestry, fishing	322	311	***	***	-3.4%	***	***	***
	1.1%	1.1%	***	***				
Mining	22	83	***	***	277.3%	***	***	***
	0.08%	0.30%	***	***				
Construction	1,018	1,306	1,534	**1,028**	28.3%	17.5%	**-33.0**	**1.0%**
	3.6%	4.6%	5.0%	**3.8%**				
Manufacturing	9,395	7,678	7,367	**3,840**	-18.3%	-4.1%	**-47.9%**	**-59.1%**
	33.5%	27.2%	24.0%	**14.2%**				
Transportation & Public Utilities	900	730	895	***	-18.9%	22.6%	***	***
	3.2%	2.6%	3.0%	***				
Wholesale Trade	1,061	1,048	993	**870**	-1.2%	-5.2%	**-12.4%**	**-18.0%**
	3.8%	3.7%	3.2%	**3.2%**				
Retail Trade	4,362	4,685	5,298	**3,913**	7.4%	13.1%	**-26.1%**	**-10.3%**
	15.6%	16.6%	17.2%	**14.5%**				
Finance, Insurance, Real Estate	1,675	1,480	1,785	**1,585**	-11.6%	20.6%	**-11.2%**	**-5.4%**
	6.0%	5.3%	5.9%	**5.9%**				
Services	3,751	5,441	6,990	**5,467**	45.1%	28.5%	**-21.8%**	**45.7%**
	13.4%	19.3%	22.8%	**20.2%**				
Government, Government Enterprises	3,444	3,782	4,099	**4,430**	9.8%	8.4%	**8.1%**	**28.7%**
	12.2%	13.4%	13.3%	**16.4%**				
Total Employment******	28,028	28,170	30,714	**27,065**	0.5%	9.0%	**-11.9%**	**-3.5%**

Source: U.S. Department of Commerce: Bureau of Economic Analysis
*Workers engaged in direct production of agricultural commodities; livestock or crops.
**Supply soil services, crop services, veterinary services, farm labor/management, landscape/horticultural services for other on a contract of fee basis.
***Per Bureau of Economic Analysis (BEA), this information is not shown to avoid disclosure of confidential information, but the estimates for this item are included in the totals.
****BEA employment estimates measure the number of jobs in a county, instead of the number of workers who perform the jobs. County employment estimates are estimated on a full-time and part-time basis because of the limitations of the available source data. Therefore, BEA employment data differ from IDES employment data.

Although farm employment is not the largest employer, farming has been a major enterprise in Whiteside County since the area was settled (NRCS Soil Survey of Whiteside County, IL). As

seen in **Table 3-12**, the farming industry has experienced a **continual** decline in the number of workers from 1980 to **2010 with an overall decrease of 45.6** percent.

Location of Employment. Table 3-13 shows between 2000 **and 2010** the number of workers **decreased** in Whiteside County from 27,986 **to 27,127**. According to the IDES, the number of workers working outside Whiteside County increased during the same time period **by approximately 10 percent.**

Table 3-13: Employee Travel Characteristics for 2000 and 2010

Location	Number of Workers		Worked Outside County		Percent of Total Workers	
	2000	2010	2000	2010	2000	2010
Whiteside County	27,986	**27,127**	5,499	**8,189**	19.6	**30.0**

Source: Illinois Department of Employment Security

Employers. Table 3-14 lists the major employers, their product/service, and their number of employees for the cities of Fulton, Morrison, Rock Falls, and Sterling. The locations of these employers can be found on **Exhibit 3-3**. The employment concentrations occur mainly along the U.S. 30 route within each of these communities, with numerous farm producers occurring between the communities.

Table 3-14: Major Employers in the U.S. 30 Study Area

Location	Employer	Product/Service	Number of Employees
City of Fulton	Drives, Inc.	Link Chain	425
	J.T. Cullen	Metal Fabricators	100
	Agri- King, Inc.	Animal Feed Supply	75
	Fulton Corp.	Metal Stamping	43
	AGRI-BUNGE	Grain Handling	27
City of Morrison	Whiteside County	County Government	300
	CLIMCO	Ignition Coils	195
	Morrison Community Hospital	Health Care	**176**
	Morrison Community School District	Education	**158**
	Vegter Steel Fabrication	**Steel Fabrication**	**46**
	Super Wash, Inc.	Carwash/Corp. Office	**30**
	The City Rebar	**Steel Construction**	22
	Vendo Mack	Vending Machines	**10**
	R.C. Smith	Transportation	**3**
City of Rock Falls	Rock Falls School Districts	Public (K-12) School	**155**
	IFH Group, Inc.	Fluid Power Pumps/Mt	**150**
	Wal-Mart	Department Store	120

Table 3-14: Major Employers in the U.S. 30 Study Area			
Location	**Employer**	**Product/Service**	**Number of Employees**
	Tri-County Opportunities Council	Individual/Family Services	97
	Dohrn Transfer Company	Trucking, Except Loc	95
	City of Rock Falls	Local Government Offices	86
City of Sterling	CGH Medical Center	Hospital	**1,291**
	Wal-Mart Distribution Center	Distribution	1000
	Wahl Clipper	Hair Clippers, Etc.	**850**
	Self Help Enterprises	Sheltered Workshop	384
	Sterling Steel Corp.	Steel	**300**
	Halo Corp/Lee Wayne	Marketing Products	**200**
	ASTEC Mobile Screens	Screening	**100**
	Mircon Industries	**Switches**	**100**
	Anchor Coupling	**Hydraulic Hoses**	**100**

Source: Illinois Department of Commerce and Economic Opportunity **2012**

As shown in **Table 3-14**, the major employers in the city of Fulton are comprised of a variety of commercial businesses. The city of Fulton's largest employer is Drives, Inc., which manufactures link chain and their markets include North and South America, Europe, Asia, Africa, and Australia. Today, Drives, Inc. employs approximately 425 people. In addition to Drives, Inc., there are four (4) other major employers within the city of Fulton, but Drives, Inc. employs approximately 63 percent of those who are considered to be employed by "major employers."

Table 3-14 illustrates that the largest employer in the city of Morrison is the Whiteside County Government which employs approximately 300 people. The remaining major employers consist of commercial manufacturers, the Morrison Community Hospital, and the Morrison Community School District.

As shown in **Table 3-14**, the largest employer in the city of Rock Falls is **the Rock Falls School Districts, which employ 155 people.** The remaining major employers consist of a variety of industries including Wal-Mart **and trucking,** manufacturing, and government services.

Table 3-14 illustrates that the city of Sterling has the three (3) largest employers within the project study area: the CGH Medical Center which employs approximately **1,291** people; the Wal-Mart Distribution Center which employs approximately 1,000 people; and Wahl Clipper, which employs approximately **850** employees. The fact that the city of Sterling houses the three (3) largest employers coincides with the fact that the city of Sterling has the largest population in Whiteside County.

In summary, the opening of the Wal-Mart Distribution Center has brought much needed employment to the project study area, but the recent closings of the GE plant in Morrison and

the Stanley/National plant in Rock Falls **was a loss of approximately 400 jobs within Whiteside County.**

3.2.1.4 Neighborhoods

The IDOT CIA Manual defines neighborhoods as urban areas in most cases that are composed of a mosaic of smaller neighborhood areas, each with a character of its own. As a general rule, the following factors guide the identification/designation of an area as a neighborhood: the area is an immediate residential locale (in many cases, a block); the relationship of area residents is based on location (proximity); and certain activities are characteristic to the area, specifically activities which can be termed "neighboring" activities including borrowing, doing favors, mutual aid, and sidewalk socializing. Although these factors also apply to the definition of a "community," a neighborhood is different in the fact that the residences are within close proximity to each other. Because of the rural environment with a scattered farmstead community, there are few areas that can be considered "neighborhoods" within the project study area as follows:

- Riverside Estates Manufactured Home Community (**Exhibit 3-10, p.15**): This neighborhood is located outside of the city of Rock Falls. Approximately 50 manufactured homes are located within this community, which is bounded by the Rock River on the west, the existing U.S. 30 roadway on the south, Regan Road on the east, and agricultural land to the north.
- White Oaks Subdivision (**Exhibit 3-10, p.12**): This neighborhood is located in rural Whiteside County, with approximately 25 homes located within this neighborhood. The subdivision is bound by agricultural ground on the west, existing U.S. 30 roadway on the south, Blue Goose Road on the east, and agricultural area to the north.
- Norrish Road Neighborhood (**Exhibit 3-10, p. 7**): This neighborhood is located just north of the city limits of Morrison and has approximately 30 homes located along the main road in this area, Norrish Road; and along the side roads which are Browns Road and Tanglewild Drive. According to the city of Morrison Administrator, this area does not have a neighborhood or subdivision "name" but it does have neighborhood type characteristics such as housing types, location in regard to Morrison, the rolling terrain, and forested area features.

3.2.1.5 Public Facilities/Services

This subsection identifies the public facilities and services that serve the residents of the project study area. Services include health care facilities, fire and police departments, ambulance services, churches, cemeteries, and other public facilities.

Healthcare. There are two (2) hospitals located within the project study area: the Morrison Community Hospital located in the northeastern portion of Morrison, north of U.S. 30, and the

CGH Medical Center located in the city of Sterling. In addition, there are Whiteside County Health Departments and Community Health Clinics located in Rock Falls and Morrison. Lastly, the Sterling-Rock Falls Clinic is located in Sterling.

Emergency Services. The law enforcement agencies located within the project study area include each city's police department, one (1) Whiteside County Sheriff's Department located in Morrison, and the District 1 State Police Department located in Sterling, which service area includes Whiteside County.

Each city has a fire department including that of the unincorporated community of Galt located three (3) miles west of Sterling and services portions of the project study area. In addition, each city's fire department provides ambulance service.

Schools. There are eight (8) school districts located within the project study area: River Bend Community Unit District #2 in Fulton, Morrison Community Unit School District #6, Community Unit School District #5 in Sterling, and **four (4)** school districts in Rock Falls. The city of Rock Falls school districts are: Rock Falls Elementary School District #13, East Coloma School District #12, Montmorency Community Consolidated School District #145, and Rock Falls Township High School District #301. **It should be noted that the city of Rock Falls has reduced its number of school districts from five (5) to four (4) with the annexation of the Riverdale School District by the Rock Falls Elementary School District #13.**

The city of Fulton's public school system has one (1) elementary school, one (1) middle school, and one (1) high school. There is one (1) parochial school in Fulton providing education for pre-kindergarten through 12th grade (**Exhibit 3-4**).

The city of Morrison's public school system has two (2) elementary schools (one within the north portion of city and one within the south), one (1) junior high school, and one (1) high school. In addition, the Morrison Institute of Technology is located within the city (**Exhibit 3-4**).

The city of Rock Falls' public school system has **two (2)** elementary schools, one (1) middle school, **two (2)** schools kindergarten through 8th grade, and one (1) high school. There is one (1) parochial school in Rock Falls providing education for pre-kindergarten through 8th grade (**Exhibit 3-4**).

The city of Sterling's public school system has four (4) elementary schools, one (1) middle school, and one (1) high school. In regard to parochial schools, there are two (2) that offer education in pre-kindergarten through 8th and one (1) high school (**Exhibit 3-4**). In addition, the city of Sterling houses a vocational school, the Whiteside Area Career Center. Lastly, the Sauk Valley Community College is located east of Sterling and offers numerous two (2) year specialty and associate degrees.

Churches. Exhibit 3-4 illustrates the locations of the 84 churches located within the communities of Fulton, Morrison, Rock Falls, and Sterling.

Cemeteries. There are ten (10) cemeteries within the project study area's communities: Fulton Township Cemetery, Cottonwood Cemetery (Ustick Township), Union Grove Cemetery (Union Grove Township), Morrison City Cemetery, Grove Hill Cemetery (Morrison), Round Grove Cemetery (Morrison), Como Cemetery (Hopkins Township), Coloma Township Cemetery (Rock Falls), Riverside Cemetery (Sterling), and Oak Knoll Memorial Park (Sterling) (**Exhibit 3-10**).

Other Public Facilities. Government facilities within the project study area include U.S. Post Offices in Fulton, Morrison, Rock Falls, and Sterling; City Halls in the cities of Fulton, Morrison, Rock Falls, and Sterling and the Whiteside County Courthouse in Morrison. Public facilities include libraries in all four (4) communities in addition to the Whiteside County Fairgrounds located in Morrison.

3.2.1.6 Land Use and Zoning

Existing Land Use. The land use in the project study area is dominated by agricultural ground and influenced by the Rock River. Other land uses include concentrations of residential areas, scattered farmsteads throughout the project study area, commercial/industrial, and environmentally sensitive areas.

The community of Fulton sits on the banks of the Mississippi River, which provides the city's western border. Fulton is mainly residential with one (1) large industrial land use, Drives Inc., located in the southern portion of the city.

The community of Morrison is surrounded by agricultural ground and scattered farmsteads. Within the city limits, the main residential areas exist to the north and south of the existing U.S. 30, which extends through the center of town. Commercial land use is found mainly along the U.S. 30 route in town and industrial land uses are located on the west side of town. Land use at the southeastern edge of the city has been converted into an industrial park. The park areas, schools, and the Whiteside County Fairgrounds are located in the southern portion of city. North of the city's residential area, the land use consists of open space which easily transitions into the Morrison Rockwood State Park (**Exhibit 3-10, p. 5**).

The community of Rock Falls consists of a mix of residential and commercial uses. The commercial uses are found mainly along U.S. 30, which extends east-west through town, and IL 40, which extends north-south through town. The northern border of the city is the Rock River, which is the divide between Rock Falls and Sterling. Along IL 40 proceeding south, there are numerous hotels, a Wal-Mart store, and access to the Hennepin Feeder Canal Trail. The Hennepin Feeder Canal Trail is a bike and hiking path which extends for approximately a hundred miles within five (5) counties.

The community of Sterling is a mix of residential, commercial, and industrial use. The CGH Medical Center and Sterling-Rock Falls Clinic reside in the center of town surrounded by

residential and commercial uses. A large portion of Sterling's commercial land use is located along the city's western edge where ASTEC Mobile Screens, Self Help Enterprises, and Halo Corp/Lee Wayne reside. The southern border of Sterling is bounded by the Rock River and industrial land use.

Zoning. The cities of Fulton and Morrison have zoning administrators and the cities of Rock Falls and Sterling have zoning boards that provide the authority for the land use within the project study area.

The cities of Sterling and Rock Falls have Comprehensive Land Use Plans. **The city of Sterling adopted their plan on April 20, 2006 and Rock Falls adopted a revised plan on July 19, 2011.** Whiteside County does not have a Comprehensive Land Use Plan but the county is zoned and has a zoning board that reviews and issues zoning permits.

County Level Planning Documents. Whiteside County has developed a plan in conjunction with the Illinois Department of Natural Resources (IDNR) called the "Whiteside County Greenways and Trails Plan." The plan identifies the bike/pedestrian trails along with natural and man-made resources that link the parks, nature preserves, cultural sites, and historic sites to each other throughout the county. In addition, the plan indicates whether trails are either paved or are gravel, are currently a dedicated trail, or proposed to be a dedicated trail. Please see **Exhibit 3-9** for the Greenways and Trails map.

Municipal Planning Documents.

Sterling. Sterling's Comprehensive Strategic Plan was adopted in 2006. The purpose of the plan is to direct community development and land use decisions, consolidate and direct redevelopment efforts, and focus and stimulate private housing, business, and industrial investment in the community.

The planning area for the Strategic Plan includes all lands currently within the City's corporate limits and land within five (5) miles of the City, but generally excluding Rock Falls and its 1 ½ mile Extraterritorial Jurisdiction (ETJ). The Plan provides information on how to accommodate and facilitate planned municipal expansion over a twenty-year period. The Plan also functions as a strategic plan by clarifying the City's objectives, being aware of the City's resources, and being responsive to a dynamic environment. According to the City of Sterling Comprehensive Strategic Plan, the plan is to provide clear, concise direction to policy-makers and the community over a three (3) to five (5) year timeframe.

The Strategic Plan recommends the preparation for more detailed plans over the next several years to provide more specific guidance in key areas. These plans are as follows: a Downtown Master Plan including riverfront development, design guidelines for downtown, streetscape plan, and redevelopment plans for the former Northwestern Steel and Wire, Lawrence Hardware, and National Hardware properties.

Rock Falls. **Rock Falls' Comprehensive Plan was adopted in 2011. The purpose of the plan is to promote orderly and beneficial development, helping to create a community that offers residents an attractive, efficient, and "resident-friendly" environment in which to live. According to the comprehensive plan, the city of Rock Falls has experienced slow and manageable growth until recording a recent stagnation and even a decrease in population based upon population estimates from the U.S. Bureau of the Census. Future growth should be anticipated, foresight provided to anticipate the challenges associated with growth, and appropriate policies and planning process should be in place to address growth when it occurs (City of Rock Falls 2011). The comprehensive plan addresses these issues and provides a basis for the policies which will shape the city of Rock Falls in the future.**

The comprehensive plan identified goals and objectives and also how to implement policies to accomplish these goals and objectives. Some of the key goals for Rock Falls include:

- **Promote the maintenance and improvement of existing development and promote new development at the City's edge or on re-development sites.**
- **Protect existing residential neighborhoods from intrusion by non-compatible land use activities.**
- **Develop an area-wide transportation planning and funding approach that maximizes efficiency and minimizes conflicts between modes of transportation.**
- **Promote the expansion, maintenance, and rehabilitation of utilities.**
- **Preserve and protect those features that reflect the unique history, natural resources and character of the city of Rock Falls.**
- **Enhance the appearance and quality of existing commercial businesses and industry (City of Rock Falls 2011).**

3.2.2 Environmental Consequences

The No-Build Alternative would have no additional impacts to socioeconomic resources in the project study area.

3.2.2.1 Environmental Justice

On February 11, 1994, President Clinton issued Executive Order (EO) 12898 on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. According to IDOT's CIA Manual, under this order, Federal agencies are directed to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. In addition to this E.O., FHWA has Order 6640.23 that establishes policies and procedures for FHWA to use in complying with E.O. 12898. In general, the FHWA must ensure greater public participation, improve research and data collection relating to the health and environment of

minority and low income populations, determine whether an adverse effect has a "disproportionately high" impact on minority or low income populations, and identify minimization or mitigation strategies to reduce impacts on minority and/or low income communities.

Identify Study Area and Compile Characteristics. As stated earlier in this chapter, the composition of the population within the project study area is predominantly white residents; with a range of **82.5** percent of the residents in Sterling to **97.3** percent in **Fulton**. A reconnaissance of the area does suggest that the minority populations are predominately located within the cities of Rock Falls and Sterling. In addition, a review of the median family income and percentage of families living below the poverty level was also reviewed. The focus became on the census tract, township, and city with the lowest median family income and highest percentage of families living below poverty level. The information presented previously in this chapter revealed those living within Census Tract 17, Coloma Township, and in the city of Rock Falls, has the lowest median family income and highest percentage of families living below poverty level.

Identify Locations of Minority and Low-Income Persons. A review of neighborhoods within the combination of Census Tract 17, Coloma Township, and the city of Rock Falls, revealed the Riverside Estates Manufactured Home Community as an area of Environmental Justice concern. This neighborhood is located outside of the city of Rock Falls. Approximately 50 manufactured homes are located within this community which is bounded by the Rock River on the west, the existing U.S. 30 roadway on the south, Regan Road on the east, and agricultural land to the north (**Exhibit 3-10, p.15**).

Determine Disproportionately High and Adverse Effects on Populations of Concern.
Build Alternatives 4 and 5 will both impact the Riverside Estates Manufactured Home Community (Exhibit 3-10, p. 5). Of the 50 manufactured homes within the community, six (6) residential homes along with one (1) home that serves as the sales office will be displaced by the proposed project.

Three (3) alignment options were investigated for the portion of the project from Moline Road to the eastern terminus of IL 40. The first alignment involved centering the proposed roadway on the existing alignment. The second alignment involved shifting the alignment 19 feet to the north so that the proposed eastbound lanes are in the same general area as the existing pavement. The third alignment was essentially the same as the second except that it involved a 19 foot shift to the south rather than the north. Each of the three (3) alignments necessitates the relocation of the six (6) residential mobile homes. Given that the resulting impacts along the north side of the highway are essentially of the same extent for all three (3) alignments, it was deemed appropriate to pursue the second alignment (northerly shift) in order to minimize additional impacts to properties along the south side of the highway. In this way, it was possible to minimize impacts to some properties within this portion of the project study area.

Although residents are being displaced in what may be a low-income residential area, the level of impact would not be disproportionately high as compared to the number of displacements. In a review of the area and the project roadway design as described above and because of the

community's location constraints and problematic terrain, it is not feasible from an engineering and safety position to avoid the displacements. Residential displacements will take place throughout the project area. This impact will be borne by residents of various income levels. In each instance, acquisition, relocation activities, and benefits will comply with provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the IDOT Land Acquisition Procedures Manual.

3.2.2.2 Title VI

There have been two (2) Public Informational Open houses **and a Public Hearing** for the proposed project. Groups of ethnic, racial or religious minorities or elderly or handicapped people are not present within the project study area. No groups or individuals have been or will be excluded from participation in public involvement activities, denied the benefit of the project or subjected to discrimination in any way on the basis of race, color, age, sex, national origin, disability, or religion.

3.2.2.3 Community Changes

Because the two (2) Build Alternatives being proposed both bypass the city of Morrison, the social and economic impacts on the community need to be assessed, therefore, the following subsections will focus on the effects of the proposed U.S. 30 bypass on the city of Morrison.

3.2.2.4 Bypass of the City of Morrison

In general, by rerouting traffic around small towns, highway bypasses can provide a number of direct transportation benefits if planned properly, such as diverting unwanted truck traffic, increasing roadway safety, reducing travel delays, improving local access for people and goods, and potentially make the community more attractive for economic development. In contrast, bypasses also have the potential to impact the local economies. Area business owners fear potential reductions in sales while civic leaders may look forward to redeveloping downtown or promoting development along the new bypass (City of Morrison 2009). These characteristics are comparable to the circumstances within the city of Morrison and will be discussed in the following subsections.

3.2.2.5 Alternative through the City of Morrison

In 2004, IDOT completed a study that proposed to widen U.S. 30 to a three-lane section through the city of Morrison from IL 78 North to French Creek. The public voiced strong opposition to the project and therefore the project limits were reduced to the section from Jackson Street to French Creek. The U.S. 30 improvements that are currently being proposed are for the construction of a four-lane transportation corridor. A four-lane section through town would cause more extensive impacts than those identified in the three-lane section 2004 study, which include:

- Displacements of churches, gas stations, historic properties, businesses, and residences,
- A reduction in sales and property tax receipts would result from any such displacements, and
- High truck traffic volumes would continue to cause noise and safety concerns within the business and residential areas through town.

In addition to the reasons listed above for not proposing to widen U.S. 30 through Morrison to a three-lane as part of the project, the following applied:

- Because existing U.S. 30 does bisect the city as a two-lane highway, the expansion of the roadway to four (4) lanes would have an impact on community cohesion. Mainly because the safety of pedestrians crossing U.S. 30 would decline and therefore decrease the desire of pedestrians to cross U.S. 30.
- A widening to three (3) lanes would not meet the IDOT engineering policy for the current study. A widening to three (3) lanes would not meet the project's Purpose and Need because three (3) lanes would fail to provide for an increase in transportation demand and provide roadway system continuity.

Because an alternative through the city of Morrison was not an alternative proposed by the CAG or studied as part of this Draft Environmental Impact Statement (DEIS), the following subsections will focus on the impacts associated with a North and South Bypass of the city of Morrison.

3.2.2.6 Comparison of a North and South Bypass on the city of Morrison

The existing U.S. 30 in the city of Morrison is a two-lane highway, with a three-lane portion that has recently been constructed on the east end of the city. The U.S. 30 route bisects the community by running east-west through the city. The substantial portions of the population reside on either side of the highway, either to the north or south of U.S. 30. A majority of the local businesses are located along both sides of U.S. 30 and along Main Street, which is one (1) block south of U.S. 30.

The low population combined with the surrounding agricultural land use, access to I-88 being approximately five (5) miles away, and no large cities within close proximity, makes the city of Morrison a rural community.

3.2.2.6.1 Community Cohesion (Morrison)

The two (2) Build Alternatives being proposed both bypass the city of Morrison, either to the north or to the south. To the extent that the existing through-town traffic on U.S. 30 would be diverted to a bypass, the ease of the movement of the residents across U.S. 30 would be enhanced. In addition, a substantial portion of the truck volume within the city of Morrison is

heavy trucks traveling through the area. A bypass would likely divert these trucks around the community, thereby reducing or eliminating difficulties they cause within the community of Morrison.

North Bypass (Build Alternative 4). Within the area (**Exhibit 3-10, Page 7**) just north of the Morrison city limits there are approximately 30 homes. These homes are located along the main road known as Norrish Road, and along the side roads, which are Browns Road and Tanglewild Drive. In a conversation with Morrison's City Administrator, it was stated that the area does not have a neighborhood or subdivision "name" but it does have neighborhood type characteristics such as housing types and location in regard to Morrison. The area has rolling terrain and forested area features. As shown on **Exhibit 3-10, p. 7**, the north bypass would bisect this "neighborhood" causing four (4) residential displacements, including one (1) farmstead, and thus creating an impact in the community cohesion.

South Bypass (Build Alternative 5). The south bypass does not separate residents from the community facilities or services, impose barriers among existing neighborhoods, or adversely affect vehicular or pedestrian patterns within the community, therefore, does not have an effect on community cohesion.

3.2.2.6.2 Changes in Travel Patterns (Morrison)

The change in travel patterns for the residents living within the city of Morrison most likely will not be altered with how they access their homes, businesses, and schools. The following subsections discuss how the traffic volumes will be impacted within Morrison in addition to how those traveling along U.S. 30 will access Morrison if a north or south bypass is constructed.

3.2.2.6.3 Traffic (Morrison)

Existing ADT on U.S. 30 within the city of Morrison varies. In Morrison, traffic volumes increase from 7,800 vehicles per day (vpd) on the west end of town at the junction of IL 78 North to 11,000 vpd downtown west of the IL 78 South intersection and decreases back to 9,600 vpd east to the intersection of Sawyer Road.

North Bypass (Build Alternative 4): Based on the O-DStudy that was conducted for the project study area, design year traffic projected for the year 2038, on a North Bypass is between 6,100 and 8,950 vpd. The traffic to remain on U.S. 30 through the city of Morrison would be up to 8,600 vpd.

South Bypass (Build Alternative 5): Based on the O-DStudy that was conducted for the project study area, design year traffic projected for the year 2038, on a South Bypass is between 7,400 and 9,000 vpd. The traffic to remain on U.S. 30 through the city of Morrison would be up to 7,100 vpd.

3.2.2.6.4 Access (Morrison)

The existing U.S. 30 route goes in an east-west direction bisecting the city. The roadway through town is primarily two-lane but varies from a rural cross section west of town with aggregate shoulders to a narrow two-lane urban section in town with curb and gutter and then to a three-lane section with a bi-directional turn lane on the east end of Morrison. In Morrison, the roadway has numerous direct access points to side-roads, commercial businesses and residences, and there are four (4) signalized intersections with a combination of left and right turn lanes.

Upon completion of a U.S. 30 improvement, whether with a north or south bypass, the existing U.S. 30 roadway through Morrison will likely remain the same. With the exception of the connection of the existing U.S. 30 roadway to a four-lane improvement on both sides of town, the route will not be rebuilt or reconstructed. In addition, with either a north or south bypass, **four (4)** access points will be provided for those traveling along the bypass to access Morrison.

North Bypass (Build Alternative 4): The existing U.S. 30 route would tie into the new four-lane improvement just north of the existing IL 78 North intersection on the west end of town. This alternative would have **four (4)** access points to local roads north and east of Morrison. At Norton Road, an access point would be needed on the north side of the new route and a cross-road intersection would be constructed at Norrish Road (**Exhibit 3-10, p. 7**). A cross-road intersection would be constructed to access at Hazel Road (**Exhibit 3-10, p. 8**). Lyndon Road would have an overpass and the new route would then tie into the existing U.S. 30 roadway east of Morrison between Lyndon Road and Yager Road (**Exhibit 3-10, p. 11**). **The first point of access into the city of Morrison while traveling on the northern bypass from the west is 3.27 miles; traveling from the east, it is 0.79 mile.**

South Bypass (Build Alternative 5): The existing U.S. 30 route would tie into the new four-lane improvement via Hillside Road (**Exhibit 3-10, p. 3**) and Garden Plain Road west of Morrison (**Exhibit 3-10, p. 6**). Besides these two (2) access points, this alternative would have **six (6)** more access points to local roads south of Morrison at Prairie Center Road **(south leg only)**, Henry Road, **Lister Road (north leg only),** IL 78 South, and **Lyndon Road (south leg only)** (**Exhibit 3-10, p. 9, 10 & 11**) before tying back into the existing U.S. 30 roadway east of Morrison between **Lyndon Road and Yager Road** (**Exhibit 3-10, p. 11**). **The first point of access into the city of Morrison while traveling on the southern bypass from the west is 3.50 miles; traveling from the east, it is 0.93 mile.**

3.2.2.6.5 Residential Displacements (Morrison)

There will be seven (7) residential displacements with a city of Morrison mailing address with either the north or south bypass (see **Exhibit 3-10**). No residential displacements will occur within the city limits of Morrison.

North Bypass. In addition to the seven (7) residential displacements discussed, there will be **12** displacements created by the north bypass, for a total of **19** residential displacements (including farmsteads) with a Morrison mailing address. Of the **12** displacements caused directly by the north bypass, **five (5)** are farmsteads.

South Bypass. In addition to the seven (7) residential displacements discussed, there will be **seven (7)** residential displacements (including **4** farmsteads) caused directly by the construction of a south bypass, for a total of **14** residential displacements with a Morrison mailing address.

With all residential relocations, provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, and the IDOT Land Acquisition Procedures Manual, will be utilized to provide for payment of just compensation of private property acquired for the project.

3.2.2.6.6 Businesses Impacts (Morrison)

According to the IDOT CIA Manual, when assessing a bypass of a community, there are three (3) types of categories for businesses: traffic-dependent, traffic-dependency uncertain, and typically not traffic-dependent. For this project, the businesses located along U.S. 30 (locally referred to as Lincolnway) and Main Street in Morrison were examined to determine their business category. **Table 3-15** identifies the **19** businesses within Morrison that could be in the traffic-dependent category, which include restaurants/lounges, convenience stores, confectionery/ice cream, gas stations, hotels/motel, and vegetable stands. After a review of traffic dependent businesses, it was determined that those most at risk for a decrease in business include the one (1) motel: the Parkview Motel; the four (4) gas stations: Fast Stop, Casey's General Store, Shop N' Go, and Shell; and the **four (4)** fast food restaurants: **McDonald's,** Dairy Queen, Subway, and Hardee's. The remaining traffic dependent businesses, although restaurants and lounges appear to be patronized by the local residents of Morrison, since a majority are located on Main Street and not U.S. 30.

There are approximately 52 businesses along U.S. 30 and Main Street that are either not at all or minimally dependent on traffic. These include: banks, car dealerships, law offices, insurance agents, car repair shops, retail stores, and a grocery store. These types of businesses are considered "destination" businesses, meaning a person intends to drive to this business to purchase a specific service and/or product.

With either the north bypass (Build Alternative 4) or the south bypass (Build Alternative 5), **one (1)** business, the Kreative Machining, with a Morrison address will be displaced. **Build Alternative 5 would displace an additional business with a Morrison address, the Diesel Depot**. Neither of these businesses is located within the "downtown" area of Morrison along U.S. 30 or Main Street; therefore, no businesses will be displaced by the proposed north or south bypass within the downtown area of Morrison.

Table 3-15: Traffic-Dependent Businesses within the City of Morrison

Business	Location
McDonald's	**U.S. 30 (E. Lincolnway)**
Dairy Queen	U.S. 30 (E. Lincolnway)
Mary's Restaurant	**U.S. 30 (E. Lincolnway)**
Parkview Motel	U.S. 30 (E. Lincolnway)
Fast Stop	U.S. 30 (E. Lincolnway)
Fat Boy's Bar & Grill	East Main Street
Casey's General Store	U.S. 30 (E. Lincolnway)
Subway	U.S. 30 (E. Lincolnway)
Original Taco	**East Main Street**
Main Street Coffee Shop	East Main Street
Da-Bar	East Main Street
Happy Joe's Pizza	West Main Street
KJ's Bar & Grill	West Main Street
Isle of Rhodes Restaurant	West Main Street
Hardee's Restaurant	West Main Street
China House	West Main Street
Shell Gas Station	U.S. 30 (W. Lincolnway)
Shop N Go Gas Station	U.S. 30 (W. Lincolnway)
The Family Chef Restaurant	U.S. 30 (W. Lincolnway)

Although there are no "direct" business impacts with the construction of a bypass, the motel, gas stations, and fast food restaurant businesses could experience a reduction in business. Studies **of bypasses on rural communities** indicate that if businesses work with the State to properly plan for the bypass, these businesses could minimize the impacts of a bypass by adding signs along the new U.S. 30 route directing travelers to their businesses. In addition, if business does decrease for a long period of time, the business owner could evaluate the potential of relocating along the bypass.

3.2.2.6.7 Land Use Impacts (Morrison)

Table 3-16 identifies the amount of **privately held** acres to be converted to **public** right-of-way for the portions of the project where Build Alternatives 4 and 5 do not share the same proposed alignment. Therefore, the acreage listed below is what will be required for the construction of only a north bypass alignment and only for the construction of a south bypass alignment.

North Bypass would require a total of **267** acres of land to be converted to right-of-way, 92 percent of which is agricultural land.

South Bypass would require a total of **269** acres of land to be converted to right-of-way, 97 percent of which is agricultural land.

In addition, it is anticipated that both bypass alternatives would spur development adjacent to the bypass, therefore, creating some secondary conversion land use impacts.

Table 3-16: Comparison of Area Converted to ROW for the North and South Bypass		
Land Use	**North Bypass (*Alternative 4*) (acres)**	**South Bypass (*Alternative 5*) (acres)**
Residential	**19.8**	**5.7**
Commercial	**0.6**	**0.3**
Agriculture*	**246**	**261**
No Parcel Class**	**0.8**	**1.5**
TOTAL	**267**	**269**

*** Includes forest/woodland acreage**
**** No primary use**

3.2.2.6.8 Economic and Tax Revenue Impacts (Morrison)

The local economic base largely consists of revenue from Whiteside County government services, property taxes, and sales tax. Please see **Table 3-17** for the revenue generators for the city of Morrison. The table illustrates that the Whiteside County government generates the largest revenue for the city with **$1,676,000** revenue generated in **2012**. The next highest revenue generator for the city is **property** tax with a total of **$507,000** generated in **2012**. The third highest revenue generator for the city is **sales** taxes, generating **$495,000** in **2012**. This type of sales tax revenue indicates there are most likely two (2) to three (3) car dealerships within the city of Morrison, which usually are considerable revenue generators for rural communities. In addition, according to the United States Department of Agriculture (USDA) National Agricultural Statistics Service (NASS), in **2010**, Whiteside County ranked **sixth** in the State for livestock cash receipts totaling approximately **$45** million and also has crop cash receipts totaling approximately **$193** million.

Table 3-17: Revenue Generators City of Morrison (FY 2012)	
Revenues	**Amount ($)**
Government: Charges for Services	**$1,676,000**
Property Taxes	**$507,000**
Sales Tax	**$495,000**
Other Taxes	**$438,000**
State Income Tax	**$334,000**
Capital Grants/contributions	**$271,000**
Miscellaneous	**$64,000**
Unrestricted Investment Earnings	**$11,000**
Total Revenues	**$3,796,000**

Source: City of Morrison, Illinois: Annual Financial Report for Fiscal Year ended **April 30, 2012**

Both the north and south bypass could impact the businesses and thus the sales tax generated within the city of Morrison. This is because the construction of a bypass could cause a decrease in business revenue. But as stated in the previous paragraph, if businesses work with the State to properly plan for the bypass, these businesses could minimize these impacts.

There will be no displacements of Whiteside County Government buildings or any businesses within the city of Morrison; therefore, there will be no direct impact on the employment and/or services of the largest revenue generator, the Whiteside County Government, for the city of Morrison.

There will be a minimum of **235** acres of **privately owned** agricultural land converted to public land for the construction of a north or south bypass. This will have an impact on the amount of lands to be taxed by Whiteside County. But, with the construction of a bypass, it is typical for new businesses and/or residential areas to develop along a new roadway. Therefore, Morrison may be able to regain some of this loss in property tax generated from agricultural ground through new businesses and/or residential developments.

3.2.2.6.9 Summary and Mitigation Measures of the Bypass of Morrison

There are several options for mitigating impacts of a bypass on a business community. Mitigation in which IDOT can work with Morrison includes new or additional signage, business-route designations, and access improvements. Mitigation measures that can be carried out by the city of Morrison include an advertising and logo identification for the city, a zoning plan, and an economic development plan.

Lastly, U.S. 30 will remain open as a business route within the city of Morrison and access to the city of Morrison and its businesses will not be eliminated as a result of a north or south bypass. The access that is being proposed with either the north or south bypass will allow the local traffic along with the through traffic to continue visiting the city of Morrison and its businesses. According to the IDOT CIA Manual, studies have shown that traffic dependent businesses could decline and eventually close after a bypass has been constructed. However, in combination with mitigation measures such as signing along the new U.S. 30 route in addition to other city sponsored mitigation measures such as an economic development plan, the impacts to the businesses of Morrison can be minimized.

It should be noted that because the existing U.S. 30 in Whiteside County is part of the Lincoln Highway National Scenic Byway, placement of outdoor advertisement signs, which are signs that advertise a commercial activity that does not take place on the property that the sign is located on, are restricted from being placed on the byway. However, if new signs are “directional or other official” signs, then they are allowed with approval by the Department.

3.2.2.7 Community Cohesion (Fulton, Rock Falls, and Sterling)

The proposed Build Alternatives would be located approximately 1.5 miles away from Fulton and 1.5 miles away from Sterling. Neither of the Build Alternatives would separate residents from the community facilities or services, impose barriers among existing neighborhoods, or adversely affect vehicular or pedestrian patterns within the community.

In regard to the city of Rock Falls, improvements are being proposed for portions of the city outside of the concentrations of the residential area, and as for the same reasons listed above for Fulton and Sterling, there will be no effect on community cohesion.

3.2.2.8 Change in Travel Patterns

The local travel patterns within the communities of Fulton, Rock Falls, and Sterling will not be altered by either Build Alternative 4 or 5.

The area-wide travel (or through traffic) patterns for the traveling public would change with Build Alternative 4 and 5 by decreasing the time for travel. Per the project's Origin Destination Study, the through traffic would not show a preference of utilizing Build Alternative 4 or Build Alternative 5.

In regard to the combined traffic, which is the local traffic combined with through traffic, Build Alternative 5 would lure 7,400 to 9,000 vpd while traveling around the city of Morrison as compared to Build Alternative 4 which would lure 6,100 to 8,950 vpd.

3.2.2.9 Residential and Business Relocations

Transportation projects can result in the acquisition of property and displacement of residents and businesses when new right-of-way is required. The acquisition of these properties will be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act). The Uniform Act provides for uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects. As required by the United States and Illinois Constitutions, just compensation must be provided for property to be acquired. Fair Market Value (FMV) is accepted as the standard for determining just compensation.

Under the Uniform Act, in addition to just compensation, displaced residents are entitled to benefits to minimize hardships of relocation such as acquisition and relocation assistance designed to help residents and businesses with reimbursement claims and the lease or purchase of new locations. Relocation advisory assistance would be provided to owners and renters of displaced properties. Relocation advisory benefits include but not limited to determining the needs and preferences of displaced persons, providing current and ongoing listings of comparable descent safe and sanitary dwellings for residential displacements, providing transportation to search for replacement housing, as well as financial referrals and housing inspection. Displaced residents would also be entitled to counseling and other assistance to minimize hardship in adjusting to the relocation. The Uniform Act would allow for reimbursement for

moving expenses and payment for the added cost of renting or purchasing comparable replacement housing.

Comparable business locations and residential housing are generally characterized as housing that would meet the needs of displacees in terms of price, size, location, and market availability. Market data from multi-listing services were reviewed to determine the availability of similar replacement properties. The market data shows that a sufficient number of comparable replacement homes at similar values and in the same general areas are available.

The No-Build Alternative would not displace any residences or businesses.

In the portions of the proposed project where Build Alternatives 4 and 5 share the same proposed alignment, 27 displacements would be required. Overall, Build Alternative 4 would require a total of **39** residential displacements, **11** of which are farmsteads. Build Alternative 5 would require a total of **34** residential displacements, **10** of which are farmsteads. **Exhibit 3-10** illustrates these displacements.

The four (4) same businesses would be displaced by Build Alternatives 4 and 5. **Build Alternative 5 will displace an additional business for a total of five (5) displacements. Table 3-18** lists the businesses to be displaced.

Table 3-18: Business Displacements

Business	Location	# of Employees	# of Years in Business	Type of Company
Maple Lane Motel	Fulton: Frog Pond Road	1	19	Private
Kreative Machining	Morrison: Round Grove Road	1	13	Private
Riverside Mobile Estates (Sales Office)	Rock Falls: Regan Road	1	Not Found	Private
The Diesel Depot	**Morrison: U.S. 30**	**2**	**17**	**Private**
Double G Arena & WAHL Equestrian Center	**Sterling: U.S. 30**	**10**	**17**	**Private**

Source: Manta

3.2.2.10 Community Services/Facilities

Neither Build Alternative 4 nor 5 would displace any public facility or service.

Right-of-way will be required by both Build Alternatives from **one (1)** church property located in Rock Falls. Approximately **0.34** acre will be acquired from the Rock River First Church of God, which is adjacent to U.S. 30 just west of the Rock River. No structures on these properties will be impacted and access will remain the same.

Both Build Alternatives would acquire **7.3** acres of undeveloped public land from Whiteside County. The property to be purchased is located on the south side of U.S. 30 behind the Whiteside County Highway Department and Public Works Department building across from the Whiteside County Landfill just east of Morrison. **In addition, Build Alternative 4 requires 0.8 acre of undeveloped public land from Whiteside County. This property is located on the south side of existing U.S. 30 to the west of the Whiteside County Highway Department building. This acquisition would involve the purchase of a small shed. The public property is required in order to avoid impacts to the Prairie Hill Landfill.**

Access to all public services and facilities will remain unchanged for the residents of Fulton, Rock Falls, and Sterling. For the residents of Morrison, emergency service routes may need to be adjusted because both Build Alternatives bypass the city and provide limited access points from the proposed U.S. 30 route. It is possible that with the construction of the proposed project, emergency vehicles could benefit as a result of the increase in travel speeds, additional capacity, and improved safety conditions. In general, provisions of emergency services will remain the same and emergency services to the residents of Morrison and the surrounding service areas would not be affected adversely by the proposed project.

A majority of those attending the public schools within Morrison ride the bus. There is some concern that a bypass created by either Build Alternative 4 or 5 would prevent the school buses from accessing residents within this area. School bus routes may need to be altered during and after the construction of the project.

Lastly, during the preferred alternative selection process, IDOT will assess the needs of the bicyclists within the project study area. This assessment will determine if bicycle travel within the project study area and from the outlying areas justifies including bicycle accommodations as part of the proposed project.

3.2.2.11 Land Use Changes

Build Alternative 4 will require a total of approximately **676** acres **of privately owned land** to be converted to **public** right-of-way for the proposed project. As shown in **Table 3-19**, **approximately 89** percent of the land to be converted is agricultural land.

Build Alternative 5 will require a total of approximately **678** acres **of privately owned land** to be converted to **public** right-of-way for the proposed project. As shown in **Table 3-19**, approximately 92 percent of the land to be converted to right-of-way is agricultural land.

Table 3-19: Land to be Converted to ROW				
Land Use	Acreage Converted		% of Total Land Use Converted	
	Alternative 4	Alternative 5	Alternative 4	Alternative 5
Residential	**53**	**33.1**	**7.8%**	**4.9%**
Commercial	**12.3**	**12.0**	**1.8%**	**1.8%**
Agriculture	**600**	**622**	**88.8%**	**91.7%**
Railroad	**3.3**	**3.3**	**0.5%**	**0.5%**
Public Facilities	7.4	7.4	**1.1%**	**1.1%**
TOTAL	**676**	**678**	---	---

3.2.2.12 Property Values

When roads are expanded or new roads constructed, the market value of adjacent properties may be affected. Local units of government base their residential property assessments (property value) on sale prices (market prices). With this approach, it is difficult to speculate on property value impacts, since property must be sold to determine its market value and then a comparison made to recent sales prices for similar properties.

Proximity of a road to a residence is a factor buyers would consider in purchasing a residence, but the importance of "road setback" varies considerably among study area residents and prospective home buyers. There are examples of newer and older residences throughout the project study area with a wide range of setbacks from U.S. 30.

Improvements to U.S. 30 may be expected to have a positive effect on property values over the long term in areas where the improvements stimulate new development. **Proximity studies that will be done during the appraisal process will determine how much property value is diminished by the improvement.**

3.2.2.13 Employment

As previously stated in this chapter, the Whiteside County region has been battling steadily increasing unemployment rates. The closing of the GE plant in Morrison and the Stanley/National plant in the city of Rock Falls eliminated approximately 377 jobs from the project study area. Construction of either Build Alternative 4 or 5 would create temporary construction-related jobs. **Table 3-20** shows the potential temporary labor force increases that could result from the creation of construction jobs related to the proposed U.S. 30 project.

Table 3-20: Construction-Related Employment and Generated Income for Build Alternatives 4 and 5						
Employment Type	**Cost of Construction (Millions)**		**Multiplier**		**Total Jobs**	
	Alt 4	**Alt 5**	**Alt 4**	**Alt 5**	**Alt 4**	**Alt 5**
Direct Employment	**$437**	**$405**	7.1 (Low)	7.1 (Low)	**310**	**288**
			9.75 (High)	9.75 (High)	**426**	**395**
Indirect Employment	**$437**	**$405**	9.25 (Low)	9.25 (Low)	**404**	**375**
			12.7 (High)	12.7 (High)	**555**	**514**
Induced Employment	**$437**	**$405**	10.5	10.5	**459**	**425**
TOTAL JOBS	---	---	---	---	**1,173-1,440**	**1,088-1,334**
	$437	**$405**	1.94	1.94	**$84,778,000**	**$78,570,000**

Source: The multipliers were provided in the IDOT CIA Manual via Robert Gorman, FHWA. 1985. *Analysis of Employment Statistics: Field Survey to Determine Employment Impacts of the Surface Transportation Act of 1982.*

Build Alternative 4. Construction of Build Alternative 4 is estimated to cost approximately $**437** million. In turn, Build Alternative 4 has the potential to create between **310** and **426** direct on-site construction jobs, between **404** and **555** offsite manufacture and preparation of supplies and equipment jobs (indirect employment), and **459** induced jobs, which is employment generated to fulfill demand for goods and services to newly employed households. In total, the proposed construction of Build Alternative 4 could result in an estimated total employment of **1,173** to **1,440** people. Income generated by the Build Alternative 4 is estimated at $**84.8** million.

Build Alternative 5. Construction of Build Alternative 5 is estimated to cost approximately $**405** million. In turn, Build Alternative 5 has the potential to create between **288** and **395** direct on-site construction jobs, between **375** and **514** offsite manufacture and preparation of supplies and equipment jobs (indirect employment), and **425** induced jobs. In total, the proposed construction of Build Alternative 5 could result in an estimated total employment of **1,088** to **1,334** people. Income generated by the Build Alternative 5 is estimated at $**78.6** million.

Economic impacts would not be experienced solely in the project study area. The impact would depend on availability of local labor and materials. Also, some of the jobs "created" represent existing jobs that would remain filled because of the road construction project rather than new jobs. Jobs created include both temporary and full-time jobs. The methodology does not distinguish between such jobs, nor can it determine the duration of a worker's employment. Not all job creation would occur in the project study area. **Table 3-20** reflects the potential temporary labor force increases that could result from the creation of construction jobs related to the proposed project.

3.2.2.14 Tax Revenues Impacts

A short-term tax revenue loss in the region will result from converting taxable land into a nontaxable transportation use. To evaluate the tax losses, information was obtained from the Whiteside County Tax Assessors' Office. All taxing districts, including schools, fire protection, sanitary districts, and individual communities were delineated. The results of this analysis are summarized in **Table 3-21**, with detail of impact to each taxing body. The tax loss analysis shows that total annual property tax losses are estimated to be **$168,878, or 4.4 percent** of the total annual taxes collected by the taxing entities for Build Alternative 4. For Build Alternative 5, the estimate is **$144,749, or 3.8 percent**.

Table 3-21: Tax Revenue Loss Analysis

Taxing Unit	Additional ROW (acres)[1]	EAV of Land[2] ($)	Market Value of Structures[3]($)	Tax Rates for 2011[4]	Revenue Loss in 2011 Dollars[5]	2011Total Assessed Taxes[6]($)	Percent Tax Loss[7]
BUILD ALTERNATIVE 4							
Whiteside County	**676**	**131,820**	**8,312,692**	**1.0863**	**31,502**	**8,374,903**	0.38
Special Service Area #1	156	**30,030**	1,533,769	**0.1577**	**852**	**644,493**	**0.13**
Fulton School Unit 2	83	**16,185**	747,355	**4.6149**	**12,231**	**4,822,279**	**0.25**
Morrison School Unit 6	**422**	**82,290**	**3,051,149**	**5.0495**	**55,459**	**5,156,677**	**1.10**
Sterling School Unit 5	168	**32,760**	2,176,965	**4.5733**	**34,651**	**12,803,136**	**0.27**
Sauk Valley Unit 506	**676**	**131,820**	**8,312,692**	**0.4422**	**12,243**	**3,205,914**	**0.38**
Morrison Fire District	**468**	**91,200**	**4,562,841**	Self Collected	---	---	---
Sterling Fire District	140	**27,300**	986,838	**0.1813**	**645**	**206,402**	0.31
Rock Falls Fire District	15	**2,925**	716,791	**0.1753**	**423**	**108,972**	0.38
Fulton Fire District	64	**12,480**	428,597	**0.4110**	**637**	**295,377**	**0.21**
Fulton Flood District	64	**12,480**	243,455	**0.1608**	**150**	**100,068**	**0.15**
Rock Falls Library District	**15**	**2,925**	716,791	**0.8113**	**1,960**	**223,076**	**0.88**
Morrison Hospital District	**500**	**97,500**	**4,990,329**	**0.6013**	**10,578**	**853,215**	**1.20**
Coloma Park District	15	**2,925**	716,791	**0.6053**	**1,462**	**642,950**	**0.23**

Table 3-21: Tax Revenue Loss Analysis							
Taxing Unit	**Additional ROW (acres)[1]**	**EAV of Land[2] ($)**	**Market Value of Structures[3]($)**	**Tax Rates for 2011[4]**	**Revenue Loss in 2011 Dollars[5]**	**2011Total Assessed Taxes[6]($)**	**Percent Tax Loss[7]**
Fulton Township	43	**8,385**	243,455	**0.1947**	**174**	**123,411**	**0.14**
Ustick Township	48	**9,360**	858,902	**0.5597**	**1,653**	**59,139**	**2.80**
Union Grove Township	163	**31,785**	303,476	**0.2894**	**404**	**80,910**	**0.50**
Mount Pleasant Township	**232**	**45,240**	**2,665,573**	**0.1544**	**1,440**	**99,475**	**1.44**
Hopkins Township	175	**34,125**	1,964,074	**0.2820**	**1,940**	**98,860**	**2.00**
Coloma Township	15	**2,925**	835,125	**0.1688**	**474**	**172,190**	0.28
TOTAL/AVERAGE					**$168,878**		**4.4%**
BUILD ALTERNATIVE 5							
Whiteside County	**678**	**132,210**	**7,533,065**	**1.0863**	**28,686**	**8,374,903**	**0.34**
Special Service Area #1	156	**32,760**	1,533,769	**0.1577**	**857**	**644,493**	**0.13**
Fulton School Unit 2	83	**16,185**	747,355	**4.6149**	**12,231**	**4,822,279**	**0.25**
Morrison School Unit 6	**419**	**81,705**	**2,050,136**	**5.0495**	**38,598**	**5,156,677**	**0.75**
Sterling School Unit 5	168	**32,760**	**2,176,965**	**4.5733**	**34,651**	**12,803,136**	**0.27**
Sauk Valley Unit 506	**678**	**132,210**	**7,533,065**	**0.4422**	**11,677**	**3,205,914**	**0.36**
Morrison Fire District	**465**	**90,675**	**2,538,754**	Self Collected	---	---	---
Sterling Fire District	140	**27,300**	**986,838**	0.1813	**645**	**206,402**	0.31
Rock Falls Fire District	15	2,370	716,791	**0.1753**	**423**	**108,972**	0.38
Fulton Fire District	64	**12,480**	428,597	**0.4110**	**637**	**295,377**	**0.22**
Fulton Flood District	54	**10,530**	243,455	**0.1608**	**147**	**100,068**	**0.15**
Rock Falls Library District	15	**2,925**	716,791	**0.8113**	**1,960**	**223,076**	**0.88**
Morrison Hospital District	**497**	**96,915**	**3,422,900**	**0.6013**	**7,436**	**853,215**	**0.87**
Coloma Park District	15	**2,925**	716,791	**0.6053**	**1,462**	**642,950**	**0.23**
Fulton Township	43	**8,385**	243,455	**0.1947**	**174**	**123,411**	**0.14**
Ustick Township	48	**9,360**	858,902	**0.5597**	**1,653**	**59,139**	**2.80**
Union Grove Township	198	**38,610**	303,476	**0.2894**	**404**	**80,910**	**0.50**

Table 3-21: Tax Revenue Loss Analysis							
Taxing Unit	**Additional ROW (acres)[1]**	**EAV of Land[2] ($)**	**Market Value of Structures[3]($)**	**Tax Rates for 2011[4]**	**Revenue Loss in 2011 Dollars[5]**	**2011Total Assessed Taxes[6]($)**	**Percent Tax Loss[7]**
Mount Pleasant Township	**199**	**38,805**	**1,227,478**	**0.1544**	**691**	**99,475**	**0.70**
Hopkins Township	175	**34,125**	1,964,074	**0.2820**	**1,940**	**98,860**	**1.96**
Coloma Township	15	**2,925**	835,125	**0.1688**	**474**	**172,190**	0.28
TOTAL/AVERAGE					**$144,749**		**3.8%**

[1]New right-of-way (ROW) required for construction
[2]Equalized Assess Valuation (EAV) = Additional right-of-way (ROW) multiplied by **$195**/acre
[3]Structures within ROW to be acquired: $118,334 per residence; $243,455 per commercial; $66,808 per farm building (Note: these values reflect estimates made by the consultant team and in no way predict the actual purchase price to be offered to individual owners of properties and/or structures. The fair market value of any portion of a land owner's property needed for a proposed highway improvement will be determined by qualified real estate appraiser)
[4]Dollars per $100 of assessed valuation
[5][(EAV of land) + (market value of structures x 0.333)/100] x tax rate
[6]Total assessed property tax for **2011** (Source: Whiteside County Tax Assessor's Office)
[7]Percent of revenue lost from highway construction

3.3 Agriculture

3.3.1 Affected Environment

Agriculture is a major land use in Whiteside County. According to the 2007 Census of Agriculture, the combined agricultural lands account for 92.5 percent of land in the county. As shown in **Table 3-22**, in total, Whiteside County has 405,333 acres of land in agricultural production.

Table 3-22: Agricultural Lands		
	Whiteside County	**Illinois**
Total Land Areas (Acres)	438,137	36,058,700
Total Land in Farms (Acres)	405,333	26,775,100
Percent of Total Land in Farms	92.5	75.4
Number of Farms	1,132	76,860
Average Farm Size (Acres)	358	348
Average Farm Value ($)	1,367,865	1,321,080

Source: USDA-NASS, 2007 Census of Agriculture

Table 3-23 shows farm data trends between 2002 and 2007. Over this period, the average farm size (in acres) in Whiteside County decreased, but the number of farms and total farmland acreage increased substantially. Average farm value has increased by more than 43 percent.

Table 3-23: Trends in Agricultural Resources			
Whiteside County	**2002**	**2007**	**Percent Change**
Farmland (acres)	379,366	405,333	+6.8
Number of Farms	1,001	1,132	+13.1
Average Farm Size (acres)	379	358	-5.5
Average Farm Value	955,300	1,367,865	+43.2

Source: USDA-NASS, 2007 Census of Agriculture

The three (3) main crops in Whiteside County are corn, soybeans, and wheat. Illinois ranks 2nd in the U.S. in both corn and soybean production. Whiteside County is ranked 10th in the State in corn production and 57th in soybean production. Livestock production is also economically important, with Whiteside County ranking 10th in the State in number of head of cattle and 7th in total receipts for livestock. **Table 3-24** summarizes cash receipts by agricultural product generated in Whiteside County in 2008.

Table 3-24: Cash Crop Receipts, 2008 (thousand dollars)		
Crop	**Whiteside County**	**Illinois**
Corn	177,211	8,878,418
Soybeans	39,849	4,163,157
Wheat	1,512	44,929
Other Crops	7,302	741,155
Total Crop	*225,874*	*14,232,028*
Livestock	51,723	2,125,189
Total Receipts	*277,597*	*16,357,217*

Source: USDA-NASS, 2009 Illinois Annual Statistics Bulletin

3.3.1.1 Agricultural Land Protection

Conservation Reserve Program. The Conservation Reserve Program (CRP) is available to agricultural producers to take highly erodible or environmentally sensitive lands out of agricultural production for contract periods of 10 to 15 years. Contracted farmers plant permanent areas of vegetative cover such as native grasses, wildlife plantings, trees, filter strips, or riparian buffers, which reduce erosion, improve surface water quality, and provide habitat for wildlife. In return, contracted farmers receive annual rental payments, incentive payments for certain activities, and cost-share assistance to establish protective vegetation.

Agricultural Areas Conservation and Protection Act. The Agricultural Areas Conservation and Protection Act (P.A. 81-1173) provides protection and enhancement of agricultural land as a viable segment of the State's economy and as an economic and environmental resource of major importance. These areas, also known as "ag areas," consist of 350 or more contiguous acres of land. They are organized among local landowners and county governments, then registered as an Agricultural Protection Area with the Illinois Department of Agriculture (IDOA) for the purpose of designating blocks of land that are committed to the production of agricultural

commodities. As of the most recent Agricultural Areas Annual Report (IDOA, 2009), Whiteside County did not contain any Agricultural Protection Areas.

Centennial Farms. Centennial farms are farms that have been owned by a straight or collateral line of descendants of the original owner for more than 100 years. The Centennial Farms program honors generations of farmers who have worked to maintain family farms in Illinois. There are 93 centennial farms currently registered for Whiteside County, 18 of which fall within the project study area (see **Exhibit 3-10**).

Sesquicentennial Farms. Sesquicentennial farms are farms that have been owned by a straight or collateral line of descendants of the original owner for more than 150 years. The Sesquicentennial Farms program honors generations of farmers who have worked to maintain family farms in Illinois. There are six (6) sesquicentennial farms in Whiteside County, one (1) of which is within the project study area (see **Exhibit 3-10, p. 3**; listed as Sesquicentennial Farm Parcel ID: 0232400003).

3.3.1.2 Soils

The soils throughout Whiteside County and the project study area range from good to ideal for agricultural use. The soils are generally well-drained to excessively well-drained, experience no flooding (except immediately adjacent to Rock Creek and the Rock River), and are generally flat (0-5% slopes).

As defined by the USDA Natural Resource Conservation Service (NRCS), agricultural lands are divided into two (2) principal categories: prime farmland and additional farmland of statewide importance (or “important farmland”). Prime farmland is defined as land with the best combination of physical and chemical properties for producing food, feed, forage, fiber, and oilseed crops. Prime farmlands must have the soil quality, growing season, and moisture supply needed to produce economically sustained high yields when treated and managed according to acceptable farming methods. Prime farmland is generally used in Whiteside County, and statewide, for the production of corn and soybeans, which account for most of the local agricultural income each year. Whiteside County contains nearly 300,000 acres of prime farmland, more than 66 percent of all soils in the county. Important farmland is defined as land of statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Important farmlands include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Whiteside County contains more than 80,000 acres of important farmlands, or approximately 18 percent of all soils in the county. Nearly 85 percent of all soils in Whiteside County are prime or important farmlands.

3.3.2 Environmental Consequences

This section describes the Build Alternatives' impacts to farm operations. A farm operation is defined as one (1) or more parcels of land farmed as a single unit. Although farmed under single management, a farm operation may be under multiple ownerships. The Whiteside County USDA/Farm Service Agency provided information on farm boundaries and owners/operators of individual farm units in the project study area.

The Federal Farmland Protection Policy Act, enacted by Congress in 1984, established criteria for identifying and considering the effects of Federal programs on the conversion of farmland to nonagricultural uses. The fundamental purpose of the Act is to minimize the extent of farmland conversion and impacts and to "assure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with State, unit of local government, and private programs and policies to protect farmland." The Build Alternatives described in Chapter 2 were developed to limit severances and overall agricultural impacts to the extent practicable.

The agricultural impacts discussed in this section belong to two (2) primary categories: impacts to existing farm operations and impacts to soils that do or potentially could support agricultural production. Impacts to farm operations include loss of farmland, farmland severances with the associated changes in cropping patterns, irrigation practices and field access, and displacement of farm residences and outbuildings. For the purpose of this discussion, farmland is defined as cropland and other cover types found on farms. Cropland includes cropped fields, pasture and hay land, vineyards, orchards, and the maintained grounds that support farm operations (areas that surround farm outbuildings). Impacts to agricultural soils are quantified based on the soil characteristics determined by the NRCS. Each soil map unit has been categorized by the NRCS based on its ability to support agricultural production. These impacts are represented primarily as acres of Prime and/or Important Soils, as discussed previously, and are a main component of the Land Evaluation and Site Assessment (LESA) system that is discussed in Section 3.3.2.5. Because the assessment of soil qualities is independent of existing land uses at any given time, measures of impacts to soils classified as Prime and/or Important Farmland captures the areas suitable for agricultural production, whether or not those soils are currently in agricultural production. Therefore, measures of impacts to farmland soils will differ from the values assessed for impacts to existing agricultural land uses. Both soil capability and land use are incorporated in the LESA system to assign the scores that appear on the AD-1006 Form (see Section 3.3.2.5).

The No-Build Alternative would not acquire land from farm operations in the project study area. However, as traffic volumes increase, travel efficiency and possibly safety for farm vehicles using U.S. 30 would be expected to decline.

3.3.2.1 Agricultural Acres Required

Total Farmland Converted. Table 3-25 shows a summary of the key agricultural impacts of Build Alternatives 4 and 5. Build Alternatives 4 and 5 would convert **600** acres or **622** acres of agricultural land, respectively. Build Alternative 4 would impact **105** farm operations and displace **11** farmsteads, while Build Alternative 5 would impact **106** farms and displace **10** farmsteads. These impacts would constitute approximately one-tenth of one percent of the total farmland acres in the Whiteside County.

Table 3-25: Summary of Agricultural Impacts for Build Alternatives

Agricultural Impact Type	Alternative 4	Alternative 5
Number of Farms Affected	**105**	**106**
Farmsteads Displaced (#)	**11**	**10**
Centennial Farms Affected (#)	2*	3*
Farmland Area Converted (acres)	**600**	**622**
Severed Farm Parcels (#)	**36**	**40**

*Includes one (1) Sesquicentennial Farm

Conservation Reserve Program. Conversion of CRP lands to highway right-of-way will violate the terms of the 10 to 15 year contracts between the NRCS and the farm operator, which will require IDOT to coordinate with NRCS to determine if there will be financial consequences of acquiring CRP lands. A full assessment of impacts to CRP lands will be completed for the preferred alternative.

Centennial Farms. Build Alternative 4 would affect land from one (1) centennial farm and one (1) sesquicentennial farm while Alternative 5 would affect the same two (2) plus one (1) additional centennial farm property. Alternatives 4 and 5 would each convert 5.2 acres and 6.19 acres of the Abbott and Mathew farms to new right-of-way. The Abbott Sesquicentennial Farm is located west of Morrison along the existing U.S. 30/Lincoln Road and the Mathew Centennial Farm operation is located east of Morrison along the existing U.S.30/Lincoln Road. Impacts to both of these properties will result from widening of existing right-of-way. Build Alternative 5 bypasses Morrison to the south along new alignment and would require 8.3 acres from the Anderson Centennial Farm located south of Garden Plain Road. Build Alternative 5 would sever the property diagonally into two (2) approximately equal halves.

3.3.2.2 Land Capability Groupings

Prime and Important Soils. Approximately **75** percent of the land within the proposed right-of-way (ROW) for both Build Alternatives 4 and 5 is classified as prime farmland soil. An additional **20** percent is classified as farmland of statewide importance**.** Therefore, approximately **501** acres of the total area converted to right-of-way for Build Alternative 4 and **509** acres of the total area converted to right-of-way for Build Alternative 5 would be prime farmland. An additional **140** acres and **148** acres of the total area converted to right-of-way for Build Alternative 4 and 5,

respectively, would be farmland of statewide importance. As shown in **Table 3-26**, the composition of soils within the two (2) alternatives is broadly similar.

Table 3-26: Conversion of Prime Farmland Soils

Farmland Soil Category	Build Alternative 4	Build Alternative 5
Prime Farmland Soils (acres)	**501**	**509**
Important Farmland Soils (acres)	**140**	**148**
Not Prime Farmland Soils (acres)	**35**	**21**

Source: USDA-NRCS Whiteside County Soil Survey

Land Capability Classes. There are 73 soil types within the proposed right-of-way for Build Alternatives 4 and 5. The soils represented on the Whiteside County soil maps that fall within the right-of-way for the two (2) Build Alternatives were identified and classified by soil capability. Generally, Class I and II are considered prime farmland soils. See **Table 3-27** for a summary of the acreages of soils in the proposed right-of-way by capability class. The NRCS soil maps do not accurately reflect current land use, as some of these soils may have already been converted to non-agricultural uses. The numbers are provided as a general characterization of the agricultural value of soils in the respective proposed right-of-ways.

Table 3-27: Farmland Soils by Capability Class within Proposed ROW

Capability Class	Build Alternative 4	Build Alternative 5
Class I	90	85
Class II	**400**	**406**
Class III	**131**	123
Class IV	10	19
Class V	1	1
Class VI	30	35
Class VII	14	9

Source: USDA-NRCS Whiteside County Soil Survey

Displacements of Farm Residences and Outbuildings. "The Uniform Relocation Assistance and Real Property Acquisition Act of 1970", as amended, applies to all Federal or Federally assisted activities that involve the acquisition of real property or the displacement of residences or businesses. IDOT would provide just compensation for each property acquired for new right-of-way and easements. Just compensation is a monetary payment equivalent to the fair market value of the property. Fair market value is the highest estimated price the property would bring if sold on the open market, with a reasonable time allowed to find a buyer, and buying with the knowledge of all the uses to which it is adapted, and for which it is capable of being used. Mitigation of relocation impacts or displaced structures would be in the form of financial remuneration or compensation for property loss and relocation expenses, as outlined in the Uniform Relocation and Real Property Acquisition Act of 1970, as amended. **Table 3-25** identifies displaced agricultural residences and outbuildings as well as other impacts to farm operations. Build Alternative 4 would displace **11** farmsteads, while Build Alternative 5 would displace **10** farmsteads.

Severances. Severances occur when a contiguously farmed parcel is divided either laterally or diagonally by the proposed improvements (See **Exhibit 3-5** Severance Parcel Details). The effects of property severances include changes in cropping patterns and field access because of parcel splits. **Thirty-six or forty** farms would be severed by Build Alternative 4 or 5, respectively. As would be expected, severances are found only on new alignment. As a result of farm severances, some project-area farmers would experience changes in the way they work, irrigate, and move between their fields. A severed farm may require farmers to travel on local roads with farm machinery to reach the nearest access to the severed parcel. Not only does the increased travel time for farmers reduce profits, it also increases the potential for conflicts on local roads between farm machinery and other vehicles.

Remnant Parcels. During the land acquisition process, IDOT would determine if any affected properties are uneconomic remnants (i.e., of little value or use to the land owner). The Department will then offer owners the option of selling those remnants to IDOT.

Landlocked Parcels. A landlocked parcel is defined as that portion of the land isolated by the right-of-way of the preferred alternatives, thereby rendering it inaccessible by public road, existing easement, or proposed access roads. The design of the proposed alternatives has attempted to minimize the number of severed parcels and thereby the number of potentially landlocked parcels. In addition, field access will be provided wherever possible, but access cannot be provided where it would create unsafe conditions. In all cases, IDOT will either provide access or purchase the inaccessible property. A full access assessment will be completed for the preferred alternative. The landlocked agricultural parcels that are purchased by IDOT may be used for mitigation or borrow purposes, thereby eliminating or reducing the need to remove additional agricultural lands from production for these uses.

Environmental Mitigation Areas. Environmental mitigation areas are properties that IDOT will purchase and may turn over to IDNR for future management. These properties will be used to mitigate the project's environmental impacts. Mitigation requirements and proposed mitigation areas will be determined for the preferred alternative.

Adverse Travel. Adverse travel is a measure of the additional miles travelled by a farmer to reach a severed or otherwise affected parcel of land created by the construction of the proposed highway. The increase in travel required to reach these parcels impose additional costs on the farm owner/operator in terms of time lost, machine wear, and fuel costs. These additional costs can be substantial relative to the profit margin of commodity prices over production costs. Adverse travel is calculated by subtracting the existing travel mileage from the mileage of the shortest route available to reach the parcels that would be severed under a proposed alternative. Landlocked parcels are excluded from this analysis since they will be inaccessible to current farm operators. As discussed previously in the Landlocked Parcels subsection, a full access assessment will be completed following the selection of a preferred alternative.

3.3.2.3 Income

To determine the annual income loss due to removing agricultural land from crop production, an average annual per acre market value was determined for Whiteside County. According to the 2007 Census of Agriculture (USDA-NASS), the market value of all crop products in Whiteside County was $280,778,000 in 2007. Those sales were generated on 405,333 acres of agricultural land, providing an average value of $692.71 per acre. Therefore, Build Alternative 4 would reduce annual agricultural incomes in Whiteside County by $**415,626**. Build Alternative 5 would reduce agricultural incomes in Whiteside County by $**430,866**.

Offsetting the lost income, to some degree, would be the possible savings in transportation costs associated with the proposed improvements. The costs associated with trips to grain elevators or beyond could be reduced by the increased safety and efficiency of the improved roadway.

3.3.2.4 Irrigation and Subsurface Drainage Maintenance

Existing drainage patterns and ditch flowline elevations have been taken into consideration when selecting proposed vertical alignment. Drainage structures will be designed so that existing drainage patterns will be maintained with minimal efforts.

Subsurface drainage tiles are located throughout the project area. IDOT will meet with farmers along the chosen alternative to determine tile locations. Mapping of field tile placement was not a common practice until recently. Identified farm field tiles that intersect the roadway alignment will either be relocated, outletted into side ditches along the roadway, or replaced with higher strength pipe below the facility. During construction, exploratory trenching will be done (where needed) along the alignment to locate field tiles identified during preparation of construction plans and to locate other tiles not identified before construction. No adverse effects to the existing subsurface drainage system are anticipated due to the construction of the proposed alignments.

3.3.2.5 Farmland Conversion Rating

The NRCS developed the Illinois Land Evaluation and Site Assessment (LESA) system to comply with State and Federal agriculture protection regulations (the Farmland Preservation Act and Farmland Protection Policy Act, respectively). LESA is a tool for evaluating the relative effect development projects would have on farmland. NRCS uses it to evaluate the productivity of the soils affected by a project (the Land Evaluation Section). The IDOA also uses it to assess the impact a project may have on the viability of farmed land in that project's corridor (the Site Assessment Section). The following are examples of the factors that contribute to a Preferred Alternative's Site Assessment Rating:

- amount of agricultural land required,
- creation of severed farm parcels, uneconomical remnants, landlocked parcels, and adverse travel,
- relocations of rural residences and farm buildings, and

- use of minimum design standards

Each factor is given points, which are tallied to reach an overall rating and included on Farmland Conversion Impact Rating Form AD-1006. When using the Illinois LESA Site Assessment corridor factors, the Land Evaluation Section can receive as high as 150 points, and the Site Assessment Section can receive 150 points. Site or Corridor alternatives receiving 175 or fewer points have a low rating for protection and alternatives receiving 176 to 225 points are in the moderate range for protection. In most cases, alternatives exceeding the 225 point level should be retained for agricultural use. Selecting the alternative with the lowest total points will usually protect the best farmland located in the most agriculturally viable areas. The LESA score for Build Alternative 4 is **241** and for Build 5, the score is **242** (see **Appendix E** for the completed AD-1006 form).

3.3.3 Measures to Minimize Harm

The following management and design practices were and will continue to be incorporated into the proposed project to help minimize disruptions to agricultural activities and limit adverse impacts to designated soils:

- design alignment to parallel property lines, where feasible, to keep farm severances, severance management zones, and uneconomical remnants to a minimum,
- where practical, construct field access roads to maintain access to farm fields,
- maintain existing surface and subsurface drainage,
- locate field tiles draining to, or intersected by, the proposed highway's right-of-way by trenching to ensure that proper field drainage is maintained during construction,
- investigate areas of cropland and non-native grasses on landlocked parcels for use as borrow areas. If suitable, they would be given priority as sources of borrow, thereby reducing additional impacts to agricultural lands,
- implement sedimentation and erosion control measures to minimize loss of topsoil into streams and roadside ditches (see subsection 3.9 Surface Waters and Aquatic Resources for more information), and
- lessen agricultural impacts by using landlocked parcels for mitigation purposes

3.3.4 Indirect Impacts

3.3.4.1 Background Information

The text below describes the indirect development potential in the project area based, in part, on the information local governments provided to the project team about reasonably foreseeable indirect development. The concept of "reasonably foreseeable development" used in this document follows the guidance in *Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process*. Reasonably foreseeable actions are those "likely to occur or probable rather than those that are merely possible." For the purpose of

this document, reasonably foreseeable actions were generally limited to developments identified by local officials.

The analysis of indirect impacts began by examining the project area's potential for growth beyond the proposed right-of-way. The general contention is that an area that is not already developing (or showing evidence of a development trend) is unlikely to experience indirect development simply because an existing highway is improved. Residential and commercial development decisions generally are based on such factors as labor force quality, housing prices, tax structure, quality of schools, proximity to employment, and others largely unrelated to proposed highway improvements. Efficient transportation facilities are a factor in development decisions, but without most or all the other factors mentioned, transportation improvements alone are not enough to change an area's attractiveness for development.

Thus, it seems very unlikely that reasonably foreseeable development attributable to the proposed improvements will occur outside project communities and intersections adjacent to them. There is no current evidence in the project area of widespread development (or a movement in that direction) that would be stimulated by the proposed improvements.

3.3.4.2 Agricultural Indirect Impacts

The focus of the indirect agricultural impacts discussion is on land removed from agricultural use. Local officials identified no reasonably foreseeable indirect development that would affect agriculture.

3.3.5 Cumulative Impacts

This section evaluates potential cumulative impacts on agriculture in the study area. As noted, cumulative impacts "result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions regardless of what agency (Federal or Non-Federal) or person undertakes such other actions" (Title 40, *Code of Federal Regulations*, 1508.7). They can result from individually minor but collectively significant actions taking place over a period of time. The project is expected to enhance economic development within the area. This development is expected to occur in accordance with the Whiteside County Zoning Ordinance. Industrial development is expected to be contained within the enterprise zones designated by Morrison, Sterling, and Rock Falls. Based on these considerations, cumulative adverse impacts to agriculture are not anticipated.

3.4 Cultural Resources

3.4.1 Affected Environment

Pursuant to the National Historic Preservation Act of 1966, as amended, cultural resources studies have been conducted in the U.S. 30 corridor. These studies, carried out with the cooperation of the Illinois State Historic Preservation Officer (SHPO), have been designed to identify the types of cultural resources present in the study area and to produce data that will allow a determination of eligibility in terms of National Register of Historic Places criteria and to aid in the formulation of mitigation measures if, and when, appropriate. Pedestrian archaeological and architectural surveys have been undertaken by professional personnel from the Illinois State Archaeological Survey (ISAS) – Urbana/Champaign under contract to the IDOT in the project study area. Results of these studies have been reviewed by Illinois SHPO staff and their recommendations have been applied to the findings outlined below.

Consultation has been initiated with the three (3) federally recognized Indian tribes that have previously expressed an interest in the Whiteside County area. These tribes are the Potawatomi, the Sac-Fox, and the Ho Chunk / Winnebago.

The Illinois SHPO, in cooperation with the Illinois State Museum, has established criteria for the recognition of high probability zones for archaeological sites based upon such variables as distance from streams, stream size, and the association of particular soil types (this system has been codified in 20 ILCS 3420/4j and is applied to all cultural resources surveys statewide). These data have been digitized in a geographical information system (GIS) format and served as the basis for on-ground survey. Over 6,000 acres within the study area have been surveyed (this excludes areas which were disturbed, wetlands, and properties where access was denied). Survey has been conducted in all high probability areas. The initial survey for the project was designed to locate cemeteries, burial mounds, and any large and complex village site localities in the high probability areas within these moderately dissected uplands between the Rock River and the Mississippi Valley.

Of the 103 archaeological sites which have been recorded in the U.S. 30 study area, 70 percent are isolated finds of prehistoric stone tools and prehistoric lithic scatters. Many of these components are confined to the disturbed plow zone. Historic period archaeological sites recorded are the remains of 19th century farmsteads.

Historic period standing structures in the project area have been photographed, and initial determinations concerning National Register eligibility have been made by professional architectural historians so that properties which are potentially significant can be avoided during project planning. No historic buildings or bridges listed on the National Register are located in the proposed project area. One (1) National Register of Historic Places (NRHP) property, the Odell Public Library, is located in Morrison but is situated outside of the potential impact zone.

U.S. 30 in Whiteside County is a portion of the historic, trans-continental Lincoln Highway. A professional Historic Preservation Consultant conducted archival and field research to assess the potential significance of this segment of the Lincoln Highway and to evaluate all standing structures that may be eligible for inclusion in the NRHPas contributing elements of the Lincoln Highway cultural landscape. The consultant performed on-site surveys of potentially affected

historic properties as well as compiled information from local sources through archival data and informant interviews.

The survey in Whiteside County includes several road related resources such as sections of original pavement, historic road markers and bridges. One gas/service station and four (4) possible garages/dealerships were identified. Two (2) sets of tourist cabins and four (4) motels were also surveyed. A brief assessment of hundreds of historic structures not directly related to the Lincoln Highway/U.S. 30 was completed.

3.4.2 Environmental Consequences

As indicated in Section 3.4.1, cultural resources surveys within the corridor of the proposed U.S. 30 improvements have recorded numerous prehistoric and historic sites. Of over 300 historic period standing structures recorded in the study area, no buildings that are potentially eligible for listing on the NRHP will be impacted by the proposed alignments. It was determined that although there are a number of historic resources within the Lincoln Highway and U.S. 30 corridor, the historic integrity is low. The Whiteside County resources do not tie well together temporally and have limited value in projecting a sense of an earlier time and place. The integrity of the primary highway is also low. No areas of historic pavement remain extant. There are no National Register eligible road-related resources such as motels or gas stations (Report on file, IDOT District 2 Office, Dixon and at the Illinois Historic Preservation Agency in Springfield).

The Lincoln Highway/U.S. 30 corridor is not eligible as an historic highway since it does not contain the required diversity and integrity of resources. No individual structures have sufficient architectural or historic interest to be individually eligible for the NRHP for their role in the evolution of the highway (see concurrence letter from the Illinois SHPO dated December 13, 2010 in **Appendix D**).

No mounds or cemeteries will be impacted by proposed construction. No archaeological sites historically associated with federally recognized Indian tribes have been found in the project area. Archaeological survey in the corridor identified 43 sites. All of these sites represent former living places (habitation sites) of prehistoric Indians or 19th century Euro-Americans. A determination of eligibility (DOE) for the NRHP for these sites has received concurrence by the Illinois SHPO (see concurrence letter dated August 24, 2010). Should any of these archaeological sites be impacted by the project, a data recovery plan will be carried out under the stipulations of a Section 106 Memorandum of Agreement (MOA) that will be ratified by the Illinois SHPO and the FHWA, and if deemed appropriate, the Advisory Council on Historic Preservation.

All of the prehistoric and historic period archaeological sites identified thus far that are within the proposed right-of-way are the remains of former habitation sites. The potential significance of these archaeological sites rests upon the scientific data that they may contain (NHRP Criterion

D). None of these sites requires preservation in place, none are cemeteries, and none are subject to Section 4(f) of the Department of Transportation Act of 1966.

3.5 Air Quality

3.5.1 Affected Environment

No part of the project lies within a designated nonattainment or maintenance area.

3.5.2 Environmental Consequences

3.5.2.1 Microscale Analysis

In accordance with the IDOT-Illinois Environmental Protection Agency (IEPA) "Agreement on Microscale Air Quality Assessments for the Illinois Department of Transportation Sponsored Transportation Projects," this project required a carbon monoxide Pre-Screen analysis to determine whether further air quality modeling is needed. A Pre-Screen carbon monoxide analysis was completed for the proposed project. The results (see Appendix D) from this proposed roadway improvement indicate that a Carbon Monoxide Screen for Intersection Modeling (COSIM) air quality analysis is not required, as the results for the worst-case receptor are below the 8-hour average National Ambient Air Quality Standard (NAAQS) for CO of 9.0 ppm which is necessary to protect the public health and welfare.

3.5.2.2 Conformity Statement

No portion of this project is within a designated nonattainment area for any of the air pollutants for which the US Environmental Protection Agency (USEPA) has established standards. Accordingly, a conformity determination under Code of Federal Regulations (CFR) Part 93 ("Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 USC or the Federal Transit Act") is not required.

3.5.2.3 Mobile Source Air Toxics (MSAT)

On December 6, 2012, the US Department of Transportation and FHWA issued an updated interim guidance on when and how to analyze Mobile Source Air Toxics (MSAT) in the NEPA process for highway projects. See the "Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents."

The Clean Air Act identified 188 air toxics, also known as hazardous air pollutants. USEPA has assessed this expansive list of toxics and identified a group of 93 compounds emitted from mobile sources, listed in the USEPA Integrated Risk Information System (IRIS). USEPA also identified a subset of this list of 93 that are considered the seven priority MSATs. These are acrolein, benzene, 1,3-butidiene, diesel particular matter plus diesel exhaust organic gases

(diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considered these to be the priority MSATs, USEPA stresses that the list is subject to change and may be revised in future rules.

FHWA developed a tiered approach for analyzing MSATs in NEPA documents, depending on the specific project circumstances. FHWA has indentified three levels of analysis:

- no analysis for projects with No Potential for Meaningful MSAT Effects,
- qualitative analysis for projects with Low Potential for MSAT Effects, or
- quantitative analysis to differentiate alternatives for projects with Higher Potential MSAT Effects.

FHWA's interim guidance provides examples of "Projects with Low Potential for MSAT Effects." The types of projects included in this category are those that serve to improve operations of highway, transit, or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase MSAT emissions. The Build Alternatives for the U.S. 30 project were categorized as a project with "Low Potential for MSAT Effects," because the project serves to improve operations of a highway without adding substantial new capacity or without creating a facility that is likely to meaningfully increase MSAT emissions. The design year traffic is also projected to be less than 140,000 to 150,000 AADT.

For each Build Alternative carried forward in thiSDEIS, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables (e.g., fleet mix) are the same for each alternative. The VMT estimated for each of the Build Alternatives carried forward is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to USEPA's MOBILE6.2 model, emissions of all of the priority MSAT except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emission decreases will offset VMT-related emission increases cannot be reliably projected due to the inherent deficiencies of technical models.

Because the estimated VMT under each of the Build Alternatives carried forward are nearly the same, varying by less than four (4) percent, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of USEPA's national control programs that are projected to reduce annual MSAT emissions by 72 percent between 1999 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the USEPA-projected reductions is so great, even after

accounting for VMT growth, that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, under each Build Alternative carried forward there may be localized areas where ambient concentrations of MSAT could be higher under certain Build Alternatives than the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the new roadway sections that would be built north of the city of Morrison (Build Alternative 4) or south of the city of Morrison (Build Alternatives 5). However, the magnitude and the duration of these potential increases compared to the No-Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts.

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

USEPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. USEPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the IRIS, which is “a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects.” The IRIS can be accessed through the USEPA website. Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA’s “Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents.” Among the adverse health effects linked to MSAT compounds at high exposures are cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations or in the future as vehicle emissions substantially decrease. See research reports available through the HEI website.

The methodologies for forecasting health impacts include emissions modeling, dispersion modeling, exposure modeling, and then final determination of health impacts; each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the

MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology, which affects emissions rates over that time frame, because such information is unavailable. **It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.**

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. USEPA and the HEI have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the USEPA, as provided by the Clean Air Act, to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards (e.g., benzene emissions from refineries). The decision framework is a two-step process. The first step requires USEPA to determine a “safe” or “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the US Court of Appeals for the District of Columbia Circuit upheld USEPA’s approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than safe or acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits (e.g., reducing traffic congestion, crash rates, and fatalities plus improved access for emergency response) that are better suited for quantitative analysis.

In summary, where a highway is widened, the localized level of MSAT emissions for the Build Alternative carried forward could be higher relative to the No-Build Alternative, but this could be offset due to increases in speeds and reductions in congestion, which are associated with lower

MSAT emissions. Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, USEPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

3.5.2.4 Construction Related Particulate Matter

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions are usually insignificant when equipment is well maintained). The potential air quality impacts will be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

The Department's Standard Specifications for Road and Bridge Construction include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

3.5.2.5 Greenhouse Gas Emissions (Climate Change)

Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do so for the foreseeable future. Anthropogenic (human-caused) greenhouse gas (GHG) emissions contribute to this change. Carbon dioxide (CO_2) makes up the largest component of these GHG emissions. Other prominent transportation GHGs include methane (CH_4) and nitrous oxide (N_2O).

Many GHGs occur naturally. Water vapor is the most abundant GHG and makes up approximately two thirds of the natural greenhouse effect. However, the burning of fossil fuels and other human activities are adding to the concentration of GHGs in the atmosphere. Many GHGs remain in the atmosphere for time periods ranging from

decades to centuries. GHGs trap heat in the earth's atmosphere. Because atmospheric concentration of GHGs continues to climb, our planet will continue to experience climate-related phenomena. For example, warmer global temperatures can cause changes in precipitation and sea levels.

The transportation sector is the second largest source of total GHG emissions in the U.S., behind electricity generation. In 2009, it was responsible for approximately 27 percent of all anthropogenic (human caused) GHG emissions in the U.S. The majority of transportation GHG emissions are the result of fossil fuel combustion. CO_2 makes up the largest component of these GHG emissions. U.S. CO_2 emissions from the consumption of energy accounted for about 18 percent of worldwide energy consumption CO_2 emissions in 2009. U.S. transportation CO_2 emissions accounted for about 6 percent of worldwide CO_2 emissions.

To date, no national standards have been established regarding GHGs, nor has USEPA established criteria or thresholds for ambient GHG emissions pursuant to its authority to establish motor vehicle emission standards for CO_2 under the Clean Air Act. However, there is a considerable body of scientific literature addressing the sources of GHG emissions and their adverse effects on climate, including reports from the Intergovernmental Panel on Climate Change, the US National Academy of Sciences, and USEPA and other Federal agencies. GHGs are different from other air pollutants evaluated in Federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere, which is characteristic of these gases. The *affected environment* for CO_2 and other GHG emissions is the entire planet. In addition, from a quantitative perspective, global climate change is the cumulative result of numerous and varied emissions sources (in terms of both absolute numbers and types), each of which makes a relatively small addition to global atmospheric GHG concentrations. In contrast to broad scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand the GHG emissions impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions.

While the contribution of GHGs from transportation in the United States, as a whole, is a large component of U.S. GHG emissions, as the scale of analysis is reduced the GHG contributions become quite small. Table 3-28 presents the relationship between existing and projected Illinois' highway GHG emissions and total global GHG emissions. The emissions in Table 3-28 are presented as carbon dioxide equivalent (CO_2e) emissions, which take into account the global warming potential of chemical emissions from a source. The combustion of fossil fuels emits small amounts of N_2O and CH_4. The global warming potential of N_2O and CH_4 are 310 times and 21 times that of CO_2, respectively.

Table 3-28: Global and Illinois GHC Emissions in Million Metric Tons CO_2 Equivalent Per Year			
Pollutant	**Global CO_2e[a]**	**Illinois CO_2e[b]**	**Illinois % of Global Total**
Existing Conditions (2010)	**31,305**	**60.8**	**0.19%**
Future Projects (2040)	**46,103**	**84.0**	**0.18%**

[a] Global emissions from EIA's International Energy Outlook 2011. The 2040 emissions were estimated by applying a 1.3 percent growth rate to 2035 emissions.
[b] Illinois emissions from MOVES using Illinois defaults.

Based on Illinois' emissions estimates, and global CO_2e estimates and projections from the Energy Information Administration, CO_2e emissions from motor vehicles in the entire State of Illinois contributed less than one percent of global emissions in 2010 (0.19 percent), and are projected to contribute an even smaller fraction (0.18) in 2040. Illinois emissions represent a smaller share of global emissions in 2040 because global emissions increase at a faster rate.

Under NEPA, detailed environmental analysis should be focused on issues that are significant and meaningful to decision-making. FHWA has concluded, based on the nature of GHG emissions and the exceedingly small potential GHG impacts of transportation projects, more detailed information on GHG emissions "is not essential to a reasoned choice among reasonable alternatives" (40 CFR 1502.22(a)) or to making a decision in the best overall public interest based on a balanced consideration of transportation, economic, social, and environmental needs and impacts (23 CFR 771.105(b)). For these reasons, no project-level GHG analysis has been performed for this project.

3.5.2.5.1 Mitigation for Global GHG Emissions

Consistent with its view that broad-scale efforts hold the greatest promise for addressing the global climate change problem, FHWA is engaged in developing strategies to reduce transportation's contribution to GHGs—particularly CO_2 emissions—and to assess the risks to transportation systems and services from climate change. FHWA's efforts include research, education, outreach and technical assistance. Additional information on FHWA's climate change activities is available at: www.fhwa.dot.gov/hep/climate.

The IDOT is also committed to reducing GHG emissions and has implemented various statewide roadwork and construction strategies, promoting the use of improved vehicle fuels to reduce overall GHG emissions and encouraging employees to reduce their travel. These strategies include:

1) Improving system and operational efficiencies - The Department implements statewide traffic flow improvements on their road network through intelligent transportation systems, route optimization, traffic signal optimization, and improved intermodal links and system continuity;

2) Reducing growth of vehicle miles traveled - The Department implements pedestrian and bicycle facilities and promotes travel demand management programs;

3) Encouraging lower GHG fuels - The Department uses biodiesel in diesel trucks. In addition, the Department utilizes flexible fueled vehicles in its fleet that run on E-85;

4) Requiring emission reductions from construction activities - The Department implemented a statewide idling Special Provision for construction contracts;

5) Improved operations at truck weight stations - The Department implemented a PrePass program at various weight stations on Illinois' Interstates; and,

6) Reducing Travel - The Department encourages conference calls and videoconferencing whenever possible to reduce travel and greenhouse gas emissions.

3.6 Noise

3.6.1 Environmental Consequences

The following provides a summary of the Noise Assessment Report completed for the U.S. 30 project.

Noise is composed of different frequencies, each of which is perceived differently by the human ear. Human hearing is not sensitive to low and very high frequencies. To compensate for low and very high frequencies, insensitivity, and to render noise levels readings more meaningful, an "A-weighting" scale is used to approximate the response of the human ear. The A-weighted decibel (dBA) unit measures perceptible sound energy and factors out the fringe frequencies.

One (1) dBA is the smallest change in sound level that an average person can detect under ideal conditions. Usually, an observer cannot detect an increase of sound level of three (3) to four (4) dBA if the increase takes place at a uniform rate over several years. Research has indicated that a difference of 10 dBA is perceived half as loud or twice as loud to an average listener. In addition, the listener typically has difficulty determining if the sound changed at all when the difference was only one (1) dBA and the two observations were separated by an interlude of a few seconds of quiet.

The FHWA Traffic Noise Model (TNM 2.5) represents noise levels as equivalent sound levels (Leq)(h). Leq is defined as the equivalent steady-state sound level which, in a stated period of time, contains the same acoustic energy as the time-varying sound level during the same period. Leq(h) is the hourly value of Leq. Leq(h) is based on the more commonly known decibel (dB) and dBA units. Decibels are logarithmic units as opposed to the more common linear units. Consequently, a one (1) dB increase in sound energy results in a much larger

increase in magnitude than normally expected. For instance, an increase in three (3) dB from a noise source results in a doubling of sound energy.

The Noise Assessment for this project was conducted in accordance with 23 CFR 772, USDOT, FHWA, entitled *Procedures for Abatement of Highway Traffic Noise and Construction Noise* and the IDOT Highway Traffic Noise Assessment Manual. TNM 2.5 was used to assess the existing noise levels and to predict the noise levels for the 2038 No-Build and 2038 Build Alternative conditions. Detailed TNM 2.5 model input information and results are presented in the following sections.

3.6.1.1 Noise Abatement Criteria

The FHWA policies and procedures, as promulgated in the 23 CFR 772, served as the procedural guidelines for this analysis. 23 CFR 772 designates Noise Abatement Criteria (NAC) based on the type of land use and activities performed at the respective sites (**Table 3-29**). For example, at residences, churches, and schools, noise abatement measures must be examined and evaluated if an equivalent steady state sound level for an hourly period ($Leq_{(h)}$) is approached (66 dBA) or exceeded. Traffic noise impacts occur when traffic noise levels approach or exceed the NAC, or if there are substantial increases (14 dBA or greater) in noise over existing conditions independent of the NAC.

The FHWA defines **seven (7)** noise activity categories based on land use and existing sound levels. Each land use has its own NAC, except Categories F and G. If the project would result in Leq(h) levels that approach or exceed the NAC or if the project would result in substantial increases, abatement measures must be evaluated.

Table 3-29: FHWA Noise Abatement Criteria (NAC) Hourly "A-Weighted"Sound Level; Decibels(dBA)

Activity Category	$Leq_{(h)}$	Description of Activity
A	57 dBA (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of these qualities is essential if the area is to continue to serve its intended purpose.
B(1)	67 dBA (Exterior)	Residential.
C(1)	72 dBA (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structure, radio stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 dBA (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structure, radio studios, recording studios, schools, and television studios.
E(1)	52 dBA (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F.
F	-	Agriculture, airports, bus yards, emergency services, industrial,

Table 3-29: FHWA Noise Abatement Criteria (NAC) Hourly "A-Weighted"Sound Level; Decibels(dBA)		
Activity Category	**$Leq_{(h)}$**	**Description of Activity**
		logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-	Undeveloped lands that are not permitted.

(1) Includes undeveloped lands permitted for this activity category
Source: FHWA, 23 CFR, Part 772 [2]

3.6.1.2 Methodology

Existing noise levels along U.S. 30 were determined using 2009 traffic data and TNM 2.5 modeling analysis for the areas near the existing U.S. 30 roadway. For **Common Noise Environments (CNEs)** and individual noise sensitive receptors that are located on new alignment sections of the project, noise readings taken in the field were used for existing noise levels. For the Design Year 2038 noise analysis, levels at nearby **CNEs** were predicted for the No-Build, Build Alternative 4, and Build Alternative 5 scenarios using TNM 2.5.

The Annual Average Daily Traffic (AADT), cars, medium and heavy truck factors, were provided by IDOT for the Existing, No-Build, and Build Alternative conditions. For the Design Year 2038, Design Hourly Volume (DHV) was used as input data in the noise prediction model. **Table 3-30** summarizes TNM 2.5 parameters used to predict traffic noise conditions.

Table 3-30: TNM 2.5 Model Parameters		
Parameter	Value	Comments
Temperature	68°F	Default value in TNM 2.5
Relative Humidity	50%	Default value in TNM 2.5
Pavement Type	Average	FHWA recommends using the "average" pavement type for predicting traffic noise levels
Ground Type	Lawn	The default lawn ground type was used

3.6.1.3 Ambient Measurements

Field measurements are required along a new alignment where traffic noise does not exist or is only a minor element in the overall noise environment. Field measurements were collected at 12 locations within the study and the U.S. 30 study corridor. The measurements were collected in accordance with procedures outlined in IDOT's Highway Traffic Noise Assessment Manual and the FHWA's *Measurement of Highway Related Noise* document. Meteorological data, such as wind, temperature, and general weather conditions were recorded during each field sampling event at each measurement location. Winds were observed to be zero to ten miles per hour, and no precipitation occurred during the noise level monitoring periods. Three 15-minute noise

level measurements were made at each of the 12 noise monitoring sites using a Rion NL-21 Integrated Sound Level Meter.

The sound meter was placed on a tripod five (5) feet above ground level at locations of varying distances from existing U.S. 30 and at several new location ambient sites. A calibration check was performed using a Rion acoustical calibrator before and after noise level monitoring at each site. Both the noise meter and acoustical calibrators were factory calibrated and found to meet or exceed American National Standard Institute (ANSI) specifications. The meter was programmed to compute the hourly equivalent sound level (L_{Aeqlh}). L_{Aeqlh} is an expression of the constant sound level, which over a given period of time would produce an amount of acoustic energy equivalent to the variable sound levels produced over the same time period. After each sampling event, the noise data was downloaded from the meter to a laptop computer for analysis.

3.6.1.4 Existing Noise Levels

The existing 2009 TNM 2.5 noise model results for each CNE and individual noise sensitive receptors were compared to the NAC. The areas where Alternatives 4 and 5 are combined have **one (1) CNE representing five (5) noise sensitive receptors and 16 individual noise sensitive** receptors that are currently experiencing noise levels that exceed the NAC. The area where Alternative 4 bypasses Morrison has four (4) individual noise sensitive receptors that exceed the IDOT NAC and the Alternative 5 bypass has **one (1) individual noise sensitive receptor that is currently experiencing noise levels that exceed the IDOT NAC**. Existing noise levels are shown in **Table 3-31**, **Table 3-32**, and **Table 3-33**.

3.6.1.5 Design Year Noise Levels

The No-Build 2038 TNM 2.5 noise model for each **CNE** and individual noise sensitive receptors were compared to the NAC. The areas where Alternatives 4 and 5 are combined have **one (1) CNE** representing **five** (**5)** noise sensitive receptors and **32** individual noise sensitive receptors that are currently experiencing noise levels that exceed the IDOT NAC. In addition, the Alternative 4 bypass has four (4) individual noise sensitive receptors that are **predicted to experience noise levels that exceed the NAC and the Alternative 5 bypass has one (1) individual noise sensitive receptor that is predicted to experience noise levels that exceed the NAC. No-Build 2038 noise levels are shown in Table 3-31, Table 3-32, and Table 3-33.**

The Build 2038 TNM 2.5 noise model for each **CNE** and individual noise sensitive receptors were compared to the NAC. The areas where Alternatives 4 and 5 are combined have **one (1) CNE** representing **five** (**5)** noise sensitive receptors and **10** individual noise sensitive receptors that are noise impacts. The **15** noise sensitive receptors exceed the NAC. In addition, the Alternative 4 bypass has **one (1) CNE** representing **two (2)** noise sensitive receptors and **three (3)** individual noise sensitive receptors that are noise impacts**. The five (5) noise sensitive receptors exceed the NAC.** The Alternative 5 bypass has one (1) individual noise sensitive receptor that is a noise impact. This one (1) individual noise sensitive receptor is a substantial

increase of **greater than** 14 dBA. Build 2038 noise levels are shown in **Table 3-31, Table 3-32,** and **Table 3-33**.

Table 3-31: U.S. 30 Noise Impact Summary for the Combined Alternatives 4 and 5 with 2009 & 2038 DHV *(Refer to Exhibit 3-10 for locations of noise sensitive receptors)*

Common Noise Environment ID & Land Use		Activity Category	Number of Receptors Represented	2009 Existing		2038 No Build Alter-native	2038 Combined Alternatives 4 and 5		
				Dist. To Nearest Edge of Pavement (ft)	Existing Noise Level (dBA)	Noise Level (dBA)	Dist. To Selected Alternative (ft)	Noise Level (dBA)	Noise Impact ?
	R 1 (Residence)	B	1	262	60	62	203	65	No
	R 2 (Motel)	E	1	376	56	57	410	ACQUIRED*	No
	R 3 (Residence)	B	1	156	63	64	349	63	No
	R 4 (Residence)	B	1	297	58	59	170	60	No
	R 5 (Residence)	B	1	129	66	67	70	70	Yes
CNE 1	R 6 (Residence)	B	2	225	60	62	171	61	No
	R 7 (Residence)	B	1	99	67	69	86	69	Yes
	R 8 (Residence)	B	1	63	69	70	0	ACQUIRED*	No
	R 9 (Residence)	B	1	40	71	73	29	ACQUIRED*	No
	R 10 (Residence)	B	1	87	68	69	77	ACQUIRED*	No
	R 11 (Residence)	B	1	82	68	70	0	ACQUIRED*	No
	R 12 (Residence)	B	1	95	67	69	16	ACQUIRED*	No
	R 13 (Residence)	B	1	69	69	70	118	69	Yes
	R 14 (Residence)	B	1	208	61	62	423	61	No
	R 15 (Residence)	B	1	69	69	70	394	67	Yes
	R 16 (Residence)	B	1	> 500	48	49	389	59	No

Table 3-31: U.S. 30 Noise Impact Summary for the Combined Alternatives 4 and 5 with 2009 & 2038 DHV *(Refer to Exhibit 3-10 for locations of noise sensitive receptors)*

Common Noise Environment ID & Land Use		Activity Category	Number of Receptors Represented	2009 Existing		2038 No Build Alter-native	2038 Combined Alternatives 4 and 5		
				Dist. To Nearest Edge of Pavement (ft)	Existing Noise Level (dBA)	Noise Level (dBA)	Dist. To Selected Alternative (ft)	Noise Level (dBA)	Noise Impact ?
	R 17 (Residence)	B	1	367	55	56	451	58	No
	R 38 (Residence)	B	1	288	58	60	23	ACQUIRED*	No
	R 39 (Residence)	B	1	115	66	67	207	63	No
	R 40 (Residence)	B	1	140	64	66	3	ACQUIRED*	No
	R 41 (Residence)	B	1	229	60	61	385	59	No
	R 42 (Residence)	B	1	249	59	60	5	ACQUIRED*	No
	R 43 (Residence)	B	1	> 500	51	52	372	59	No
	R 44 (Residence)	B	1	54	70	72	87	70	Yes
	R 45 (Residence)	B	1	80	69	70	0	ACQUIRED*	No
	R 46 (Residence)	B	1	80	69	70	0	ACQUIRED*	No
	R 47 (Residence)	B	1	133	64	66	120	68	Yes
	R 48 (Restaurant)	E	1	63	69	71	51	71	Yes
CNE 10	R 49 (Residence)	B	9	222	60	61	137	64	No
CNE 11	R 50 (Residence)	B	2	211	61	62	201	65	No
	R 51 (Residence)	B	1	210	61	63	123	ACQUIRED*	No
CNE 12	R 52 (Residence)	B	2	299	58	59	258	62	No
	R 53 (Residence)	B	1	119	66	67	105	ACQUIRED*	No
	R 54 (Residence)	B	1	141	65	66	130	ACQUIRED*	No
	R 55 (Residence)	B	1	> 500	53	55	447	58	No
	R 56 (Residence)	B	1	133	65	66	123	68	Yes

Table 3-31: U.S. 30 Noise Impact Summary for the Combined Alternatives 4 and 5 with 2009 & 2038 DHV *(Refer to Exhibit 3-10 for locations of noise sensitive receptors)*

Common Noise Environment ID & Land Use		Activity Category	Number of Receptors Represented	2009 Existing		2038 No Build Alter-native	2038 Combined Alternatives 4 and 5		
				Dist. To Nearest Edge of Pavement (ft)	Existing Noise Level (dBA)	Noise Level (dBA)	Dist. To Selected Alternative (ft)	Noise Level (dBA)	Noise Impact ?
	R 57 (Residence)	B	1	131	65	66	122	69	Yes
	R 58 (Residence)	B	1	89	68	69	4	ACQUIRED*	No
	R 59 (Residence)	B	1	64	64	66	126	69	Yes
	R 60 (Residence)	B	1	> 500	46	47	> 500	56	No
CNE 13	R 61 (Residence)	B	19	327	55	56	317	60	No
CNE 14	R 62 (Residence)	B	2	189	60	61	182	63	No
	R 63 (Church)	C	1	129	57	59	70	58	No
CNE 15	R 64 (Residence)	B	2	498	51	52	493	53	No
CNE 16	R 65 (Residence)	B	31	172	61	62	128	61	No
	R 66 (Residence)	B	9	70	64	66	25	ACQUIRED*	No
CNE 17	R 67 (Residence)	B	5	185	61	62	129	63	No
CNE 18	R 68 (Residence)	B	4	148	62	63	143	62	No
	R 69 (Residence)	B	1	280	55	57	270	57	No
	R 70 (Restaurant)	E	1	82	67	68	75	67	No
CNE 19	R 71 (Residence)	B	20	127	63	65	122	64	No
	R 72 (Residence)	B	1	85	67	68	42	ACQUIRED*	No
CNE 21	R 73 (Residence)	B	4	180	60	61	175	60	No
	R 74 (Residence)	B	1	487	50	52	481	53	No
	R 75 (Residence)	B	1	212	58	59	204	58	No
CNE 22	R 76 (Residence)	B	5	65	68	69	55	67	Yes

Table 3-31: U.S. 30 Noise Impact Summary for the Combined Alternatives 4 and 5 with 2009 & 2038 DHV *(Refer to Exhibit 3-10 for locations of noise sensitive receptors)*

Common Noise Environment ID & Land Use		Activity Category	Number of Receptors Represented	2009 Existing		2038 No Build Alter-native	2038 Combined Alternatives 4 and 5		
				Dist. To Nearest Edge of Pavement (ft)	Existing Noise Level (dBA)	Noise Level (dBA)	Dist. To Selected Alternative (ft)	Noise Level (dBA)	Noise Impact ?
CNE 24	R 77 (Residence)	B	2	271	56	57	242	57	No
CNE 25	R 78 (Residence)	B	4	205	57	59	200	59	No
	R 79 (Residence)	B	1	229	57	59	229	58	No
	R 94 (Residence)	B	1	> 500	47	47	198	59	No
	R 95 (Residence)	B	1	> 500	47	47	422	56	No
	R 96 (Residence)	B	1	> 500	47	47	307	58	No
	R 100 (Residence)	B	1	341	57	58	227	61	No
CNE 20	R 101 (Residence)	B	5	208	58	59	192	59	No
CNE 23	R 102 (Residence)	B	3	274	56	57	245	57	No

Noise results that approach or exceed the NAC or are a substantial increase of greater than 14 dBA.

*** Acquired by the Proposed Right-of-Way**
**** Interior noise projection, see section 3.6.1.6**

Table 3-32: U.S. 30 Noise Impact Summary for New Location Bypass Alternative 4 with 2009 & 2038 DHV*(Refer to Exhibit 3-10 for locations of noise sensitive receptors)*

Noise Sensitive Area ID & Land Use		Activity Category	Number of Receptors Represented	2009 Existing		2038 No Build Alter-native	2038 Build Alternative 4		
				Dist. To Nearest Edge of Pavement (ft)	Existing Noise Level (dBA)	Noise Level (dBA)	Dist. To Selected Alterna-tive (ft)	Noise Level (dBA)	Noise Impact ?
	R 18 (Residence)	B	1	71	69	70	148	68	Yes
	R 19 (Residence)	B	1	285	49	50	270	57	No
	R 20 (Residence)	B	1	97	67	68	0	ACQU IRED*	No

Table 3-32: U.S. 30 Noise Impact Summary for New Location Bypass Alternative 4 with 2009 & 2038 DHV*(Refer to Exhibit 3-10 for locations of noise sensitive receptors)*

Noise Sensitive Area ID & Land Use		Activity Category	Number of Receptors Represented	2009 Existing		2038 No Build Alter-native	2038 Build Alternative 4		
				Dist. To Nearest Edge of Pavement (ft)	Existing Noise Level (dBA)	Noise Level (dBA)	Dist. To Selected Alterna-tive (ft)	Noise Level (dBA)	Noise Impact ?
	R 21 (Residence)	B	1	88	68	69	175	66	Yes
CNE 2	R 22 (Residence)	B	2	101	55	56	97	67	Yes
	R 23 (Residence)	B	1	437	55	56	190	65	No
	R 24 (Residence)	B	1	263	59	59	359	59	No
	R 25 (Residence)	B	1	> 500	51	51	325	60	No
CNE 3	R 26 (Residence)	B	2	> 500	51	51	359	58	No
CNE 4	R 27 (Residence)	B	3	> 500	51	51	138	63	No
	R 28 (Residence)	B	1	> 500	51	51	121	65	No
CNE 5	R 29 (Residence)	B	2	> 500	51	51	342	57	No
CNE 7	R 30 (Residence)	B	6	> 500	51	51	234	61	No
CNE 8	R 31 (Residence)	B	2	> 500	51	51	179	63	No
	R 32 (Residence)	B	1	> 500	51	51	400	58	No
	R 33 (Residence)	B	1	188	67	68	406	67	Yes
	R 34 (Residence)	B	1	197	61	63	16	ACQU IRED*	No
	R 35 (Residence)	B	1	285	58	59	73	61	No
	R 97 (Residence)	B	1	> 500	51	51	477	57	No
CNE 6	R 98 (Residence	B	2	> 500	51	51	312	60	No

Noise results that approach or exceed the NAC or are a substantial increase of greater than 14 dBA.

*** Acquired by the Proposed Right-of-Way**

Table 3-33: US 30 Noise Impact Summary for New Location Bypass Alternative 5 2009 & 2038 DHV *(Refer to Exhibit 3-10 for locations of noise sensitive receptors)*

Noise Sensitive Area ID & Land Use		Activity Category	Number of Receptors Represented	2009 Existing		2038 No Build Alter-native	2038 Build Alternative 5		
				Dist. To Nearest Edge of Pavement (ft)	Existing Noise Level (dBA)	Noise Level (dBA)	Dist. To Selected Alternative (ft)	Noise Level (dBA)	Noise Impact ?
	R 33 (Residence)	B	1	118	67	68	193	65	No
	R 34 (Residence)	B	1	197	61	63	203	65	No
CNE 9	R 36 (Residence)	B	2	> 500	51	51	358	59	No
	R 37 (Residence)	B	1	182	61	63	368	59	No
	R 80 (Residence)	B	1	> 500	52	52	431	58	No
CNE 26	R 81 (Residence)	B	3	> 500	52	52	247	63	No
	R 82 (Residence)	B	1	> 500	52	52	495	57	No
	R 83 (Residence)	B	1	> 500	52	52	268	62	No
	R 84 (Residence)	B	1	> 500	52	52	340	60	No
	R 85 (Residence)	B	1	> 500	52	52	169	67	Yes
	R 86 (Residence)	B	1	> 500	52	52	231	64	No
	R 87 (Residence)	B	1	> 500	52	52	427	58	No
	R 88 (Residence)	B	1	> 500	52	52	417	58	No
	R 89 (Residence)	B	1	> 500	52	52	303	61	No
	R 90 (Residence)	B	1	> 500	52	52	234	64	No
	R 91 (Residence)	B	1	> 500	48	48	383	59	No
	R 92 (Residence)	B	1	> 500	48	48	490	57	No
	R 93 (Residence)	B	1	> 500	48	48	292	58	No
	R 99 (Residence)	B	1	> 500	48	48	377	58	No

Noise results that approach or exceed the NAC or are a substantial increase of greater than 14 dBA.

*** Acquired by the Proposed Right-of-Way**

3.6.1.6 Evaluation of Abatement Measures

The U.S. 30 project is classified by 23 CFR 772 as a Type 1 Project. Type 1 projects are proposed Federal or Federally-Aided projects that entail the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through traffic lanes.

The proposed areas where Alternatives 4 and 5 are combined for the U.S. 30 project would result in noise impacts at one (1) **CNE** representing five (5) noise sensitive receptors and **10** individual noise sensitive receptors. In addition, the proposed Alternative 4 bypass for the U.S. 30 project would result in noise impacts at one (1) CNE representing 2 noise sensitive receptors and **five (5)** individual noise sensitive receptors. Also, the proposed Alternative 5 bypass for the U.S. 30 project would result in a noise impact at one (1) individual noise sensitive receptor. The noise abatement measures considered at these sites include traffic management measures, alteration of horizontal and vertical alignments, acquisition of property rights for construction of noise barriers, construction of noise barriers, and the acquisition of undeveloped land for buffer zones.

The implementation of traffic management measures for the purpose of noise abatement is not deemed reasonable or likely for this project. Traffic management measures that limit motor vehicle types, travel speed, traffic volume, and/or time of operation are often used as noise abatement measures. A reduction in speed would affect the roadway's ability to accommodate anticipated traffic volumes, thus not fulfilling a purpose of this project which is to increase traffic capacity. Furthermore, limiting truck volumes or their time of operation would be restrictive to the existing industrial and commercial businesses within the project area and impede the potential economic opportunities associated with the upgrade of U.S. 30.

The rural nature of the study and intermittent spacing of potential noise receptors presents opportunities to alter horizontal and vertical alignments along the Build Alternatives that will only serve to impact residences outside of the current study area. As such, alterations of the horizontal and vertical alignment are not likely to reduce the overall possibility of NAC exceedances or substantial increases. Alterations of horizontal and vertical alignments are not deemed reasonable or likely noise abatement measures for this project.

The acquisition of property rights for the construction of noise barriers would be an effective noise abatement measure only if noise barriers were actually constructed on the acquired property. For the U.S. 30 project, there appears to be adequate land available for the construction of noise barriers within the proposed right-of-way for the Build Alternatives. Therefore, it is not anticipated that additional right-of-way beyond what is necessary for the proposed roadway will be necessary for the construction of noise barriers. However, as described below, the construction of noise barriers is not considered reasonable or feasible for this project.

Acquisition of real property and land use controls for buffer zones may be considered feasible or reasonable for the U.S. 30 project. These types of abatement measures are useful in reducing noise impacts along undeveloped or new location roadways by prohibiting noise sensitive development from building too close to transportation corridors. The existing U.S. 30 corridor is characterized by large areas of undeveloped land in close proximity to the existing roadway. Local city and county officials were contacted, and currently no large-scale development projects are planned within the U.S. 30 corridor. A copy of the final Noise Assessment Report will be provided to the appropriate local planning/zoning officials for their use.

One (1) non-profit organization (NPO) is located within the U.S. 30 noise study corridor. The NPO is represented by Receptor "R 63" – Rock River First Church of God. The existing exterior noise level at this receptor is 57 dBA. The No-Build Alternative exterior noise level is **59** dBA. The Build 2038 noise level for the combined portion of Alternatives 4 and 5 is **58** dBA. The Rock River First Church of God was observed to be of masonry construction with storm windows. The IDOT Highway Traffic Noise Assessment Manual states that masonry building structures with single glazed windows provide a 25 dB noise reduction factor from exterior noise levels. To predict the interior noise levels, 25 dBA was subtracted from the exterior TNM 2.5 model results at Rock River First Church of God. As a result, the predicted interior noise levels for the 2038 Build Alternatives for **receptor R 63 was found to be 33 dBA.** This is well below the IDOT interior NAC of 51 dBA **for NPO** sites. Abatement is not required.

3.6.1.7 Noise Barrier Analysis

Noise barriers can reduce noise levels by blocking the sound propagation path between a roadway and a noise sensitive site. The IDOT Highway Traffic Noise Assessment Manual requires that the noise barriers be both feasible and reasonable. Feasibility deals with the practicality of building a barrier, with regard to specific site characteristics, safety and maintenance requirements, and the ability of the barrier to provide a noise reduction. **In order to be considered a feasible, a barrier must achieve at least a five (5) dBA reduction at one (1) impacted receptor.**

The reasonableness evaluation for noise barriers consists of three parts: the noise reduction goal, economic reasonability, and the viewpoints of the benefitted receptors. The noise reduction goal requires that at least one (1) benefitted receptor behind the noise wall receive at least eight (8) dBA in traffic noise reduction.

Economic reasonability is the cost-effective evaluation of the noise barrier. This considers the overall cost of the noise barrier, the number of benefited receptors, and the cost per benefited receptor. According to the IDOT Highway Traffic Noise Assessment Manual, benefited properties are those properties that would receive at least a five (5) dBA reduction regardless of whether or not they are identified as impacted. **The base value for the allowable cost is $24,000 per benefitted receptor. Three (3) other reasonableness factors are considered to potentially adjust the allowable noise abatement value per benefitted receptor. Please see Tables 3-34, 3-35, and 3-36.**

Table 3-34: Absolute Noise Level Consideration	
Predicted Build Noise Level before Noise Abatement	**Dollars Added to Base Value Cost per Benefitted Receptor**
Less than 70 dBA	**$0**
70 to 74 dBA	**$1,000**
75 to 79 dBA	**$2,000**
80 dBA or greater	**$4,000**

Table 3-35: Increase in Noise Level Consideration	
Incremental Increase in Noise Level Between the Existing Noise Level and the Predicted Noise Level Before Abatement	**Dollars Added to Base Value Cost per Benefitted Receptor**
Less than 5 DBA	**$0**
5 to 9 dBA	**$1,000**
10 to 14 dBA	**$2,000**
15 dBA or greater	**$4,000**

Table 3-36: New Alignment/ Construction Date Consideration	
Project is on new alignment OR the receptor existed prior to the original construction of the highway	**Dollars Added to Base Value Cost per Benefitted Receptor**
No for both	**$0**
Yes for either	**$5,000**

Only one value from each of the three factors may be used for each receptor, resulting in a maximum allowable cost of $37,000 per benefitted receptor.

The third component of reasonableness is obtaining the viewpoints of benefitted receptors. The viewpoints will be sought for noise abatement measures determined to be feasible, cost effective and achieving the noise reduction design goal. In order for a proposed noise abatement measure to be implemented, greater than 50 percent of the benefitted receptors responding must be in favor of the proposed abatement measures.

For a barrier to effectively shield receptors, the design should be continuous, without large gaps, and must be tall enough to block the line-of-sight between the roadway and the receptor. Gaps

incorporated into a barrier design to accommodate access roads, sidewalks, or driveways lessen the effectiveness of the barrier to block noise. Numerous driveways and cross streets intersect U.S. 30 along the study corridor. Access roads and driveways would require breaks or gaps in a proposed barrier design.

The following impacted receptors would require breaks in a proposed barrier to accommodate driveways: Receptors R 7, R 13, R 15, R 18 R 21, R 28, R 33, R 44, R 56, R 59, R 85 and CNE 22. The breaks in the barrier designs would occur in close proximity to the noise sensitive use at each site. The reduced effectiveness of noise barriers under these circumstances was demonstrated at the locations of R 57 and CNE 22. Representative TNM 2.5 barrier analyses "Barrier 1" for R 57 and "Barrier 2" for CNE 22 are shown on Exhibit 3-6a and Exhibit 3-6b and are included in Table 3-37 and Table 3-38. These representative barrier analyses show that the feasibility goal of five (5) dBA insertion loss at one (1) impacted receptor can be met. However, the reasonability design goal of eight (8) dBA insertion loss at one (1) benefitted receptor cannot be achieved. As a result, barriers were determined to be not reasonable along U.S. 30 where multiple access roads or cross streets prohibit the construction of a continuous barrier design.

Table 3-37: Barrier 1 At R 57

Receptor (s)	Barrier Height	Barrier Length	Cost	Modeled Reduction	Feasibility Goal Achieved? (5 dBA Reduction at one impacted receptor)	Reasonability Goal Achieved? (8 dBA Reduction at one benefitted receptor)	Likely to be Implemented
R 57	24 ft	613 ft	$367,503	6 dBA	Yes	No	No
If No, Reasons Why							
The max height barrier does not achieve the reasonability design goal of 8 dBA insertion loss because of a driveway break.							

Table 3-38: Barrier 2 At CNE 22

Receptor (s)	Barrier Height	Barrier Length	Cost	Modeled Reduction	Feasibility Goal Achieved? (5 dBA Reduction at one impacted receptor)	Reasonability Goal Achieved? (8 dBA Reduction at one benefitted receptor)	Likely to be Implemented
R 76 R 76 A R 76 B R 76 C R 76 D	24 ft	430 ft	$258,376	6 dBA 5 dBA 3 dBA 3 dBA 2 dBA	Yes	No	No
If No, Reasons Why							
The max height barrier does not achieve the reasonability design goal of 8 dBA insertion loss because of a multiple breaks to accommodate driveways.							

The barrier analysis "Barrier 3" was performed on the impacted noise sensitive receptors R 47 and R 48. Barrier 3 is shown on Exhibit 3-6c and is included in Table 3-39. This barrier analysis shows that the barrier height required to achieve a five (5) dBA insertion loss at R 47 will result in R 48 receiving a 14 dBA insertion loss. Barrier 3 was determined to be feasible because it achieves the feasibility goal of five (5) dBA insertion loss at one impacted receptor. Barrier 3 was determined to be not reasonable at this location because it would exceed the acceptable cost per benefitted receptor.

Table 3-39: Barrier 3 At R 47 and R 48

Receptor (s)	Barrier Height	Barrier Length	Cost	Modeled Reduction	Feasibility Goal Achieved? (5 dBA Reduction at one impacted receptor)	Reasonability Goal Achieved? (8 dBA Reduction at one benefitted receptor)	Likely to be Implemented
R 47, R 48	18 ft - 24 ft	576 ft	$331,633	5 dBA, 14 dBA	Yes	Yes	No
If No, Reasons Why							
The cost per benefitted receptor is $165,817. The barrier cost exceeds the max $37,000 per benefitted receptor.							

Two (2) noise impacts are predicted to occur at CNE 3. The barrier analysis "Barrier 4" was performed at two (2) noise sensitive receptors (R 22 and R 22A). Barrier 4 is shown on Exhibit 3-6d and is included in Table 3-40. The barrier was determined to be not feasible at this location because it would not achieve the five (5) dBA insertion loss goal at one (1) impacted receptor. The inability of the barrier to achieve the desired insertion loss is likely attributable to the traffic noise from a secondary source (IL 78).

Table 3-40: Barrier 4 At R 22 and R22A

Receptor (s)	Barrier Height	Barrier Length	Cost	Modeled Reduction	Feasibility Goal Achieved? (5 dBA Reduction at one impacted receptor)	Reasonability Goal Achieved? (8 dBA Reduction at one benefitted receptor)	Likely to be Implemented
R 22, R 22A	24 ft	687 ft	$412,025	4 dBA, 2 dBA	No	No	No
If No, Reasons Why							
The max height barrier does not achieve the feasibility design goal of 5 dBA insertion loss.							

3.6.1.8 Coordination with Local Government Officials

The purpose of coordinating with local officials is to provide information and promote compatible land development and land use planning adjacent to proposed highway projects. Compatible land use is an important tool for preventing future noise impacts. The project study area communities and Whiteside County were contacted and all stated they have no planned development within the U.S. 30 project study area. The following lists the communities, contact person, and dates for the coordination:

- **Whiteside County, Zoning Secretary, January 7, 2013**
- **City of Fulton, City Administrator, January 7, 2013**
- **City of Morrison, City Administrator, January 10, 2013**
- **City of Rock Falls, Mayor, January 7, 2013**
- **City of Sterling, Departmental Secretary for the Code Enforcement Department, January 7, 2013**

3.6.1.9 Construction Noise

Trucks and machinery used for construction produce noise which may affect some land uses and activities during the construction period. Residents along the alignment will at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the Illinois Department of Transportations' Standard Specifications for Road and Bridge Construction as Article 107.35.

3.6.2 Measures to Minimize Harm

The abatement measures considered for reducing the noise levels at the impacted locations are not reasonable or feasible because they do not reduce traffic noise levels by eight (8) dBA or fall within the **max $37,000** per benefited Receptor criteria. Local government and planning agencies may consider land use controls to minimize future noise impacts.

3.7 Energy

Construction of the proposed U.S. 30 improvement will require indirect consumption of energy for processing materials, construction activities, and maintenance for the lane miles to be added within the project limits. Energy consumption by vehicles in the area may increase during construction due to possible traffic delays.

Construction of the proposed improvement will reduce traffic congestion and turning conflicts along the route and thereby reduce vehicular stopping and slowing conditions. Additional benefits would be realized from increased capacity and smoother riding surfaces. This will result in less direct and indirect vehicular operational energy consumption for the Build Alternatives than for the No-Build Alternative. Thus, in the long term, post-construction operational energy requirements should offset construction and maintenance energy requirements and result in a net savings in energy use.

3.8 Groundwater Resources

The proposed project has the potential to impact geological and groundwater resources. Groundwater provides drinking water for communities and individual homeowners. The Illinois Groundwater Protection Act regulates the protection of groundwater and established factors that affect drinking water quality. Roadway projects must comply with both state and federal regulations protecting groundwater. In addition, surface and bedrock geology along the project alignments can place constraints on construction practices and project design.

Groundwater resources of Whiteside County have been described by Hackett and Bergstrom (1956) and include both sand and gravel and bedrock aquifers. Shallow sand and gravel deposits cover most of southern Whiteside County in the low sand plain south of a line from Morrison to Sterling-Rock Falls. Locally, where those deposits lie directly on the permeable deposits in the buried valleys, there may be more than 275 feet of continuous permeable sand and gravel from ground surface to bedrock. Outside of the buried valleys, the more extensive shallow deposits are generally less than 75 feet thick and are suitable for drilled and driven wells.

Sand and gravel aquifers in northern Whiteside County (north of Morrison) are thinner and less numerous, except in the Mississippi Valley in northwestern Whiteside County, west of the project study area. Shallow sand and gravel is encountered at depths of 20 to 50 feet throughout most of the project area, except in the valleys of rivers and large streams, where aquifer material may be present within five feet of the ground surface (Larson et al. 1993).

Most of the groundwater supplies in northern Whiteside County are obtained from bedrock aquifers. The major bedrock aquifer is the Silurian dolomite, which is used primarily for domestic supplies. This shallow aquifer system can be highly susceptible to contamination where it occurs close to the ground surface or is overlain by coarse grained material because it is composed of fractured and relatively soluble carbonate rocks (Larson et al. 1993). Use of the deeper St. Peter and Galesville sandstones is generally necessary only for large municipal and industrial supplies.

3.8.1 Affected Environment

3.8.1.1 Surface Geology and Topography

The drainage direction in the study area is generally to the south and southwest, in the direction of French Creek, Rock Creek, and other numerous tributaries that lead directly to the Mississippi River. The shallow groundwater flow direction was not specifically

determined for the project but it is assumed that it generally follows the local topography.

3.8.1.2 Karst Topography

Karst topography is a feature characterized by sinkholes, depressions, caves, and underground drainage, generally underlain by soluble rocks (e.g. limestone, dolomite). Karst topography is highly vulnerable to groundwater contamination. According to the Illinois State Geological Survey (ISGS) portions of northwestern and northeastern Whiteside County contain karst formations; however, there are no karst formations in the project study area.

3.8.1.3 Seeps and Springs

No seeps or springs were identified in the study area as part of the wetland assessment completed for the project; therefore the project would not impact seeps or springs.

3.8.1.4 Groundwater Resources

Groundwater occurs in both shallow and deep aquifers in Illinois. The shallow and deep aquifers in Illinois were mapped and classified into seven zones by Keefer and Berg (1990). Zone 1 indicates the highest potential for groundwater recharge and the highest potential for groundwater contamination, and Zone 7 indicates the lowest potential. The areas from the western project terminus to Morrison and in the northern part of the project study area along U.S. 30 between Morrison and Agnew fall into Zone 3. In the valleys of Cattail Creek and other project area streams and south of U.S. 30 between Morrison and Agnew, groundwater recharge is mapped as Zone 1. The project study area is not within a regulated recharge area as established by the Illinois Pollution Control Board and no community wellhead protection areas are crossed by the project.

According to the U.S. EPA's list of designated sole-source aquifers, there are no sole-source aquifers in Illinois as defined by Section 1424(E) of the Safe Drinking Water Act. Therefore, the proposed project would not impact any sole-source aquifers.

According to the Illinois State Water Survey (ISWS) groundwater is used to provide drinking water and irrigation to the residents of the study area. The following information is provided as documentation of consideration of water well setback requirements established under Section 14.3 of the Illinois Groundwater Protection Act (IGPA). The IGPA establishes the minimum setback zones of 200 feet for private water wells or 400 feet for community water wells. The setback zones protect groundwater by limiting the location of pollution sources close to the water wells. Examples of potential pollution sources frequently associated with transportation corridors include underground storage tanks, aboveground storage tanks, or bulk storage areas of deicing chemicals.

Both Morrison and Sterling-Rock Falls have community water wells finished in the sandstone aquifers (Hanson 1955). The city of Morrison has two community water wells within the city limits at depths of 1,600 and 1,700 feet. Sterling-Rock Falls is served by seven community water wells finished in the sandstone aquifers (Illinois American Water 2009). None of these community water wells are located within the project study area.

The residents within the study area are served by individual private water wells. The Illinois EPA and the ISGS well records indicate 44 private water wells occur within 200 feet of the right-of-way of Build Alternative 4 and 36 private water wells occur within 200 feet of the right-of-way of Build Alternative 5. The majority of the private water wells obtain water from depths ranging from 20 to over 100 feet below the surface. Table 3-41 shows the number of private water wells within 200 feet of the build alternatives right-of-way and the general depths of the wells. Figure 3-11 illustrates the locations of private water wells within 200 feet of the right-of-way of the build alternatives. Other private water wells not in the Illinois EPA or ISGS databases may be present near the study area.

Table 3-41: Summary of Private Water Wells within 200 Feet of the Build Alternatives Right-of-Way

Private Water Well Depth (feet)	Build Alternative 4	Build Alternative 5
0 to 20	1	2
21 to 40	4	4
41 to 60	2	1
61 to 80	8	6
81 to 100	4	3
> 100	25	20
Total Number of Wells within 200 feet of Alterative*	44	36

Source: Illinois EPA Drinking Water Watch database (http://water.epa.state.il.us/dww/index.jsp) and the ISGS Illinois Water & Related Wells database (http://maps.isgs.illinois.edu/ilwater/).
* = Includes wells within the Build Alternatives right-of-way and within 200 feet of the right-of-way.

The potential for the contamination of shallow aquifers from land burial of municipal wastes has been mapped by Berg et al. (1984). The potential for contamination ranges from Zone A (the highest) to Zone G (the lowest). Zone A is comprised of six (6) divisions. The project area ranges from Zone A2 between Morrison and Elkhorn Creek to Zone E west of Morrison. Both the groundwater discharge and potential contamination are provided for a general regional perspective only, as these maps were prepared at

scales of 1:1,000,000 (recharge) and1:150,000 (contamination) and are not applicable on a site-specific basis. (ISGS 2008)

3.8.2 Environmental Consequences

This analysis focuses on the potential effects of the build alternatives may have on community and private water supplies. No measureable change to the available groundwater supply is expected due to the build alternatives; the additional impervious area associated with the build alternatives would represent a small reduction in potential recharge area that would likely be mitigated by construction of the stormwater management basins.

The project would not create any new potential "routes" for groundwater pollution or any new potential "sources" of groundwater pollution as defined in the Illinois Environmental Protection Act. Setback zones around water wells would be considered for any maintenance facilities for the alternatives; however, no maintenance facilities are planned for the project. As such, the project is not subject to compliance with the minimum setback requirements for community or private water wells.

Neither build alternative has the potential to impact community water supply wells. Table 3-42 shows the private water wells that were identified within the right-of-way and within 200 feet of the right-of-way proposed build alternatives. Water wells that could potentially be adversely affected by the project would be those that are shallow, improperly cased, or directly hydraulically connected to the highway runoff. Deep wells can also be adversely affected if the wells are improperly constructed. As previously discussed, the majority of the private water wells obtain water from depths ranging from 20 to over 100 feet below the surface.

Table 3-42: Summary of Private Wells Potentially Impacted by the Build Alternatives

Build Alternative	Number of Private Water Wells within Proposed Right-of-Way	Number of Private Water Wells outside of the Right-of-Way but within 200 feet	Total Private Water Wells Within the Proposed Right-of-Way and within 200 feet
Build Alternative 4	19	25	44
Build Alternative 5	12	24	36

Source: Illinois EPA Drinking Water Watch database (http://water.epa.state.il.us/dww/index.jsp) and the ISGS Illinois Water & Related Wells database (http://maps.isgs.illinois.edu/ilwater/).

3.8.3 Measures to Minimize Harm and Mitigation

All wells within the right-of-way would be properly abandoned in accordance with Illinois Department of Public Health requirements. Project construction specifications will include measures to prevent erosion and sedimentation adjacent to the facility. In addition, IDOT guidelines require that application of deicing salts be minimized to the extent practicable consistent with safe maintenance practices. These requirements will limit the potential for contamination of shallow water wells near the facility during construction or from routine highway maintenance.

Accidental spills of hazardous materials and wastes during construction or operation of the transportation system require special response measures. Occurrences would be handled in accordance with local government response procedures. Refueling, storage of fuels, or maintenance of construction equipment would not be allowed within 100 feet of wetlands or water bodies to avoid accidental spills impacting these resources.

3.9 Surface Waters and Aquatic Resources

3.9.1 Affected Environment

This section describes the physical, biological, and chemical characteristics of the larger surface water bodies within the project study area developed by IDOT. Analysis of such characteristics provides evidence relevant to water quality and provides a baseline from which to assess water quality impacts related to the Preferred Alternative. The streams described in this section are ordered east to west and are shown on **Exhibit 3-7**.

The project study area lies within the Lower Rock River and Copperas-Duck Watersheds (Hydrologic Unit Codes [HUC] 07090005 and 07080101, respectively). **Table 3-43** summarizes the types of water resources within the two (2) watersheds. Fourteen (14) stream segments were assessed within the project study area: 13 from the Rock River Watershed and one (1) from the Copperas-Duck Watershed. **Table 3-44** describes the physical and biological characteristics of the 14 stream segments based on field data collected by the Illinois Natural History Survey (INHS) in 2007. Ponds in the project study area are discussed in the wetlands section of this report.

Table 3-43: Extent of Surface Water Resources within Project Corridor Watersheds (acres)

Surface Water Resource Type	Lower Rock River HUC 07090005	Copperas-Duck HUC 07080101
Rivers and Streams	10,123	1,146
Lakes and Ponds	7,325	18,175
Total	**17,448**	**19,321**

Source: Suloway and Hubbell 1994

3.9.1.1 Physical and Biological Description of Surface Water Bodies

This subsection describes physical and biological characteristics of streams in the project study area and the corresponding biotic assemblages of these streams. Key characteristics of the streams are discussed below and some of these are listed in **Table 3-44**.

Table 3-44: Physical and Biological Characteristics of Streams in the Project Study Area

Site No. (Exhibit 3-7)	Stream Name	Surrounding Land Use	Stream Sub-strate	Stream Width (ft)	Habitat Assess-ment Score (mean)*	Dom-inant Fish Species (%)	Percentage Intolerant/ Tolerant Fish	EPT** Rich-ness	HBI***
1	Union Drainage Ditch	homestead, agriculture, pasture	sand, gravel, silt, cobble	9.8	95.5	Spotfin shiner (34%)	none/33%	5	6.47
2	Rock River	homestead, agriculture, light woods	gravel, cobble, silt, sand	492.1	55.5	Spotfin shiner (>18%)	15%/11%	3	6.77
3	Elkhorn Creek	agriculture, light woods, campground	sand, gravel	59.1	69.5	Spotfin shiner (21%) Sand shiner (21%)	19%/11%	9	6.32
6	Deer Creek	light woods, homestead, pasture	cobble, hard-packed sand & gravel	16.1	91.0	Johnny darter (29%)	23%/31%	4	6.01
7	Deer Creek	agriculture, fallow field, light woods	some cobble over sand & gravel	26.2	83.5	Blunt nose minnow (18%) Fantail Darter (17%)	13%/34%	5	5.15
9	Unnamed Trib. Rock River	agriculture, pasture, homestead	mud/silt	3.9	70.5	Fathead minnow (57%)	25%/75%	2	6.33
10	Unnamed Trib. Rock River	agriculture	coarse sand & gravel over hardpan clay; silt, mud	6.2	47.0	Creek chub (19%) Big Mouth shiner (18%)	12%/35%	3	5.16
12	French Creek	agriculture	mud, gravel hardpan	8.2	71.5	Fantail darter	8%/42%	3	5.22

Table 3-44: Physical and Biological Characteristics of Streams in the Project Study Area

Site No. (Exhibit 3-7)	Stream Name	Surrounding Land Use	Stream Sub-strate	Stream Width (ft)	Habitat Assess-ment Score (mean)*	Dom-inant Fish Species (%)	Percentage Intolerant/ Tolerant Fish	EPT** Rich-ness	HBI***
			clay, a few trees			(>33%)			
13	Rock Creek	livestock, pasture, homestead	mud, sand	39.4	50.0	Johnny darter (32%)	13%/13%	6	6.34
14	Unnamed Trib. Rock Creek	pasture, light woods, agriculture	mud/silt, some detritus	6.9	65.0	Johnny darter (42%)	none/42%	3	6.02
15	Unnamed Trib. Rock Creek	pasture, light woods, homestead	mud/ sand mix with some gravel, detritus	6.9	72.5	Creek chub (49%)	none/50%	1	5.65
16	Unnamed Trib. Rock Creek	homesteads, fallow field, pasture, agriculture	mud, clay, silt over hardpan clay	4.3	68.5	Brook stickle-back (56%)	none/43%	3	5.75
18	Spring Brook Creek	agriculture, homestead, pasture	sand, gravel, silt, cobble, hardpan clay	9.8	71.0	Black-nose dace (>37%)	22%/44%	5	5.71
22	Rock Creek	livestock, pasture, agriculture	silt, mud, sand	44.3	31.5	Sand shiner (37%)	13%/13%	4	6.42

Notes:
*Habitat assessment score labels: "Excellent" is ≥ 130, "Good" is 110-129.9, "Fair" is 80-109.9, "Poor" is < 80
**EPT = Ephemeroptera, Plecoptera, Trichoptera
***Hilsenhoff's family level biotic index (HBI) for macroinvertebrates. The HBI is reported on a 1-10 scale. A low family level biotic index is associated with good water quality.

Surrounding Land Use. Surrounding land uses can influence many characteristics of streams including temperature, amount of suspended solids in the water column, and the overall water quality, which in turn influence the floral and faunal assemblages of the stream. Land use surrounding the project study area streams is predominantly agricultural with occasional forested areas and residences.

Flow Regime. Streams have either a perennial (permanent) or intermittent flow regime. A perennial flow regime is required to support fish and mussels. An intermittent flow regime may support a limited assemblage of fish species during seasonal high water periods. Stream flow was determined based on United States Geological Survey (USGS) topographic maps. All of the stream segments sampled within the project study area have permanent flow.

Stream Substrate. Streams' bottoms are composed of sand, gravel, cobble, detritus, mud, silt or clay. Excessive sand, mud, and silt in the stream substrate can diminish habitat quality for fish and aquatic macroinvertebrates. Other substrate types such as gravel, cobble, and detritus can contribute to a diverse fish and aquatic macroinvertebrate assemblage. Streams in the project study area have mostly silt, mud, or clay substrates.

Stream Width. A wide stream may have more variation in substrate type than a narrow stream, and thus support a more diverse assemblage of aquatic biota. The width of streams assessed for this project ranges from less than five (5) feet for intermittent tributaries to the Rock River to almost 500 feet for the Rock River itself. However, the flow regime is a more important determinant of aquatic species richness.

Habitat Assessment Score. Habitat assessments were conducted for each stream in the project study area in order to determine which streams should be sampled for biological and chemical attributes. Habitat assessment scores, based on a modification of a standard U.S. EPA method, derive from 12 physical stream parameters including stream substrate, canopy cover, sediment deposition, and stream bank stability. These parameters reflect the quality of in-stream and riparian habitat as it influences the structure and function of the stream community. Habitat assessment data together with biological and chemical data help provide a more comprehensive and integrated picture of stream conditions. Habitat assessment scores greater than 130 indicate excellent conditions, 110 to 129.9 good conditions, 80 to 109.9 fair conditions, and below 80 poor conditions. No sites were ranked "good" or "excellent" within the project study area. The average of habitat assessment scores was 65.5 (Range 99.5 to 31.5), indicating that most of the assessment sites (**Table 3-44**) within the project study area are well *below* the cutoff for a habitat quality rating of "poor." These scores indicate degraded habitat.

Fish Species. Forty-six (46) species of fish were sampled within the project study area. The number of species in project area streams ranged from 27 (Rock River and Elkhorn Creek) to four (4) (Unnamed Tributaries to the Rock River and Rock Creek). The most abundant species that were sampled included the Johnny darter, spotfin shiner, and creek chub which made up 12.3 percent, 9.2 percent, and 8.4 percent of the individuals from the 14 stream sites, respectively. The most widely distributed species in the project area were the Johnny darter, creek chub, and bluntnose minnow, which occurred in 11, 11, and ten (10) stream segments, respectively. Dominant fish species are those that make up 17 percent or more of the total catch at a sampling site. The Johnny darter (three (3) sites) and spotfin shiner (two (2) sites) were dominant in multiple stream segments. The creek chub, fantail darter, sand shiner, blacknose dace, brook stickleback, and fathead minnow dominated one (1) site each. Three (3) sampling sites had co-dominants (spotfin shiner/sand shiner, bluntnose minnow/fantail darter and creek

chub/big mouth shiner) (**Table 3-44**). No State or Federally Listed Threatened or Endangered Fish Species were collected during sampling.

Percentage Intolerant/Tolerant Fish. Intolerant species (hornyhead chub, southern redbelly dace, bullhead minnow, highfin carpsucker, northern hogsucker, smallmouth bass, banded darter, slenderhead darter, and emerald shiner) are those fish species that are sensitive to various environmental perturbations and are generally indicative of good stream conditions. Tolerant species of fish (common carp, bigmouth shiner, bluntnose minnow, fathead minnow, creek chub, white sucker, and green sunfish) are those that can tolerate various environmental changes and can withstand a wide variety of water conditions. Intolerant and tolerant species are based on IDNR/IEPA protocols. Of the 46 species of fish identified in the project study area, 25 percent of the individuals are classified as tolerant, 13 percent as intolerant, and 62 percent as intermediate between these two states. Intermediate species (spotfin shiner, sand shiner, Johnny darter, fantail darter, brook stickleback, and blacknose dace) generally comprise the largest numbers of fish in Illinois streams. Generally, streams contained a higher percentage of tolerant fish than intolerant fish (**Table 3-44**). Exceptions included the Rock River, Elkhorn Creek, and Rock Creek.

Mussel Species. Live mussels were found at two (2) sites, the Rock River (at U.S. 30) and Elkhorn Creek (at U.S. 30). The Rock River has been noted as one of the highest mollusk diversity streams in the State. A total of 92 individuals representing ten (10) species were found at the Rock River. The most common species were the pink heelsplitter (24 individuals), fragile papershell (17 individuals), maple leaf (13 individuals), and threehorn wartyback (13 individuals). Five (5) individuals of the State-Threatened Species, the black sandshell were also found at this site. At Elkhorn Creek, a total of 33 live mussels were recorded and included the plain pocketbook (27), the creeper (3), and the black sandshell (3).

Aquatic Macroinvertebrates. Aquatic macroinvertebrate populations were assessed for the 14 project study area stream segments. Generally, streams in the project study area are not outstanding in terms of the assemblage of aquatic macroinvertebrates. The taxon richness of aquatic macroinvertebrates was highest in Spring Brook Creek (U.S. 30 – Site 18), followed by Rock Creek (U.S. 30 – Site 22) and Elkhorn Creek (U.S. 30 – Site 3), respectively. Some aquatic macroinvertebrates are indicative of good water quality; for example, mayflies, stoneflies, and caddisflies. The presence of other aquatic macroinvertebrates, such as midge fly and blackfly larvae, leeches, and aquatic worms, is indicative of degraded water quality. Several metrics of aquatic macroinvertebrate assemblages are used to assay water quality and focus on the order, family, genus, or species taxonomic levels. **Table 3-44** summarizes the stream aquatic macroinvertebrate biota analyzed with Hilsenhoff's Family Level Biotic Index (HBI). The HBI is based on tolerance values assigned to macroinvertebrate families. The tolerance values are based on the ability of macroinvertebrates to withstand organic pollutants. The HBI is reported on a 1–10 scale. An HBI value of one (1) indicates a macroinvertebrate community that is intolerant of organic enrichment, whereas a ten (10) indicates high tolerance of organic enrichment. Based on the HBI metric, streams with low scores generally have better water quality than those streams with high scores. Six (6) streams in the project study area were rated

"fair", seven (7) were rated "fairly poor" and one (1) stream was rated as "poor". None of the streams sampled were rated as good, very good, or excellent.

Water quality was also assessed based on the EPT Richness Index. EPT Richness is the total number of taxa of Ephemeroptera (mayflies), Plecoptera (stoneflies), and Trichoptera (caddisflies) – an index commonly used in water quality assessments (Plafkin et al. 1989). No Plecoptera (stoneflies) were recorded in this study. In general, Plecoptera are among the most sensitive of aquatic insect orders and are commonly restricted to flowing waters with higher levels of dissolved oxygen (Bouchard 2004). Rock Creek (Site 22) had the highest EPT score, although it was ranked as fairly poor using the HBI. Site 15, an Unnamed Tributary to Rock Creek, had the lowest EPT Richness of the segments sampled (**Table 3-44**).

3.9.1.2 Water Quality

The IEPA assigns designated uses to some waters of the State. Designated uses include aquatic life, fish consumption, swimming, recreation, and aesthetic quality. Water quality conditions are assessed in terms of the degree to which waters attain their designated use. The IEPA uses various criteria (numeric and narrative water quality standards) to assess the level of support of each applicable designated use. There are four (4) use support levels: Fully Supporting, Not Supporting, Insufficient Information, or Not Assessed. Each assessed use receives a use-support rating of either full or nonsupport (**IEPA 2014**).

Results of the most recent statewide assessments can be found in the Integrated Water Quality Report and Section 303(d) List published by IEPA (2014). Water bodies that attain full support are considered to be unimpaired; those that are in nonsupport are considered to be impaired, and are included on the IEPA 303(d) list. Streams on the 303(d) List will require future preparation of a total maximum daily load analysis focused on the Water Quality Constituents that are causing the impairment.

Six (6) streams in the project area (Rock River, Elkhorn Creek, Deer Creek, French Creek, Rock Creek, and Cattail Creek) have designated uses. These designated uses include aquatic life, fish consumption, swimming, recreation, and aesthetic quality. None of the designated uses for Deer Creek, French Creek, or Cattail Creek have been assessed by IEPA. IEPA has assessed designated uses and use-support for the Rock River, Rock Creek, and Elkhorn Creek. The **swimming, and boating designated uses are** fully supported in the Rock River. The aquatic life designated use is fully supported in Elkhorn Creek **and Rock Creek**.

The Rock River and Elkhorn Creek are the only impaired waters in the project study area. Elkhorn Creek is not supportive of fish consumption. The Rock River impairment is to the fish consumption and aquatic life designated use. The potential causes of the impairment (aquatic life and fish consumption) in the Rock River are fish kills (229), ethanol (521), mercury (274), and Polychlorinated biphenyls (348) (IEPA, 2014).

Water quality characteristics of the streams in the project study area are compared with the Illinois General Use Water Quality Standards. The General Use Standards protect the State's

water for aquatic life, wildlife, agricultural use, secondary contact use, and most industrial uses and ensure the aesthetic quality of the State's aquatic environment. These standards must be met in Waters of the State for which there is no specific designation. All waters within the U.S. 30 project study area are designated as General Use.

Surface water samples and field data were collected in April, June, and October of 2007 from the 14 sites shown in **Exhibit 3-7**. Average water quality results for streams in the project study area and relevant water quality standards are shown in **Table 3-45**. Water quality in the project study area is generally representative of intensively row-cropped agricultural areas, with occasional minor excursions of the general use water quality standards.

The chronic standard for zinc was exceeded in ten (10) of 14 stream segments sampled in June 2007. The chronic standard is designed to be protective from long-term exposure to low concentrations of metals. Elevated zinc concentrations in surface waters may be related to runoff from mining sites, effluents of industrial operations that use zinc (such as steel production), or runoff from agricultural lands where sewage containing high levels of zinc (from industrial operations) has been applied. The project area does not have widespread industrial sources of heavy metals – if these sources were present, other metals such as lead and copper would also be expected to be elevated. Zinc occurs naturally in soil, but is tightly bound to clay and organic matter. Farmers apply zinc with their fertilizer when the soil has been shown to be zinc-deficient, but silty clay/clayey silt soils are not likely to be zinc deficient. Most of the surface soils in the watersheds of the streams that reported elevated zinc levels are clays and silts. Zinc deficiency is most common in severely eroded soils, sands, and sandy loams (sandy soils occur at the far western end of the project area). According to local fertilizer distributors, it is not common for farmers in Whiteside County to use fertilizer with zinc added, but some of them do. They did not know of specific areas of the county where this fertilizer mix is normally applied. The elevated zinc samples do not coincide with any elevated ammonia concentrations (phosphorus was not measured). Based on these factors, it is likely that the elevated zinc levels in the U.S. 30 samples are a laboratory artifact, but may be related to fertilizer use.

Streams

Fish, mussel, and aquatic macroinvertebrate populations were sampled during 2007 at the 14 sites summarized in **Table 3-45** and depicted in **Exhibit 3-7**. In addition to the survey data, the IDNR has developed a Biological Stream Rating System (BSRS) based on population characteristics of multiple aquatic taxonomic groups (fish, mussels, macroinvertebrates, and crayfish). The objective of the BSRS is to identify stream segments of exceptional quality and to focus protection efforts to uncommon resources or biologically significant streams (www.dnr.state.il.us/orc/BioStrmRatings/). The BSRS incorporates various taxonomic groups and average standardized taxonomic scores to generate an overall rating for stream segments that is representative of multiple signals of stream conditions. This approach results in assigning up to three (3) designations for a stream segment, which are a diversity rating, integrity rating, and identification as a biologically significant stream. The ratings for diversity and integrity range from A (Excellent) to E (Very Poor). Biologically significant streams, by definition, have no range

of ratings. The rating system is only applied to wadeable streams. French Creek (Site 12) was the only project area stream included in this assessment. Elkhorn Creek was rated upstream of the project area.

Brief synopses of each stream within the project area are given in the following pages. Physical and biological data are given in **Table 3-45** and stream locations are shown on **Exhibit 3-7**. A photograph of each stream as it occurs in the project area is provided. The photographs depict the nature of the streams' woody riparian habitat, size, and adjacent cover types.

Union Drainage Ditch. The Union Drainage Ditch (Site 1) is a first order tributary of the Rock River. This stream exhibited low levels of siltation and clear water and contained a mix of shallow gravel riffles and pools at the sampling location. These habitat attributes usually indicate higher quality streams. However, the low number of fish (34 individuals representing six (6) species) collected at this site indicates that stream quality may be low. All species encountered are intermediate or tolerant of pollution and are common inhabitants of similar sized streams in northern Illinois. No live mussel specimens were collected at this location.

Union Drainage Ditch

Rock River. The Rock River (Site 2) is the largest stream in the project study area. It is the collecting point for most other streams in the project study area and drains 10,915 square miles, about 5,650 of which are in Illinois. A total of 27 species of fish (10 families) and 92 individual mussels representing ten (10) species were collected during field surveys of the Rock River during 2007. The State Threatened Species, the black sandshell mussel, was found at this site.

This segment of the Rock River from Sterling/Rock Falls to Oregon, a distance of 29 river miles, is listed on the National Park Services' National Rivers Inventory (NRI). The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. Rivers were included on the NRI to the degree to which they are free-flowing, to the degree to which the rivers and their corridors are undeveloped, and for the outstanding natural and cultural characteristics of the rivers and their immediate environments. The Rock River's Outstanding Remarkable Value is its recreational attributes. The river is identified in the NRI listing as a broad interstate river flowing through a very intensely farmed portion of Illinois; containing well wooded banks and slow current that offer an interesting and leisure canoe trip. The river also provides for moderate fishing use. The U.S. 30 project is approximately four (4) miles downstream of the dams at Sterling/Rock Falls."

Rock River

According to studies conducted by the Illinois Natural History Survey (2008), the reach of the Rock River in the project area scored relatively low for Cumulative EPT (Ephemeroptera, Plecoptera, Trichoptera) Richness and Mean Taxa Richness. Although the Rock River is listed on the IEPA 303(d) List, a total maximum daily load (TMDL) report has yet to be developed to address the causes of impairment.

A major fish kill affecting over 72,000 fish occurred in the Rock River in mid-June 2009. The fish kill was believed to be related to an upstream train derailment that released large quantities of an ethanol product. The fish kill extended from north of Grand Detour to south of Prophetstown and included the project study area. The long-term impacts of this event on the fish and other biota in the Rock River are unknown.

Elkhorn Creek. Elkhorn Creek (Site 3) is a tributary of the Rock River and has a drainage area of 237 square miles. Twenty-seven (27) species of fish (8 families) were collected from this stream. Thirty-three (33) living mussel specimens representing three (3) species, including one (1) State Threatened Species (black sandshell), were collected from Elkhorn Creek. A segment of Elkhorn Creek approximately 11 miles upstream of the project study area has been rated as a Class B stream (Good) on the basis of water quality under the BSRS.

Deer Creek. Two (2) locations within the project study area (Stream Sites 6 and 7) were sampled for Deer Creek. Overall habitat conditions are similar at both locations. The stream is a fairly narrow (<16-26 feet) third order stream with relatively high levels of siltation in pools. Some clean riffles were also present. All species present are common inhabitants of small, headwater streams in northern Illinois. Over 75 percent of species present were intermediate or tolerant and represent some of the most common fishes in Illinois. No live mussel specimens were collected in either stream reach.

Unnamed Tributary to Rock River. Two (2) locations within the project study area (Stream Sites 9 and 10) were sampled for the perennial Unnamed Tributary to the Rock River. Site 10 is 1.5 miles downstream of Site 9. Both are relatively narrow (7 feet and 16 feet wide, respectively) second order streams surrounded by agricultural land. Abundant accumulations of silt were found in pool habitats upstream of U.S. 30 (Site 9). Although species diversity was significantly higher (17) at Site 10 compared to Site 9 (4 species), all species encountered in this Unnamed Tributary are common inhabitants of northern Illinois streams and are either intermediate or

tolerant species, with the exception of a single southern redbelly dace collected at Site 9. Both sites are low in EPT richness.

Unnamed Tributary to Rock River

French Creek. French Creek (Sites 11 and 12) contained a dichotomy of habitat types. Upstream of Sawyer Road (Site 12), the stream appears channelized and is devoid of woody riparian vegetation. Downstream (Site 11), it is composed of alternating shallow pools and riffles and is wooded along the north bank. The presence of gravel and cobble substrates and low levels of siltation downstream of the bridge contributes to the presence of high numbers of two (2) darter species (fantail and Johnny darter). Over 90 percent of species present are intermediate or tolerant and represent some of the most common fishes in Illinois. The single intolerant species present (southern redbelly dace) is frequently found in lower quality streams in Illinois and is not indicative of higher quality habitat. While the total number of individuals was high, the fish fauna present (12 total species) at Site 12 and upstream habitat attributes reflect a site of lower quality. The EPT Richness at this location was also very low. French Creek, from U.S. 30 downstream to its confluence with Rock Creek, has been rated as a Class D stream (Poor) on the basis of diversity under the BSRS.

French Creek

Rock Creek. Two locations (Sites 13 and 22) within the project study area were sampled for Rock Creek. Rock Creek (Site 13) south of Morrison is a third order stream approximately 49 feet wide with both open and tree-lined banks. Stream banks are very steep. In-stream habitat is rather uniform and composed entirely of a run. Stream surveys at this located identified a low number of species (8) and low total number of individuals (21). While these results may be related to poor sampling conditions related to high water levels limiting on the use of electroshocking equipment, it is unlikely that additional sampling efforts would have produced intolerant species that were not observed at other sites within the U.S. 30 project area.

Rock Creek

Rock Creek at Bunker Hill Road (Site 22) is approximately 50 feet wide with open banks devoid of woody vegetation. Alternating riffles and runs are present at the site, with some siltation present. Surrounding land use is entirely agricultural, with little to no buffer along Rock Creek. Fish diversity (8) and total number of individuals (84) are

low for a stream the size of Rock Creek. With one exception, all species collected at Site 22 are common to northern Illinois streams and are either intermediate or tolerant.

Unnamed Tributary to Rock Creek. Two (2) Unnamed Tributaries to Rock Creek within the project study area (Stream Sites 14 and 15) were sampled. Both locations are narrow, shallow reaches with gravel riffles and shallow pools. All fish species collected from these locations are intermediate or tolerant species and are common inhabitants of small first or second order streams in Illinois.

Unnamed Tributary to Rock Creek

Spring Brook Creek. Spring Brook Creek (Site 18) is a 16 to 23 foot wide second order tributary of Cattail Creek with open banks. In-stream habitat is good with alternating riffles and pools. Siltation levels are low, most likely due to upstream land use not consisting of row-crop agriculture. Species diversity (9) is average for second order streams in northern Illinois and with one exception, all species were either intermediate or tolerant. The single intolerant species collected (southern redbelly dace) is not indicative of high quality habitat as that species is frequently encountered in streams with degraded habitat across central and northern Illinois. The low level of siltation present at Site 18 may explain the very high number of blacknose dace (>100) collected at this site.

Spring Brook Creek

Table 3-45: Water Quality of Streams in Project Study Area

Parameter	Union Drain-age Ditch	Rock River	Elk-horn Creek	Deer Creek	Deer Creek	Un-named Trib. Rock River	Un-named Trib. Rock River	French Creek	Rock Creek	Un-named Trib. Rock Creek	Un-named Trib. Rock Creek	Un-named Trib. Rock Creek	Spring Brook Creek	Rock Creek	Water Quality Standard
	Site 1	Site 2	Site 3	Site 6	Site 7	Site 9	Site 10	Site 12	Site 13	Site 14	Site 15	Site 16	Site 18	Site 22	
Dissolved Oxygen (mg/L)[f]	3.39	8.00	6.93	7.95	7.16	6.44	8.04	7.86	6.83	7.37	7.08	8.31	8.39	6.43	3.5 or 5.0 Min[b]
pH (Standard Units)[a]	7.28	8.31	7.91	7.54	7.99	7.39	7.46	7.73	7.34	7.34	7.06	7.44	7.51	8.18	6.5-9.0
Ammonia (mg/L)	0.05	0.15	0.05	0.04	0.02	0.02	0.03	0.04	0.08	0.02	0.02	0.03	<0.01	<0.01	15 mg/L
Total Phosphorus (mg/L)	0.03	0.01	0.02	0.03	0.01	0.01	0.02	0.02	0.03	0.02	0.02	0.02	0.03	<0.01	0.05 mg/L[c]
Hardness (mg/L)	312	305	364	383	391	308	352	370	340	363	344	360	360	355	NS[d]
Chloride (mg/L)	73.2	48.8	36.2	29.6	27.7	22.8	38.9	37	31.7	34.6	61.1	40.4	26.9	33	500 mg/L
Copper (µ/L)	2.15	2.95	3.13	2.47	3.26	2.85	3.19	2.65	2.13	2.58	2.75	3.29	2.93	2.79	exp[-1.464 + 0.9422 ln(H)][e] µ/L
Lead (µ/L)	<41	<41	<41	<41	<41	<41	<41	<41	<41	<41	<41	<41	<41	<41	exp[-1.301 + 1.273 ln(H)][e] µ/L
Zinc (µ/L)	83.2	111.2	62.9	61.6	63.2	84.4	15.2	61.9	100.0	51.0	83.4	20.4	14.3	<7.3	exp[0.9035 + 0.8473 ln(H)][e] µ/L

[a] Median value [b] Varies depending on season [c] Standard applies to lakes and reservoirs [d] No Standard
[e] Where ln(H) = natural logarithm of measured hardness concentration (mg/L) [f] Excluding April data

3.9.2 Environmental Consequences

The No-Build Alternative may cause negligible water quality impacts from erosion and sedimentation during pavement and structure maintenance activities over and near waterways. Potential impacts associated with highway operations (runoff) and maintenance activities (herbicide application, deicing) would be unchanged from current conditions.

The Build Alternatives would require construction of new bridges and culverts and/or in-stream work for widening of existing bridges. Surface water impacts are generally related to increased sedimentation, siltation, and suspended solids loads in streams and rivers from roadway and bridge construction, operation, and maintenance. The project's potential construction, operation, and maintenance impacts are discussed below. Permits and certifications required for potential impacts to surface water resources are discussed in Section 3.17, Permits/Certifications.

3.9.2.1 Construction Impacts to Surface Water

Typical operations associated with roadway construction include clearing, grading, filling, and excavation. These activities all increase the erosion potential of surface soils because of the reduction in vegetative cover and increased impervious areas resulting from compaction of soil by heavy equipment.

Aquatic resources of project area streams are summarized in **Table 3-46**. These aquatic resources are described in detail in Section 3.9.2. Stream construction impacts are summarized in **Table 3-47**. These impacts are based on preliminary design information and will be defined in final design. Construction impacts may vary based on the means and methods employed by the contractor during construction. During construction of bridges with piers in the water, construction equipment and materials are placed in the stream channel during demolition of the existing structure (if any), and construction of the proposed structure. Equipment in the stream channel is necessary for pile driving and pier construction operations, as well as for installation of sheet piling. Based on preliminary engineering data, only the bridges over Elkhorn Creek and the Rock River will require piers.

The stream channel is generally graded upstream and downstream of the new structure. Equipment would also be used within the floodplain to construct slope walls and to place riprap along the abutment cones and the channel bottoms, as required based on the results of detailed hydraulic analyses. These in-stream activities may have both direct and indirect impacts on aquatic biota, especially mussels. Individuals within the construction footprint may be crushed or disturbed by heavy equipment, while increased sediment in the water column can clog gills. Elkhorn Creek and the Rock River have clean riffle complexes that support the only mussel populations identified in the project area. Both streams produced live specimens of the black sandshell mussel, a State Threatened Species. These waterways also had the highest number of intolerant fish species. Fish will move away from the area of disturbance and should not be negatively impacted by bridge construction.

The same construction process would be used for construction of bridges without piers in the water, except equipment would not be required within the stream channel for pile driving and pier construction.

Table 3-46: Aquatic Resources in Project Area Streams *(See Text for Potential Impacts to these Habitat Features)*

Stream Name	Aquatic Habitat Conditions	Mussel Beds	Intolerant Fish Species (Nos.)
Spring Brook Creek	Alternating pools and riffles, low siltation levels	None	Two
Tributary Rock Creek	Shallow riffles and pools, sparse to no woody riparian habitat	None	None
Rock Creek (N)	In-stream habitat uniform	None	One
Rock Creek (S)	In-stream habitat uniform	None	One
French Creek	Stream channelized in places, lacks woody riparian vegetation	None	One
Tributary Rock River	Abundant silt accumulation in pools, sparse woody riparian habitat	None	Two
Deer Creek	Siltation in pools, some clean riffles, sparse woody riparian habitat	None	Three
Elkhorn Creek	Clean riffles and alternating pools	Yes, 33 individuals	Five
Rock River	Shallow gravel riffles on the west bank	Yes, 92 individuals	Four
Union Drainage Ditch	Low siltation levels, clear water, shallow gravel riffles and pools	None	None

Proposed culvert locations are listed in **Table 3-47**. Box culverts will be required on the Tributary to Rock Creek, Tributary to the Rock River, and Union Drainage Ditch. No mussel species were found at any of the proposed culvert locations; however, one (1) fish species that is intolerant of pollution was found in French Creek and two (2) intolerant fish species were found in the Tributary to the Rock River. Intolerant fish species were not found at any of the other proposed culvert locations. A “remove and replace” method will be used to construct box culverts in stream channels. A temporary culvert will be installed to divert stream water during construction of the box culvert.

Table 3-47: Construction Impacts to Perennial Streams

Stream Name	Construction Activity	Additional Information	Estimated Structure Dimensions	Align-ments	Exhibit 3-10 Page Number
Spring Brook Creek	Construct **bridges** spanning Acker Road, Burlington Northern Santa Fe Railroad, Union Pacific Railroad, and the Creek.	The proposed bridges and approaches will be on new alignment. It is anticipated that there will be no piers or other construction work within the stream.	**Bridges will be 1200 feet in length and 40 feet in width (face-to-face).**	The bridges **and approaches** are common to both Alternates 4 and 5.	1 & 2
Tributary Rock Creek	Construct and replace culverts within the stream at three different locations.	The project will impact the stream at three locations. These include (1) the replacement of the existing culvert at IL 78, (2) construction of a box culvert on new U.S. 30, and (3) construction of a box culvert at new U.S. 30 intersection with IL 78.	The replacement box culvert on IL 78 will be 200 feet in length and **15** feet in width; the box culvert on new U.S. 30 will be **200** feet in length and **15** feet in width; and the box culvert at the new U.S. 30/IL 78 intersection will be **90** feet in length and **15** feet in width.	The three box culverts are associated with Alternate 4.	6
Rock Creek (North)	Construct bridges spanning **Crosby Road, the stream, and Browns Road.**	The bridges and approaches will be on new alignment. There will be no piers within the stream.	The bridge will be **600** feet in length and **40** feet in width **(face-to-face)**.	The bridges **and approaches** are associated with Alternate 4.	7
Rock Creek (South)	Construct **bridges** over the stream.	The bridges and approaches will be on new alignment. There will be no piers within the stream.	The bridges will be **160** feet in length and **40** feet in width **(face-to-face)**.	The bridges **and approaches** are associated with Alternate 5.	10
French Creek	Construct bridges over the stream.	**The bridges and approaches will be on new alignment. There will be no piers within the stream.**	**The bridges will be 130 feet in length and 40 feet in width (face-to-face)**.	**The bridges and approaches are associated with Alternate 4.**	11
Tributary Rock River	Construct a box culvert within the stream.	U.S. 30 occurs on new alignment at this location.	The box culvert will be 250 feet in length and **11** feet in width.	The box culvert is common to both Alternates 4 and 5.	12
Deer Creek	The reconstruction of the existing bridge and the construction of a new bridge next to the existing bridge.	There will be no piers within the stream.	The bridges will be **230** feet in length and **40** feet in width **(face-to-face)**.	The bridges **and approaches** are common to both Alternates 4	12

Table 3-47: Construction Impacts to Perennial Streams					
Stream Name	**Construction Activity**	**Additional Information**	**Estimated Structure Dimensions**	**Align-ments**	**Exhibit 3-10 Page Number**
				and 5.	
Elkhorn Creek	The reconstruction of the existing bridge and the construction of a new bridge next to the existing bridge.	The existing bridge has two piers in the stream and takes up 200 square feet of stream bottom. The new bridges will have the same pier configuration as the existing bridge.	The bridges will be **450 feet in length and 40 feet in width (face-to-face).**	The bridges **and approaches** are common to both Alternates 4 and 5.	14
Rock River	The reconstruction of the existing bridge and the construction of a new bridge next to the existing bridge.	The existing bridge has six piers in the water and takes up 1155 square feet of stream bottom. The new bridges will have the same pier configuration as the existing bridge.	The bridges will be **1100 feet in length and 40 feet in width (face-to-face).**	The bridges **and approaches** are common to both Alternates 4 and 5.	14 & 15
Union Drainage Ditch	The existing box culvert will be replaced.	The box culvert will be replaced on the existing alignment and extended to carry four lanes of traffic.	The replacement box culvert will be **200 feet in length and 9 feet in width.**	The box culvert is common to both Alternates 4 and 5.	15

Round culverts will be installed to convey surface water at crossings of diverted streams. Installation will require excavation, riprap, and earthwork in the channel. Improperly designed or constructed culverts can cause habitat fragmentation by changing the elevation of the streambed, preventing upstream migration of aquatic organisms, increasing water velocities, preventing natural channel migration within the floodplain, and disrupting substrate continuity. Adverse impacts can be minimized through use of open bottom arched culverts instead of traditional box culverts, oversizing and recessing box culverts eight (8) inches (or more) below the surface of the stream substrate and back filling with natural channel substrate to maintain the same level of resistance as the natural stream channel, installing a low-flow culvert to provide for fish passage during drier seasons, and other measures.

Construction of any type of structure will involve heavy equipment crossing and working in the streams. Crossing through and working in streams will cause an increase in turbidity and sedimentation, and temporarily alter downstream hydraulics and substrate conditions. The level of water present in the streams while work is being conducted affects the amount of sediment transported downstream. Short-term increases in turbidity and sedimentation may be expected during construction in proportion to the proximity of excavated sites to surface water and the

frequency and duration of storm events. However, turbidity and sedimentation are expected to return to baseline levels soon after construction.

The U.S. Department of Interior's National Park Service stated in a letter to IDOT dated July 25, 2011 that the segment of the Rock River with the project study area is believed to be on the NRI (see Appendix D). The NRI is a register of rivers that may be eligible for inclusion in the Wild and Scenic River System. Rivers were included on the NRI to the degree to which they are free-flowing, to the degree to which the rivers and their corridors are undeveloped, and for the outstanding natural and cultural characteristics of the rivers and their immediate environments.

IDOT identified that this segment of the Rock River has been identified by the National Park Service as having recreational values (canoeing and fishing). Though the Illinois DNR has no information on the recreational use of the river, canoeing and fishing do occur. The project will have no effect on fishing but will have temporary effects on canoeing. Canoes have access points above (Sterling/Rock Falls) and below (Prophetstown State Park) the U.S. 30 crossing. During the construction and reconstruction of the two (2) bridges, access under the bridges will not be available. This condition is expected to last approximately three (3) years. Portage of the construction site may not be possible because of construction activity on the bridge approaches. Once construction of the bridges has been completed, the river will be open to canoeing under the U.S. 30 bridges. The project has been coordinated with the National Park Service (Appendix D). Based on the above considerations, the project as described will not have an adverse effect on the river's water quality, change the free flow characteristics of this reach, change the long term recreational use of the river, or impair the incorporation of this reach into the Wild and Scenic River System at some future date.

In-stream disturbance is regulated under Section 404 of the Clean Water Act. Construction of bridges and culverts will be conducted under Nationwide Permit 14 (NWP 14), "Linear Transportation Projects." The following limits apply to NWP 14:

- The discharge of dredged or fill materials into the waterway cannot cause the loss of >1/2 acre of waters of the United States.
- Any stream channel modification, including bank stabilization, is limited to the minimum necessary to construct or protect the linear transportation project.
- Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites.
- Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows.
- Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations.

- The areas affected by temporary fills must be revegetated, as appropriate.

Although the IEPA has issued water quality certification for NWP 14 under Section 401 of the Clean Water Act, this project will require individual water quality certification because the area of impact will exceed 100 linear feet, as measured along the stream channel. The water quality certification will include the following conditions, at a minimum, to protect stream water quality and prevent impacts to aquatic biota:

- Spoil material excavated, dredged, or otherwise produced must not be returned to the waterway but must be deposited in a self-contained area in compliance with all State statutes.
- Any backfilling must be done with clean material and placed in a manner to prevent violation of applicable water quality standards.
- The activity shall not cause violation of the Illinois Environmental Protection Act (the Act), water pollution as defined and prohibited by the Act, violation of applicable water quality standards, or interference with water use practices near public recreation areas or water supply intakes.
- All areas affected by construction must be mulched and seeded as soon after construction as possible.
- Necessary measures shall be taken to reduce erosion during construction.
- All construction within the waterway shall be conducted during zero or low flow conditions.
- Temporary work pads, cofferdams, access roads, and other temporary fills shall be constructed of clean coarse aggregate or non-erodible non-earthen fill material that will not cause siltation.
- Stream flow shall be maintained by utilizing dam and pumping, fluming, culverts, or other techniques.

This project will result in the disturbance of more than one (1) acre of total land area. Accordingly, it is subject to the requirement for a NPDES permit for stormwater discharges from the construction sites. Permit coverage for the project will be obtained either under the IEPA General Permit for Stormwater Discharges from Construction Site Activities (NPDES Permit Number ILR10) or under an individual NPDES permit. Requirements applicable to such a permit will be followed, including the preparation of a Stormwater Pollution Prevention Plan. Such a plan shall identify potential sources of pollution which may reasonably be expected to affect the quality of stormwater discharges from the construction site and shall describe and ensure the implementation of practices which will be used to reduce the pollutants in discharges associated with construction site activity and to assure compliance with the terms of the permit.

3.9.2.2 Operational Impacts to Surface Water

Operational impacts of the project on water quality result from stormwater runoff from highway surfaces, bridge decks, median areas, and adjoining right-of-way. The increase in impervious area will increase stormwater runoff volumes and could increase in-stream erosion. The runoff

carries pollutants that have accumulated as a result of roadway use. Primary highway runoff components include suspended sediments (pavement wear and dirt), lead (gasoline, tire filler), zinc (tire filler, motor oil stabilizers), copper (metal platings, brake linings), and petroleum (gasoline, antifreeze, hydraulic fluids). Throughout the mid-1980s, the FHWA conducted nationwide studies to determine highway runoff constituents, amounts relative to roadway types and traffic conditions, and the potential impacts to surface water resources (FHWA, 1990). FHWA's research concluded that pollutants in highway runoff are not present in amounts sufficient to threaten surface water or groundwater where average daily traffic volumes are below 30,000. Forecast traffic for U.S. 30 for the design year (2038) ranges from 5,900 from Emerson Road to Mathew Road to 20,800 from Prophetstown Road to IL 40 forecasted ADT (**Table 1-1**). Although adverse impacts to surface water quality are not expected, features such as grassed medians and roadside ditches will be incorporated into the roadway design to reduce stormwater runoff and associated pollutant loadings to nearby waterways. Pollutant removal in vegetated swales occurs through filtration by the vegetation, deposition of particulate matter in low velocity areas, and infiltration through soils. In general, a well-designed, well-maintained grass swale system can remove 70 percent total suspended solids, 30 percent total phosphorus, and 50 to 90 percent of trace metals (Young 1996).

3.9.2.3 Maintenance Impacts to Surface Water

Maintenance impacts associated with the Build Alternatives include application of deicing agents and spraying for weeds within the right-of-way. Deicing salts can affect water quality by increasing chloride levels in runoff and snowmelt. Impacts are associated with the movement of salt from the roadway into drainage ditches and waterways. According to theIDOT, the ten-year average (2000-2010) application of deicing salt for State-maintained highways in Whiteside County was 15.8 tons per lane mile. The amount of salt applied in any given year is dependent on the frequency, length, and intensity of winter storms in the project area. As such, the ten-year high during this period was 21.8 tons per lane mile and the ten-year low was 10.15 tons per lane mile. Ultimately, roadways with a greater number of lane miles will receive more salt than a smaller roadway under the same weather conditions.

Proposed highway improvements would increase the number of lane miles in the project area, thereby increasing the total salt loading over current levels. This could increase the delivery of sodium chloride ions to receiving surface waters. Research shows that occasional high levels of chlorides occur in drainage ditches and waterways because of rapid runoff and snowmelt. The research also indicates that no long-term buildup of chlorides occurs in waterways because of regular salt applications in the winter. Studies by the USGS (Research Project R-18-0) of sodium chloride concentrations originating from highway runoff have shown that the additional input of sodium chloride ions from deicing salts would be offset by a proportional increase in runoff for dilution. Streams in the project area generally have chloride levels ranging from 22 to 73 parts per million (**Table 3-45**). The highest concentrations are reported for Union Drainage Ditch, which receives runoff from the urban area of Rock Falls. Any relative increase in salt application expected within the project area under the proposed construction scenario will be due to the additional lane miles. Because the Illinois General Use Standard (water quality) for

chloride is 500 parts per million, it is reasonable to expect that the additional chloride that may reach project-area streams from salting U.S. 30 will not result in chloride levels that violate State water quality standards.

Application of herbicides is prohibited at waterway crossings or adjacent to the highway right-of-way within 150 feet of a State Listed Natural Area, or near an occurrence of a threatened or endangered species.

3.9.3 Indirect Impacts

Indirect impacts considered in this section include those to project area streams caused by project-induced growth. Indirect impacts are possible near project area communities. The city of Morrison has identified an area on the southeastern side of the city as an enterprise zone. This area is targeted for future industrial expansion. Sterling and Rock Falls have also designated enterprise zones for their communities. Future industrial development is expected to occur within these zones and will not result in impacts to water quality of project-area streams. Residential development in Whiteside County is regulated under Chapter 11 of the Whiteside County Code, which provides for stormwater control and prevention of adverse impacts to surface water flows and water quality. Based on these provisions, the project is not expected to result in indirect adverse impacts to surface waters from induced development.

3.9.4 Cumulative Impacts

Short-term construction and long-term operation and maintenance of U.S. 30 will result in minor impacts to project area streams as described above. The project is also expected to enhance economic development within the area. These cumulative activities are not expected to result in adverse impacts to water quality or in-stream habitat of area streams.

3.9.5 Measures to Minimize Harm and Mitigation

Principles and standards from IDOT's *Construction Procedure Memorandum on Erosion and Sediment Control*, Chapter 59-8 of the *IDOT Bureau of Design & Environment Manual*, Section 280 of the *Standard Specification for Road and Bridge Construction* (January 1, 2012), and other erosion control best management practices will be used to minimize water quality impacts of construction and operation of the proposed facility. Construction in or near waterways will be performed in accordance with IDOT's *Standard Specifications for Road and Bridge Construction.* Erosion control measures will be installed before erosion prone construction activities begin. Construction at stream crossings will be conducted during low or normal flow periods and will comply with all Federal and State laws, local ordinances, and regulations. An erosion control plan will be developed as part of the plans and specifications for construction.

Basic erosion control principles and best management practices that will be used include the following:

- The size of disturbed area exposed at any one time and the duration of exposure will be minimized. Construction contracts could include limits on the amount of soil that can be exposed, measures to prevent erosion during spring thaw if construction is not completed before winter, and specifications to complete grading as soon as possible and revegetate with temporary and permanent cover. The exact type and methods of erosion control to be utilized will be determined during the project's design phase.
- Control methods will be used to prevent erosion and sedimentation in sensitive areas. Such methods include proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation; protective ground cover such as vegetation, mulch, erosion mat, or riprap; diversion dikes and intercepting embankments to divert sheet flow away from disturbed areas; and sediment control devices such as ditch checks, erosion bales, silt fences, and retention/detention basins.

3.10 Wetlands

The USACE Wetland Delineation Manual (1987) defines wetlands as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions." Impacts to wetlands from Illinois highway projects are regulated by the USACEunder Section 404 of the Clean Water Act and by the IDNR under the Illinois Interagency Wetlands Policy Act.

3.10.1 Affected Environment

Published data from the Land Cover of Illinois 1999-2000 (www.agr.state.il.us/gis/stats/landcover/counties/county.php?CNTY=Whiteside) shows 13,045 acres of wetland land cover in Whiteside County. These data are based on high level aerial photography, and may differ substantially from information collected from intensive field surveys. According to this publication, wetlands cover slightly less than three (3) percent of the land in the county. Five (5) types of wetlands, categorized by combinations of hydrology and vegetation, are present in Whiteside County. The majority by acreage (10,454 acres, 2.3 % of county) are forested floodplain wetlands. Marshes, or seasonally/temporarily flooded wetlands largely composed of emergent vegetation, cover the next largest area (1879 acres, 0.4 % of county). Less common (510 acres, 0.1 % of county) are wet meadow wetlands, which may only be saturated or inundated for a brief period. Ponds are the least extensive of the wetlands in Whiteside County (202 acres, <0.1 % of county). **Table 3-48** summarizes the potential extent of wetland types that occur within the county.

Table 3-48: Summary of Wetland Land Cover in Whiteside County		
Wetland Types	**Acreage in Whiteside County**	**% of Wetland Coverage in Co.**
Floodplain Forest	10,454	2.3
Seasonally/Temporarily Flooded	1,879	0.4
Shallow Marsh/Wet Meadow	510	0.1
Shallow Water	202	<0.1
Deep Marsh	<1	<0.1
Swamp	<1	<0.1
TOTAL	**13,045**	**2.9**

Source: www.agr.state.il.us/gis/stats/landcover/counties/county.php?CNTY=Whiteside

3.10.1.1 Wetland Plant Community

One hundred and one (101) routine onsite wetland delineations were performed in the project study area. Seventy-two (72) of these sites were determined to meet the wetland criteria defined by the *USACE Wetland Delineation Manual (1987)*: hydrophytic vegetation, hydric soils, and wetland hydrology. Fifty of these wetland sites were in or adjacent to the many corridors analyzed during this study. These 50 sites represent four (4) wetland cover types (plant communities) which are discussed below and summarized in **Table 3-49** in order of decreasing predominance. Wet meadow wetlands (55.1 acres) are the most extensive in the project study area. Forested wetlands (38.5 acres), marsh (4.2 acres), and sedge meadows (4.7 acres) are also present. **Table 3-50** summarizes the characteristics of individual wetlands in the project study area.

Table 3-49: Summary of Wetland Cover Types and Acreages Identified for the U.S. 30 Project			
Wetland Cover Type	**Total Wetland Area (acres)**	**Percentage of Total Wetland Area**	**No. Wetland Sites**
Wet Meadow	55.1	53.7	28
Forested Wetland	38.5	37.6	15
Marsh	4.2	4.1	3
Sedge Meadow	4.7	4.6	3

Source: Illinois Natural History Survey (2008, 2009)

Table 3-50: Wetland Sites Identified for the U.S. 30 Project

Table 3-50: Wetland sites identified for the U.S. 30 project

Wetland No.	Plant Community	NWI Classification	Dominant Vegetation	Soil Series	Acres	FQI	Wetness coefficient	% Adventive	Poss. Wetland Functions
Site 34	Forested wetland	None	Black willow, Reed canary grass, Water pepper, Pinkweed	Birds silt loam	0.2	9.5	-2.9	29.4	Flood Storage Surface Water Recharge
Site 35	Wet meadow	None	Three-seeded mercury, Reed canary grass, Mild water pepper	Birds silt loam	0.2	7.8	-1.8	20.8	Flood Storage Surface Water Recharge
Site 36	Wet meadow	PEMC, PSS1C	Reed canary grass	Ambraw clay loam	13.0	6.7	-0.5	26.3	Flood Storage Ground Water Recharge
Site 39	Wet meadow	PEMF	Reed canary grass	Birds silt loam	0.9	9.6	-1.5	13.6	Flood Storage Ground Water Recharge
Site 40	Wet meadow	None	Reed canary grass	Birds silt loam	16	14.4	-1.5	16.3	Wildlife Habitat Ground Water Recharge Flood Storage
Site 41	Forested wetland	None	Silver maple, Black willow, Sandbar willow, Orange jewelweed, Reed canary grass	Birds silt loam	1.5	9.1	-3.3	12.5	Wildlife Habitat Flood Storage Ground Water Recharge
Site 42	Forested wetland	None	Cottonwood, Black willow	Birds silt loam	0.9	9.7	-2.0	5.3	Wildlife Habitat Flood Storage
Site 43	Marsh	PUBF	Common water plantain, Reed canary grass	Birds silt loam	2.1	9.7	-4.2	10.0	Flood Storage Ground Water Recharge

Table 3-50: Wetland sites identified for the U.S. 30 project

Wetland No.	Plant Community	NWI Classification	Dominant Vegetation	Soil Series	Acres	FQI	Wetness coefficient	% Adventive	Poss. Wetland Functions
Site 44	Wet meadow	PEMA	Reed canary grass	Birds silt loam	1.24	10.7	-2.5	25.0	Flood Storage Sediment Sink
Site 45	Wet meadow	PEMF	Reed canary grass, Bur cucumber	Birds silt loam	0.2	8.5	-2.9	6.3	Flood Storage Ground Water Recharge
Site 46	Forested wetland	PFO1A	Green ash, Wood nettle	Drummer silt loam	0.6	9.3	-0.5	5.9	Wildlife Habitat Flood Storage
Site 47	Wet meadow	PSS1A	Reed canary grass	Birds silt loam	0.6	7.8	-1.8	14.3	Flood Storage Pollutant Sink
Site 48	Wet meadow	None	Reed canary grass	Birds silt loam	1	15.0	-1.7	11.8	Flood Storage Sediment Sink
Site 50	Forested wetland	PFO1C	Silver maple, Cottonwood, Virginia wild rye, Reed canary grass	Birds silt loam	4.7	11.1	-1.6	21.7	Flood Storage Wildlife Habitat Water Storage
Site 51	Sedge meadow	PEMA	Black willow, Redtop, Common tussock sedge, Rice cutgrass	Elvers silt loam	1.6	16.6	-2.5	21.1	Flood Storage Sediment Sink
Site 52	Forested wetland	PEMA	Box elder, Cottonwood, Black willow, Giant ragweed, Side-flowered aster, Hairy-fruited lake sedge, Wood nettle	Elvers silt loam	4.2	18.3	-1.6	11.8	Flood Storage Wildlife Habitat Ground Water Recharge

Table 3-50: Wetland sites identified for the U.S. 30 project

Wetland No.	Plant Community	NWI Classification	Dominant Vegetation	Soil Series	Acres	FQI	Wetness coefficient	% Adventive	Poss. Wetland Functions
Site 54	Forested wetland	None	Honey locust, Black willow, Cottonwood, Poison ivy, Reed canary grass	Blackoar silt loam	8.8	15.2	-1.2	13.3	Wildlife Habitat Flood Storage Ground Water Recharge
Site 55	Wet meadow	PEMF	Giant ragweed, Wild balsam-apple, Reed canary grass, Water knotweed	Blackoar silt loam	0.7	7.2	-2.7	6.7	Flood Storage Ground Water Recharge
Site 58	Wet meadow	PFO1A	Reed canary grass	Undetermined	0.02	2.8	1.0	71.4	Flood Storage
Site 60	Wet meadow	PEMCD	Reed canary grass	Prophetstown silt loam	8.7	4.3	-1.8	10.0	Sediment Sink
Site 62	Forested wetland	PFO1A	Black walnut, American elm, Honewort, Wood nettle	Sawmill silty clay loam	1.8	13.8	-0.3	0.0	Wildlife Habitat Flood Storage
Site 63	Wet meadow	PUBGh	Barnyard grass, Salt-marsh cockspur grass	Seaton silt loam	0.2	3.7	-1.3	33.3	Flood Storage
Site 64	Forested wetland	None	Cottonwood, American elm, Fowl manna grass, Wood nettle, Rice cutgrass, Canada clearweed	Undetermined	1	15.5	-1.0	14.3	Wildlife Habitat Flood Storage
Site 65	Wet meadow	None	Rice cutgrass	Prophetstown silt loam	0.3	6.7	-1.9	18.8	Ground Water Recharge

Table 3-50: Wetland sites identified for the U.S. 30 project

Wetland No.	Plant Community	NWI Classification	Dominant Vegetation	Soil Series	Acres	FQI	Wetness coefficient	% Adventive	Poss. Wetland Functions
Site 67	Forested wetland	PEMCh	Cottonwood, Black willow, Sandbar willow, Reed canary grass, Narrow-leaved cattail	Drummer silty clay loam	5.4	11.2	-1.9	20.6	Ground Water Recharge Wildlife Habitat
Site 68	Wet Meadow	None	Quack grass, Yellow nut-sedge, Water knotweed, Common cattail, Common ironweed	Undetermined	0.4	7.1	-1.2	25.0	Sediment Sink
Site 70	Wet meadow	None	Pinkweed, Narrow-leaved cattail, Stinging nettle	Drummer silt loam	0.8	2.3	0.4	56.0	Sediment Sink
Site 71	Wet meadow	None	Reed canary grass	Drummer silt loam	0.7	7.5	-1.0	26.7	Flood Storage Surface Water Recharge
Site 72	Wet meadow (Vegetated Gravel Bar)	None	Reed canary grass	Undetermined	0.08	6.5	-1.6	20.0	Flood Storage Sediment Sink
Site 73	Forested wetland	PFO1C	Box elder, Cottonwood, Black willow, American elm, Virginia wild rye, Ground ivy, Wood nettle	Birds silt loam	4.2	13.8	-1.1	22.5	Wildlife Habitat Flood Storage
Site 74	Wet meadow	None	Reed canary grass, Curlytop knotweed	Undetermined	0.2	4.3	-1.5	26.3	Flood Storage

Table 3-50: Wetland sites identified for the U.S. 30 project

Wetland No.	Plant Community	NWI Classification	Dominant Vegetation	Soil Series	Acres	FQI	Wetness coefficient	% Adventive	Poss. Wetland Functions
Site 78	Forested wetland	PFO1A, PUBH	Silver maple, Canada clearweed, Reed canary grass, Wood nettle	Craigmile fine sandy loam	1.1	17.7	-1.7	19.2	Wildlife Habitat Flood Storage Sediment Sink
Site 81	Wet meadow	None	Orange jewelweed, Rice cutgrass, Reed canary grass	Ambraw clay loam	3	25.8	-1.6	11.5	Flood Storage Wildlife Habitat
Site 82	Forested wetland	PFO1A	Box elder, Jerusalem artichoke, Reed canary grass	Undetermined	3.2	10.0	-0.8	20.7	Wildlife Habitat Flood Storage
Site 83	Wet meadow	PEMA	Broad-leaved wooly sedge, Sawtooth sunflower, Canada goldenrod, Narrow-leaved cattail	Drummer silt loam	0.4	12.5	0.5	17.9	Sediment Sink Ground Water Recharge
Site 85	Sedge meadow	PEMC, PEMCH	Red footed spike rush, Broad-leaf water-plantain	Sawmill silty clay loam	2.5	7.3	-3.7	20.0	Wildlife Habitat Sediment Sink
Site 91	Sedge meadow	None	Sedge	Birds silt loam	0.6	2.2	-0.7	27.3	Ground water Recharge
Site 92	Forested wetland	PEMC	Virginia waterleaf, Jewelweed, Honewort, Black Walnut	Undetermined	0.1	3.0	-0.2	20.0	Wildlife Habitat
Site 95	Wet meadow	PFO1A	Giant ragweed, Stinging nettle	Undetermined	0.3	9.0	0.5	21.1	Ground Water Recharge

Table 3-50: Wetland sites identified for the U.S. 30 project									
Wetland No.	Plant Community	NWI Classification	Dominant Vegetation	Soil Series	Acres	FQI	Wetness coefficient	% Adventive	Poss. Wetland Functions
Site 104	Forested wetland	PUBGX	Cottonwood, Reed canary grass	Undetermined	0.8	5.1	-3.1	12.5	Ground Water Recharge

Wetland quality was assessed based on floristic quality, wetness, and percent adventive species. Adventive species are non-native species that are not fully naturalized to their new environment. The presence of high percentages of adventive species is an indication of low floristic quality. Floristic quality was measured using the Floristic Quality Assessment (FQA) methodology of Taft et al. (1997). The FQA method was applied to wetland plant communities identified in the project area. The FQA method is based on a numerical Floristic Quality Index (FQI) of plant communities. The numerical rating describes the natural quality of plant communities. A low FQI often indicates disturbance and low natural quality, whereas a high FQI indicates low disturbance and high natural quality. The basis for the numerical rating is the assignment of coefficients of conservatism (numbered 0 to 10) to each plant species known to occur in Illinois. Higher coefficients of conservatism generally are assigned to species that are native and found in specialized habitats, whereas lower coefficients are assigned to species that are common and habitat generalists. An FQI below ten (10) suggests a site of low natural quality, while a score of below five (5) may denote a highly disturbed site (INHS 2008). Sites with an FQI of less than 20 are usually severely degraded, unmanaged plant communities, or very small habitat remnants (Taft et al. 1997). Populations scoring between 20 and 34 are degraded but have potential for recovery, populations scoring between 35 and 45 are regionally noteworthy, and locations with populations scoring greater than 45 may be classified as a statewide-significant natural area (Taft et al. 1997). Calculated FQIs in this document include all native and nonnative plant species recorded at the site.

A wetness coefficient was determined for each wetland site. Each plant species in the wetland was assigned a coefficient of wetness (W), based on the plant's wetland indicator status, as assigned by the U.S. Fish & Wildlife Service. These values were then summed for all species within the site and divided by the number of species present to determine the mean wetness coefficient, or the wetness coefficient for the site (Taft et al. 1997). Negative wetland coefficients indicate that the vegetation at a site is predominantly hydrophytic. The higher the negative number, the wetter the site and conversely, the lower the negative number the dryer the site. Positive wetland coefficients indicate that the vegetation at a jurisdictional wetland site is predominantly facultative.

Wet Meadow Wetlands. Typically, wet meadows are saturated or inundated for only a relatively brief period during the growing season. Wet meadows comprise 53.8 percent (55.1 acres) of wetland cover within the project study area. The majority of wet meadow wetlands in the project study area are of low natural quality (FQI ranges 2.3-15.0, mean: 8.0), with the exception of Site 81(FQI = 25.8). Reed canary grass is by far the predominant plant species in these sites; other common dominants include giant ragweed and sawtooth sunflower. Many of these sites have very high percentages of adventive species (6.3-71.4 percent; mean: 21.3 percent), also indicating low natural quality. Wet meadows in the project study area exhibit both the driest and wettest conditions of all sites in the project area, as determined by the range of wetness coefficients (1.0 to -2.9). In general, the wet meadow wetlands exhibit average wetness among all wetland sites in the project study area (mean wetness coefficient = -1.23).

Forested Wetlands. Forested wetlands include wetlands with a wide range of hydrology, but all are dominated by canopy level vegetation. In the U.S. 30 project study area, forested wetlands (38.5 acres, 37.6 percent of total acreage) are dominated in the canopy level by cottonwood, black willow, silver maple, or box elder. Understory dominants commonly include reed canary grass and wood nettle. Two (2) forested sites (Sites 73 and 78) were sampled quantitatively for species richness and tree density. Site 73 is overwhelmingly dominated by box elder, with representation of black willow, cottonwood, and honey locust, as well. Tree density is 1746/acre. Site 78 is dominated by American elm, honey locust, black walnut, and hackberry, with less representation of silver maple. Tree density is 971/acre. Floristic quality at both is average (Site 73 FQI = 13.8, Site 78 FQI = 17.7). Within the project study area, forested wetlands have average to low floristic quality, average wetness, and relatively low percentages of adventive species (mean FQI = 11.5; mean wetness coefficient = -1.55; mean percent adventive = 15.3).

Marsh Wetlands. Marshes are shallow wetlands that are seasonally or semi-permanently flooded, usually dominated by emergent and herbaceous species. Marsh wetlands comprise 4.1 percent (2 acres) of wetland cover within the project study area. Marshes have above average floristic quality with respect to other wetlands in the project study area, though quality is still rather low (FQI range: 4.5-9.7; mean: 7.9). Marsh wetlands are comprised of 10 to 50 percent adventive species (mean = 23.5). One (1) of the marshes has the second wettest wetness coefficient (Site 43 = -4.2), and marshes in general are wetter than average for the project study area (mean wetness coefficient = -2.60).

Sedge Meadow Wetlands. Sedge meadow wetlands are wetlands with saturated soils year-round, seasonal flooding, and vegetation dominated by sedge species. Three (3) sedge meadow wetlands with 4.7 acres of total coverage are present within the project study area. Tussock sedge dominates, with other dominants including red-footed spike rush, broad-leaf water plantain, reed canary grass, and rice cutgrass. FQI ranges from 2.2 to 16.6. Wetland Site 51, which has the highest FQI of the sedge meadows in the project area, also has the highest percent of adventive species (21.1 percent).

3.10.1.2 Wetland Functions

Wetland functions can be loosely categorized as hydrologic, biogeochemical, or biological in nature. Examples of hydrologic functions include surface and groundwater recharge, temporary storage of flood water, and increased watershed storage capability. Biogeochemical functions include retention of particulates and transformation of nutrients. Biological functions include the maintenance of native plant diversity, provision of wildlife habitat, and fisheries support. This section discusses the potential wetland functions provided by wetlands within the project study area. Potential wetland functions, which were based on site observations, position within the watershed and apparent connectivity to other wetlands and streams, are summarized in **Table 3-50.**

Biological Functions. All wetlands have the potential to provide habitat to wildlife. Wetlands along riparian corridors provide nesting or foraging habitat for many species and also serve as

refugia for wildlife migrating through the project area. Other more isolated wetlands are important sources of food, water, and/or vegetative cover necessary for nesting/breeding and foraging habitat. Each floristic assemblage (categorized above) provides different services to area wildlife. For example, the variable vegetative structures of forested wetlands and meadow-type wetlands provide nesting, perching, and foraging structures for various birds suited to those habitats. Wetland sites 52, 78, and 81 exhibit the highest FQI ratings of all wetlands within the study area; these sites, to a reduced extent, preserve the floristic heritage of the area and provide diverse vegetative structure for area wildlife.

Hydrologic Functions. Wetlands located immediately adjacent to waterways can readily receive floodwater and detain and desynchronize the waters from tributaries. By providing extra storage capacity higher in the watershed, wetlands protect areas downstream that might otherwise become inundated during a flood event. These wetlands can also moderate the extremes of seasonal or annual rainfall variation by feeding water back into streams, thereby increasing base flow during times of relative water shortage. Other more isolated wetlands can provide similar services of detention and desynchronization, even though water is fed to the wetlands by overland flow rather than directly from waterways. The water stored in these wetlands can percolate down into the soil, augmenting local water tables and aquifers. Wetland data on hydrologic connectivity and flood storage functions of individual wetlands are based on hydrology observations as part of the wetland delineations completed in the project study area. For example, wetland sites 50 and 52 likely provide many of these functions during flood events on Rock Creek.

Biogeochemical Functions. Because the waters that flow into wetlands from adjacent streams lose flow velocity, they deposit particulates previously held in suspension. The deposition of sediments in these wetlands has many potentially beneficial consequences. By removing some of the sediment load from area streams, downstream regions are spared the consequences of excessive siltation, which can deteriorate navigable channels and downstream reservoirs. Sediment deposition reduces turbidity, thereby aiding the primary productivity of streams and supporting fish populations. Removing sediments also removes agricultural additives associated with eroded soils, such as nitrogen, phosphorous, and pesticides. The nutrients nitrogen and phosphorous can disrupt aquatic systems at high concentrations, but by settling out in wetlands, plants and soil microorganisms have an opportunity to breakdown and utilize them. The surplus of nutrients contributes to the extremely high biological productivity of wetlands. The heavy metals, pesticides, and other chemicals that may be deposited with the soils are removed from surface water, improving surface water quality. The drainage basin for Deer Creek and its tributaries is largely agricultural. Wetland sites adjacent to these water bodies are relatively large and flat. Flood waters would slow and deposit sediment and associated fertilizers and/or pesticides in these areas.

3.10.2 Environmental Consequences

Project planning has included all feasible measures to minimize impacts to wetlands. As shown in **Table 3-50**, 50 wetland areas have been identified in the project area. Build Alternatives 4 and 5 will impact one (1) wetland area. The No-Build Alternative would not affect wetlands.

3.10.3 Acreage Impacts

Build Alternatives 4 and 5 would both impact wetland Site 78 located immediately west of the Rock River in the eastern section of the project where the two (2) alternatives coincide. The site occurs along the margin of an island in the Rock River and along the adjacent side channel. (**Exhibit 3-10, p. 14**) This site is a forested, riparian wetland within the floodplain of the Rock River. The wetland is dominated by American elm, honey locust, black walnut, hackberry, and silver maple in the overstory, with Canada clearweed, reed canary grass, and wood nettle dominating the understory. The wetland extends both north and south of the existing U.S. 30 bridge and includes both sides of the side channel. Proposed construction will impact 0.24 acre of this 1.1 acre wetland.

3.10.4 Indirect Impacts

Indirect impacts to wetlands may occur from changes in the quality of stormwater runoff entering the wetland, hydrologic modifications that affect wetland hydrology, and wetland destruction from induced growth from the proposed project. Wetlands are located adjacent to the potential construction limits of both Build Alternatives 4 and 5. Measures to prevent adverse impacts to these adjacent wetlands from stormwater runoff from the highway will be identified for the Preferred Alternative in the Final Environmental Impact Statement.

Whiteside County regulates impacts to wetlands and floodplains through its zoning regulations. Therefore, wetland destruction from induced growth within Whiteside County as a result of the project is not expected.

3.10.5 Cumulative Impacts

There are no other planned activities in the project area that would result in cumulative adverse impacts to wetlands.

3.10.6 Measures to Minimize Harm and Mitigation

3.10.6.1 Wetland Avoidance and Minimization

Minimization of wetland impacts was an important factor in the development and screening of alternatives. Preliminary alignments were developed to avoid wetland impacts wherever possible. Alignments were developed to follow existing U.S. 30 as much as possible. Build Alternatives 4 and 5 incorporate alignment shifts where practicable to minimize impacts to

wetlands. As a result of these adjustments, wetland impacts have been reduced to impacts to a single wetland area from improvements to the Rock River Bridge for both Build Alternatives 4 and 5.

3.10.6.2 Wetland Compensation

Where there is no practicable alternative to filling wetlands, State and Federal regulations require compensatory mitigation. Mitigation may include constructing new wetlands, restoring former wetlands that have been altered by agricultural or drainage activities, and preservation of high quality wetlands. Compensation for affected wetlands is based on the IDOT's Wetland Action Plan. The IDOT's Wetland Action Plan (1998) provides preliminary compensation ratios based on level of wetland impact and location of wetland compensation with respect to impact locations. Preliminary wetland compensation goals have been developed for the U.S. 30 project following guidelines regarding replacement and sequencing stated in the Illinois Interagency Wetland Policy Act. Generally, the rule establishes replacement requirements that vary depending on whether mitigation occurs onsite, offsite (in-basin), or offsite (out-of-basin). Other factors, such as presence of State or Federally listed species, designation as an Illinois Natural Area, or FQI score of ≥ 20, also determine compensation goals.

3.10.6.3 Commitments

The following are commitments to minimize wetland impacts:

- **One wetland site, Site # 78, will possibly be impacted during construction of this project. A maximum of 0.24 acre of jurisdictional wetlands will be impacted. This will be mitigated by purchasing 0.48 acre of wetland bank credits from the Kilbuck Creek Wetland Bank, which is in-basin, but off-site. This is a mitigation ratio of 2 to 1.**
- **Wetland Site # 70, located west of Agnew Road will not be impacted by project construction.**
- **All wetland boundaries in the project limits shall be shown on the contract plans.**
- **All wetland boundaries which are within the project right-of-way shall be marked in the field with temporary snow fence. The construction limits near Site # 78 shall also be marked with snow fence.**
- **No construction activities shall take place in any wetland, or beyond the construction limits of Site # 78 along the Rock River. This includes driving and parking vehicles, and stockpiling materials.**

3.11 Floodplains

3.11.1 Affected Environment

Floodplains provide flood and storm water attenuation by decreasing water velocities and providing temporary water storage. By temporarily storing water, floodplains help to retain sediments and pollutants and attenuate erosion by reducing flow velocities during flood events.

Because they retain fertile topsoil sediments that otherwise would have flowed downstream, floodplains are often very biologically productive. The high primary productivity of these areas can support abundant wildlife. The extent to which these functions are expressed varies depending on vegetative structure, stream hydrology, and distance from the stream. Floodplains are often fertile and used for agriculture. Consequently, the wooded parts of most floodplains associated with streams within the project study area tend to be narrow and confined to the area immediately adjacent to the stream channel.

Floodplain and floodway are defined in the Illinois Administrative Code (17IAC3706):

- The regulatory *Floodplain* is the land that is subject to a one (1) percent annual chance or greater of flooding in any given year. The regulatory floodplain is also known as the 100-year floodplain.
- The *Floodway* is the portion of the floodplain required to store and discharge flood waters without causing significant damaging or potentially damaging increases in flood heights and velocities.

3.11.1.1 100-Year Floodplains

The 100-year floodplain boundaries for streams in the project study area were obtained from flood insurance maps developed by the FEMA for Whiteside County (http://www.illinoisfloodmaps.org/dfirm.aspx?county=whiteside). Six (6) streams within the project study area have designated 100-year floodplains: Cattail Creek, Rock Creek, the Unnamed Tributary to Rock Creek, French Creek, Elkhorn Creek, and the Rock River (see **Exhibit 3-10**). The streams and associated floodplains lie within the Lower Rock River and the Copperas-Duck Watershed (HUC 8: 07090005 and 07080101, respectively).

3.11.1.2 Natural and Beneficial Floodplain Values

Floodplains provide numerous benefits to both human and natural systems. They reduce the frequency and severity of floods, maintain water quality by filtering out excess sediments and nutrients, and contribute to groundwater recharge by promoting infiltration. Floodplains also support high biological productivity and diversity. To better understand the state of floodplains in the project area and the resource values they serve, their cover types are summarized in **Table 3-51**. Encroachment on floodplains impacts these values and impairs their function.

Table 3-51: Cover Types within the Designated 100-year Floodplains or Streams in the Project Study Area

Stream	Acreage in Project Area	Cover Types in the Floodplain (acres, % of total)
Cattail Creek	2,168.35	Agricultural (2033.75, 93%), Forest (26.92, 1.2%), Forested Wetland (70.18, 3.2%), Surface Water (4.22, 0.2%), Urban and Built-Up Land (7.71, 0.4%), Other Wetland (25.57, 1.2%)

Table 3-51: Cover Types within the Designated 100-year Floodplains or Streams in the Project Study Area		
Stream	**Acreage in Project Area**	**Cover Types in the Floodplain (acres, % of total)**
Tributary to Rock Creek	18.02	Agricultural (7.42, 41.2%), Commercial (.04, 0.2%), Cropland (2.70, 15.0%), Existing ROW (2.09, 11.6%), Residential (5.07, 11.6%), Urban and Build-Up Land (0.15, 0.8%), Water (0.55, 3.1%)
Rock Creek	2,078.37	Agricultural (1308.62, 63%), Forest (395.68, 19.1%), Forested Wetland (268.67, 12.9%), Surface Water (58.97, 2.8%), Urban and Built-Up Land (31.67, 1.5%), Other Wetland (13.88, 0.7%)
French Creek	851.30	Agricultural (691.3, 81.2%), Existing ROW (29.1, 3.4%), Railroad ROW (14.7, 1.7%), Residential (92.3, 10.8%), Forested (23.9, 2.8%)
Elkhorn Creek	1,168.38	Agricultural (865.84, 74.1%), Forest (112.92, 9.7%), Forested Wetland (112.54, 9.6%), Surface Water (25.63, 2.2%), Urban and Built-Up Land (41.77, 3.6%), Other Wetland (9.68, 0.8%)
Rock River	2,819.51	Agricultural (1566.54, 55.5%), Forest (94.14, 3.3%), Forested Wetland (358.80, 12.7%), Surface Water (580.81, 20.6%), Urban and Built-Up Land (98.13, 3.5%), Other Wetland (121.96, 4.3%)
Union Drainage Ditch	3.68	Agricultural (2.10, 57.1%), Existing ROW (1.14, 31.0%), Residential (0.44, 12.0%)

Source: Illinois Department of Natural Resources, 1996

3.11.1.3 Floodways

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so the one-percent-annual-chance flood (the 100-year flood) can be carried without substantial increases in flood heights. Floodway maps are developed through detailed Flood Insurance Studies. Because of the high cost of these studies, some areas with historically low development pressure may not have designated floodways. In Illinois, any portion of a stream or watercourse that lies within the floodway fringe of a stream in which base floodplain elevations have been determined may have a State regulated floodway. The Flood Insurance Rate Map may not depict these State regulated floodways. The IDNR Office of Water Resources regulates these areas.

Though a Flood Insurance Study has been completed for areas of the Rock River within Whiteside County, the only mapped floodways are located near Erie, Lyndon, and Prophetstown. The IDNR Office of Water Resources (Osman, personal communication, October 26, 2010) has confirmed that there are no mapped floodways within the project study area as of October 2010. In areas with a 100-year floodplain where no floodway has been delineated, the Office of Water Resources generally requires a permit for work anywhere in the floodplain.

3.11.2 Environmental Consequences

Executive Order 11988 (www.fema.gov/plan/ehp/ehplaws/eo11988.shtm) and 23 CFR 650 Subpart A direct Federal agencies to take action to reduce the risk of flood loss; minimize the impacts of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by floodplains. The Order also requires agencies to elevate structures above the base flood level whenever possible. The object of the Order is to avoid the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative.

3.11.2.1 Floodplains Encroachments

Potential floodplain encroachments for Build Alternatives 4 and 5 are shown in **Table 3-52**. **The** potential floodplain encroachments are **a mix of transverse and longitudinal**. Transverse crossings are approximately perpendicular to the floodplain edge, such as a perpendicular bridge crossing of a river or stream. **A longitudinal encroachment is an encroachment on a floodplain that is parallel to the direction of flow (IDOT 2011).** Build Alternative 5 crosses the project area streams lower in the drainage area where floodplains are wider, resulting in a greater impact.

Table 3-52: Summary of Floodplain Encroachments of Build Alternatives 4 and 5

Stream	Encroach-ments (number)	Flood-plain Area Impacted (acres)	Impact Length (feet)	Build Alternative	Floodplain Cover Type(s) Impacted	Exhibit 3-10 Page #
Union Drainage Ditch	1	1.6	292.8	Common to 4 and 5	Agriculture	15
Rock River	1	7.3	1,542.3	Common to 4 and 5	Forest/Agriculture Wetlands	14, 15
Elkhorn Creek	**7**	46.6	7,144.0	Common to 4 and 5	Agriculture/ Industrial/Forest	14
Rock Creek (N)	1	1.9	458.5	Alternate 4	Agriculture/ Forest	7
Rock Creek (S)	1	**11.07**	1,863.6	Alternate 5	Agriculture	10
Tributary Rock Creek	**4**	5.8	525.5	Alternate 4	Agriculture	6
Cattail Creek	**5**	20.6	4,397.8	Common to 4 and 5	Agriculture	1

Potential encroachments on the 100-year floodplains of Union Drainage Ditch, the Rock River, Elkhorn Creek, and Cattail Creek are common to both Build Alternatives. These encroachments are a result of widening the existing bridge approaches to accommodate four (4) traffic lanes.

Build Alternative 4 also crosses the unnamed tributary of Rock Creek north of Morrison, upstream of its confluence with Rock Creek.

The floodplain of Rock Creek is crossed north of Morrison for Build Alternative 4 and south of Morrison for Build Alternative 5. Because Build Alternative 5 crosses these streams lower in the drainage area, its floodplain encroachment is higher.

Total potential floodplain encroachment is approximately **14,358** linear feet for Build Alternative 4 and **15,238** linear feet for Build Alternative 5. These encroachments would result in the placement of approximately **77,365** cubic yards of fill within the floodplain for Build Alternative 4, and **107,685** cubic yards of fill within the floodplain for Build Alternative 5.

3.11.2.2 Natural and Beneficial Floodplain Values

Most of the floodplain area affected under Build Alternative 4 or 5 is in row-crop agricultural use. Although agriculture is a recognized natural floodplain value in Executive Order 11988, the Order acknowledges that agricultural uses may be incompatible with wildlife production and may induce aggravated erosion and sedimentation. Of the remaining natural floodplain values, the loss of cropland may affect only the water resources value in that its loss reduces the amount of land available for flood storage and possibly the natural moderation of floods.

The loss of natural vegetation in riparian forested areas will have a minor impact on water quality and forestry resources. In theory, the loss of naturally vegetated floodplains may aggravate the flood hazard through loss of their ability to slow floodwaters and reduce flood velocities and peaks. Given the small acreage affected compared to the size of the floodplain, loss of cover type is not expected to alter the flood hazard. For similar reasons, the loss of naturally vegetated areas may adversely affect water quality maintenance. The slowing of floodwater (and runoff) by ground cover allows the deposition of sediments, reducing the impact of sediment adsorbed nutrients and pesticides on water quality.

3.11.2.3 Floodways

Neither Build Alternative would impact any mapped floodways. In areas with a 100-year floodplain where no floodway has been delineated, the IDNR Office of Water Resources generally requires a permit for work anywhere in the floodplain. Minimum Federal standards limit increases to flood heights within the floodway to one (1) foot, provided that hazardous velocities are not produced (FEMA 2011). In Illinois, however, under the Rivers, Lakes, and Streams Act (615 ILCS 5/23, 29 & 30 and 615 ILCS 5/18), encroachment in the floodplain is limited to that which will cause only an insignificant increase in flood heights. The State of Illinois has adopted this more stringent standard, which limits the increase in flood height to 0.1 foot, no

more than a ten (10) percent reduction in floodplain volume, and no more than a ten (10) percent increase in average velocity (FEMA 2011).

3.11.3 Measures to Minimize Harm and Mitigation

3.11.3.1 Floodplain Minimization

Minimization of floodplain impacts was considered in the project's alternatives development/screening phase. Floodplain encroachment has been reduced to the minimum consistent with the IDOT Drainage Manual: Chapter 3 – Floodplain Encroachments (2004), and the IDOT Bureau of Design and Environmental Manual: Chapter 26 – Floodplain Findings (**2011**). **The realignment of the Build Alternatives, as described in Section 2.8.2, did result in a decrease in the length of floodplain encroachments. For Build Alternative 4, there was a decrease of 2,014 linear feet in floodplain encroachments and for Build Alternative 5 there was a decrease of 6,673 linear feet.** Additional analyses will be conducted for the Preferred Alternative to determine whether feasible measures exist to reduce floodplain impacts even further.

3.11.3.2 Floodplain Development

As noted, one purpose of Executive Order 11988 is to avoid direct and indirect support of floodplain development. According to the Order, an action supports floodplain development if it encourages, allows, serves, or otherwise facilitates additional floodplain development. The FHWA defines incompatible floodplain development as "any development that is not consistent with a community's floodplain development plan" (FHWA 1987). Incompatible floodplain development in Whiteside County is regulated under Chapter 11: Flooding and Stormwater Management of the Whiteside County Code. These regulations describe design criteria, standards, and methods for minimizing increases in stormwater runoff volumes and rates from development. While these regulations do not prohibit development within the 100-year floodplain, they prevent incompatible development by providing requirements for compensatory storage and other measures to minimize increases in stormwater runoff, and also provide for protection of structures within the 100- year floodplain from flood damage.

It should be noted that after the development of the Build Alternatives 4 and 5, Whiteside County in association with the Illinois State Water Survey, had delineated new 100-year floodplain areas and issued new Floodplain Insurance Rate Maps (FIRM) within the project study area. **These maps became effective in February 2011; therefore, the floodplain impacts associated with Build Alternatives 4 and 5 are based on the new FIRMs.** The most noteworthy change was the addition a 100-year floodplain associated with French Creek just east of the city of Morrison.

3.11.3.3 Floodplain Mitigation

Detailed hydraulic analyses will be conducted for all of the streams crossed by the Preferred Alternative **during the design phase**. These analyses will determine the size of waterway openings needed to minimize flood backwater elevations consistent with IDOT and FHWA policies. All structures will have adequate capacity for the 50-year flood flow without damage to the roadway or structures interrupting public or emergency vehicles. The floodplain crossings will be designed to minimize the potential to interrupt or terminate a transportation facility needed for emergency vehicles or a community's only evacuation route. Build Alternative 4 would require placement of **77,365** cubic yards of fill within the floodplains of project area streams; Build Alternative 5 would require **107,685** cubic yards of fill. Placement of large amounts of fill in the floodplain reduces the capacity of the floodplain for natural flood flow storage. Construction of either Build Alternative will require excavation of compensatory storage areas or other measures to reduce increases in flood elevations to less than 0.1 feet and prevent adverse impacts to upstream and downstream uses. The types, locations, and sizes of compensatory storage areas will be developed for the Preferred Alternative **during design**.

3.12 Upland Plant Communities

The U.S. 30 project study area landscape includes two (2) major landforms: uplands and floodplains. These landforms are the products of past glaciations and subsequent stream erosion. The uplands begin along the bluff line east of Cattail Creek west of the project area. The uplands extend eastward from the bluff line, and this area includes rolling hills of loess and glacial till deposits. The land becomes more level and less rolling at the eastern end of the corridor near Elkhorn Creek. The uplands are dissected by the floodplains of major streams as discussed in the previous section.

3.12.1 Affected Environment

3.12.1.1 Illinois Natural Divisions

Natural Divisions in Illinois (**Exhibit 3-8**) have been mapped by Schwegman et al. (1973). The project study area lies within two (2) Illinois Natural Divisions. The majority of the project study area lies within the Rock River Hill Country Division. The far eastern portion of the project study area, near Rock Falls, is located in the Upper Mississippi/Illinois River Bottomlands Division. These Natural Divisions are discussed in detail below.

Rock River Hill Country. The rolling topography of the north-central and northwestern Illinois region drained by the Rock River is known as the Rock River Hill Country Natural Division. Over 99 percent of the project study area is located within this division. Prairie formerly dominated the uplands of this region, with forested lands abundant along waterways. The majority of this division has been converted to agricultural uses, though limited areas of prairies remain, as do some tracts of forest near waterways.

Upper Mississippi River Bottomlands. The floodplains of the Mississippi River and major tributaries in western and west-central Illinois, north of the confluence with the Missouri River, comprise the Upper Mississippi River Bottomlands Natural Division. Much of the division was originally forested, but has largely been converted to agricultural uses. The far eastern portion of the project study area, near Rock Falls (less than one (1) percent of the project study area), falls within this Natural Division.

3.12.1.2 Cover Types

Cover types were mapped for the areas of potential IDOT corridors using a modification of the U.S. Fish and Wildlife Service Cover Types for the Habitat Evaluation Procedure. Twenty-two (22) cover types (see **Table 3-53**) were mapped during field studies in 2007 and 2009. Cropland, Urban and Built-up Land, Pasture and Hayland, and Forest were the largest cover types observed.

Table 3-53: Ranked Summary of Cover Types in Project Area

Cover Type	Acreage in Project Area	Percentage of Total Project Area
Cropland	28,839.55	82.25%
Urban and Built-up Land	3,247.27	9.26%
Pasture and Hayland	906.57	2.59%
Forest	888.28	2.53%
Non-Native Grassland	163.15	0.47%
Tree Farm	133.34	0.38%
CRP Tree Planting	129.46	0.37%
Wet Meadow	125.77	0.36%
Shrubland	112.25	0.32%
Marsh	111.08	0.32%
Savanna	84.69	0.24%
CRP Grassland	76.01	0.22%
Grassland (Prairie)	66.81	0.19%
Riverine (River)	62.76	0.18%
Forested Wetland	39.35	0.11%
Lacustrine (Lake)	26.30	0.08%
Stream	19.32	0.06%
Sedge Meadow	13.64	0.04%
Forbland	6.60	0.02%
Mining	6.42	0.02%
Shrub-scrub Wetland	2.13	0.01%
Pond	0.57	0.00%
Total	**35,061.29**	**100.00%**

Source: Illinois Natural History Survey (2008, 2009)

Cropland covers about 82 percent of the survey area. Although cropland can provide a valuable food source to area wildlife, it contains a limited natural plant community and lacks many of the features necessary for wildlife habitat. Within the Cropland cover type, natural plant communities of variable quality may be found in fencerows or fallow fields. Cropland is not discussed further in this section.

Urban and Built-up Land covers about nine (9) percent of the survey area. Like Cropland, it provides limited wildlife habitat and limited natural plant communities. Remnant natural plant communities may exist within landscaped areas or abandoned areas. Urban and Built-up Land are not discussed further in this section.

Forest. Less than three (3) percent of the upland areas are covered by upland forest. This coverage represents a loss of more than 75 percent of presettlement (early 1800's) forested cover (INHS 2008). The loss of forest cover is a direct loss of habitat for a wide range of plant and animal species. Loss of forest habitat also affects migrant bird species that rely on the cover and food sources that forests provide. Habitat generalists, less sensitive to edge effects or that often thrive in edge habitats, have prospered, but the overall result of forest loss has been a decrease in plant and animal diversity and a local loss of natural history and natural resources. Some species have declined to a level that requires State or Federal protection to prevent further decline or extinction. Further loss of forest has been cited in the *Illinois Comprehensive Wildlife Conservation Plan and Strategy* (IDNR 2005) as a major challenge to the conservation of natural resources in the Rock River Hill Country Natural Division. The report also cites clearing of riparian forests as a major challenge. Forests adjacent to streams moderate water temperatures, slow soil erosion and stream flow, and add organic material to aquatic food chains. Loss of forests located in the upland reaches of a watershed can also impact stream quality in similar ways, particularly with respect to stream sediment load and flood event moderation.

Quantitative assessments were conducted on 12 upland forest stands within the project area. **Table 3-54** summarizes characteristics of these forest stands. Forest communities within the project area are limited to dry-mesic upland and dry-mesic upland sand forest. The stands surveyed range from 10 to 50 acres and all are disturbed or degraded to some extent. The dry-mesic upland forests can be classified as oak–hickory forests. Most examples of this forest type appear to have been grazed in the past by domestic livestock and are currently browsed by abundant deer herds. Some forest stands have also been selectively logged in the recent past. Dominant canopy trees within this forest type were bitternut hickory (*Carya cordiformis*), shagbark hickory (*Carya ovata*), hackberry (*Celtis occidentalis*), black walnut (*Juglans nigra*), bur oak (*Quercus macrocarpa*), red oak (*Quercus rubra*), black oak (*Quercus velutina)*, and slippery elm (*Ulmus rubra).*

Table 3-54: Characteristics of Selected Forest Stands in the Project Study Area					
Forest Stand No.	**Forest Type**	**Total Stand Acreage**	**# Tree Species**	**Density (trees/acre)**	**Basal Area (ft^2/acre)**
2	Dry-mesic Upland Sand	10	11	156	128
3	Dry-mesic Upland Sand	20	13	159	113
4	Dry-mesic Upland	10	10	152	121
Forest Stand No.	**Forest Type**	**Total Stand Acreage**	**# Tree Species**	**Density (trees/acre)**	**Basal Area (ft^2/acre)**
5	Dry-mesic Upland Sand	50	14	174	122
6	Dry-mesic Upland Sand	20	15	192	118
7	Dry-mesic Upland	13	12	146	98
8	Dry-mesic Upland	12	16	123	63
9	Dry-mesic Upland	26	13	94	120
10	Dry-mesic Upland	14	10	120	106
11	Dry-mesic Upland	22	15	124	106
12	Dry-mesic Upland	41	17	102	91
13	Dry-mesic Upland	11	14	75	104

Source: Illinois Natural History Survey (2008, 2009)

Dry-mesic upland sand forest is restricted to the bluff east of Cattail Creek and small areas adjacent to the large sand dune along the southern edge of U.S. 30 near Fulton. Large black oaks are found in this forest type. The areas assessed appeared to have been grazed in the distant past, and nearby areas are still fenced and pastured. Several introduced woody species are common, with white mulberry found extensively throughout the bluff. The shrub layer is dominated in some areas by native and non-native thorny species. The herbaceous layer has some native flora, but the exotic garlic mustard dominated the forest floor in many areas.

Forests provide habitat to neotropical migrants by providing nesting and foraging habitat, as well as refuge from predators or brood parasites. The specific assemblage of species that a given stand supports depends on many factors, including the total size of the stand, the structure and specific diversity of the stand, and the ratio of "edge" habitat to protected interior. Larger stands typically have a low ratio of "edge" habitat to dense interior; this reduces the susceptibility of neotropical migrants to brood parasitism (Faaborg et al. 1993). Variety of vegetative structure supports a higher diversity of migrant species by providing abundant structures for nesting and by supporting diverse food sources. Dense vegetative cover, regardless of specific diversity, provides refuge from predation. All of the forest stands surveyed in the project study area are moderately to severely degraded. None is particularly large (less than 50 acres). However, most are concentrated in specific areas giving them a functionally larger size than their acreages would suggest. Forest sites 2 (**Exhibit 3-10, p. 2**), 5, and 6 (**Exhibit 3-10, p. 3**) occur along the bluff line of Cattail Creek; Forest sites 3, 12, and 13 are associated with Spring Brook Creek (**Exhibit 3-10, p. 2**); and Forest sites 7 (**Exhibit 3-10, p. 5**), 8, 9, and 11 (**Exhibit 3-10, p. 7**) occur along Rock Creek and its tributaries. Forest sites 4 (**Exhibit 3-10, p. 1**) and 10 (**Exhibit 3-10, p. 7**) are isolated in the agricultural landscape.

Additional wooded areas that may be impacted by the project were characterized in July 2010. These areas are dominated by trees, but are not large enough to contain functional forest interior. These areas include wooded buffers along streams, trees on steep slopes, and isolated or disjunct woodlots between agricultural fields. The largest of these areas (Forested Area 14, **Exhibit 3-10, p. 9**) is an eight (8) acre woodlot located south of Morrison and east of Henry Road. The canopy is dominated by a dense growth of basswood, hackberry, and silver maple. Bush honeysuckle dominates the understory.

A wooded buffer is also present along both sides of Elkhorn Creek and the Rock River (**Exhibit 10, p. 14**). The floodplain forest at the Elkhorn Creek crossing is dominated by green ash, hackberry, locust, and cottonwood immediately adjacent to the roadway, with a large number of silver maples both upstream and downstream of the crossing. This forested area is fragmented and disturbed, with relatively few mature trees. The relatively young overstory canopy is dense and restricts the development of the understory. The forested riparian area of the Rock River is dominated by American elm, honey locust, black walnut, hackberry, and silver maple in the overstory, with Canada clearweed, reed canary grass, and wood nettle dominating the understory. While both the Rock River and Elkhorn Creek crossings are part of much larger contiguous blocks, they are highly disturbed within the project study area and do not contain true forest interior. However, they are important for foraging flyways and are contiguous with areas outside of the corridor that contain a forest interior.

Grassland (Prairie). Prairies are one of Illinois' rarest cover types. The prairies in the project study area are classified as dry sand hill prairie and black soil prairie based on vegetation, substrate, soil, and position in the landscape. Two (2) dry sand hill prairies occur along the bluff east of Cattail Creek (**Exhibit 3-10, p. 2** & **3**). These prairie areas occur as openings within the dry-mesic sand forest community (Forest Stand 5). This community is very rare in the U.S. 30 project area and in this area of Illinois. Woody vegetation is encroaching along the edges, but the grasslands are still open and dominated by sand prairie grasses and forbs. The dry sand hill prairie east of Cattail Creek and southwest of existing U.S. 30 (**Exhibit 3-10, p. 2** & **3**) is the most diverse and has several populations of endangered and threatened species**.** The other dry sand prairie is located further south along the bluff and has fewer species. Common species that occur in this community type include western ragweed (*Ambrosia psilostachya*), cheat grass brome (*Bromus tectorum),* Schweinitz's flatsedge (*Cyperus schweinitzii*), bush clover (*Lespedeza capitata*), horsebalm (*Collinsonia canadensis),* common sorrel (*Rumex acetosella*), and little bluestem (*Schizachyrium scoparium).* State Endangered and Threatened Species found in this plant community include kitten tails (*Besseya bullii*), prairie dandelion (*Microseris cuspidata*), and broomrape (*Orobanche ludoviciana*).

Three (3) black-soil prairie remnants occur in the U.S. 30 project study area, including two (2) along an abandoned rail line (**Exhibit 3-10, p. 13**). These two (2) areas are adjacent to I-88, and are owned by the Natural Land Institute and managed by the Whiteside County Soil and Water Conservation Service. The Lyndon-Agnew Prairie Nature Preserve occurs partially within the U.S. 30 project study area along this same abandoned rail line. In general, with the exception of

these sites, cool-season grasses with a few disturbance-tolerant prairie species dominate the majority of the railroad alignments. The other black-soil prairie community is near Union Grove (**Exhibit 3-10, p. 4**). This site is identified in the "Roadside Prairie Inventory" as Site 17 (Handel 2004). The following species occur in the black-soil prairie community: big bluestem (*Andropogon* gerardii), heath aster (*Aster ericoides*), Canada wild rye (*Elymus* canadensis), sawtooth sunflower (*Helianthus grosseserratus*), bee balm (*Monarda fistulosa*), reed canary grass (*Phalaris arundinacea*), Virginia mountain mint (*Pycnanthemum virginianum*), Canada goldenrod (*Solidago canadensis*), prairie cord grass (*Spartina pectinata*), and the non-native smooth brome (*Bromus inermis*). None of the prairie remnants occur within or near Build Alternatives 4 or 5.

3.12.2 Environmental Consequences

3.12.2.1 Construction Impacts

Build Alternative 4 would require conversion of **approximately 676** acres of land to highway use, while Build Alternative 5 would require conversion of **678** acres. Most of this land is currently in agricultural production. Impacts to agriculture are discussed in Section 3.3. **Table 3-55** lists the acreage of each cover type converted for each Build Alternative.

Table 3-55: Acres of Cover Types Converted to Highway Use

Cover Type	Build Alternative 4	Build Alternative 5
Cropland	**600**	**622**
Urban/Built-up Land	**58.6**	**42.0**
Upland Forest	9.71	6.42
Wetlands	0.24	0.24
Urban Grassland	7.40	7.40
TOTAL	**676**	**678**

Table 3-56 lists impacts to forested areas for the Build Alternatives. Build Alternative 4 would impact 9.7 acres of forest, resulting in the removal of approximately 1,127 trees. Approximately seven (7) of those acres occur at Forest Areas 9 and 11 (which are located on the north side of Morrison, see **Exhibit 3-10, p. 7**). Forest Area 9 is an approximately 40 acre block of woods which would be nearly bisected by the alignment. The majority of Forest Area 11 is south of the alignment; however, there are several wooded drainage features extending north from the main block of the forest which would be impacted by the alignment. Approximately five (5) acres of Forest Area 9 and three (3) acres of Forest Area 11 would be cleared removing approximately 767 trees from the two (2) parcels combined. Forest Area 9 would be the more negatively impacted of the two (2) as the parcel is dominated by older, large diameter trees with an open understory and a true forest interior. The fragmentation would likely destroy the forest interior habitat and create two (2) separate parcels dominated by edge habitat. The portions of Forest Area 11 impacted by the corridor are currently heavily influenced by edge habitat. The remaining 2.4 acres of impact occurs in isolated wooded edges in multiple locations, including along Elkhorn Creek and the Rock River.

Build Alternative 5 would impact 6.4 acres of wooded areas, including 3.7 acres from Forested Area 14 (**Exhibit 3-10, p. 9**) and one (1) acre from the riparian area along Rock Creek (**Exhibit 3-10, p. 10**). The remaining 1.7 acres of impact occurs in isolated wooded edges in multiple locations. Build Alternative 5 would result in the removal of approximately 960 trees.

Table 3-56: Forest Impacts

Alternative	Forest Area Impacted	Acre Impact	Dominant Tree Species	Estimated Number of Trees Removed
Alternative 4	9	4.6	Sugar Maple, American Basswood, Red Oak	432
	11	2.7	Black Walnut, White Oak, Hackberry	335
	Elkhorn Creek/Rock River	1.0	Green Ash, Hackberry, Locust, Cottonwood	150
	Other	1.4	Cottonwood, Sycamore, Silver Maple	210
	TOTAL	**9.7**		**1,127**
Alternative 5	14	3.7	Basswood, Hackberry, Silver Maple	555
	Elkhorn Creek/Rock River	1.0	Green Ash, Hackberry, Locust, Cottonwood	150
	Other	1.7	Cottonwood, Sycamore, Silver Maple	255
	TOTAL	**6.4**		**960**

3.12.2.2 Maintenance Impacts

Many invasive species are spread preferentially along highway right-of-way through mowing and transport by vehicles. Control of weeds along the right-of-way typically requires application of herbicides. Either Build Alternative 4 or Alternative 5 would increase the right-of-way area and the total volume of herbicide applied to highways in Whiteside County. Both Build Alternatives are similar in length and would therefore have similar exposure to invasive plant species.

3.12.3 Indirect Impacts

As discussed earlier and as shown on the environmental exhibits, the project study area is predominantly row-cropped agricultural land. Areas of natural vegetation are relatively small and isolated. The cities of Fulton, Morrison, Sterling, and Rock Falls have identified enterprise zones as areas of targeted industrial growth. Development related to U.S. 30 improvements is planned to occur within those areas. The project is not expected to encourage unplanned or incompatible growth and indirect impacts to natural communities are unlikely.

3.12.4 Cumulative Impacts

Agriculture is the primary land use in the project area, and conversion of natural land cover to crop land is the primary cause of loss of forest and prairie communities. The project will result in conversion of minimal acreage of forest cover to highway use.

3.12.5 Measures to Minimize Harm and Mitigation

Mitigation for impacts to upland communities will include tree replacement and prairie seeding. Trees will be replaced in accordance with IDOT tree replacement policy (D&E-18). The locations and specifications for tree and prairie planting will be developed during final design.

3.13 Wildlife Resources

Based on field observations and review of historical records, potential wildlife within the project study area includes 46 mammal species, 46 species of reptiles and amphibians, and 224 species of birds (Illinois Natural History Survey 2008, 2009).

As noted in the preceding section, most of the project study area consists of agricultural lands, including row cropped land, pasture, hayfields, fencerows, orchards, tree farms, and farm ponds. Fields planted in row crops (which cover more than 82 percent of the project area) are of limited value to wildlife, but the remaining agricultural land uses provide at least some habitat. About nine (9) percent of the land cover is urban/built-up land, which also constitutes poor wildlife habitat. The natural plant communities occurring within the project study area can be defined in two (2) generalized groups: forested lands, which include both upland and wetland areas; and, grasslands, which include prairies, wet meadows, pastures, and non-native grasslands. The entire study area is highly modified from human activities which creates fragmented and disturbed habitats. The fragmentation and degraded habitats serve to favor “generalists” which can quickly adapt to regular disturbance over “specialists.”

Avian species have been especially negatively impacted by the loss of forests. Area-sensitive forested species often require large tracts of forest to nest and produce successful broods. Wood thrushes (*Hylocichla mustelina*), for example, have been found to have a nesting success of 72 percent in fragmented forests greater than 250 acres while only 43 percent in fragmented forests less than 200 acres (Hoover et al. 1995). Nesting success is also substantially influenced by the shape of the fragmented forest. The core area of a forest, or the portion of a forest at least 300 feet from the outside edge of the forest, has been shown to provide a better predictor of nesting success than total area alone (Porneluzi et al. 1992). Therefore, compact forested areas which have a higher percentage of core to edge area favor successful breeding of area-sensitive species.

Because of the importance of the size and shape of forested areas on habitat quality, forested areas within Build Alternatives 4 and 5 were further evaluated to determine the relative extent of core habitat versus edge habitat.

The grassland habitat within Build Alternatives 4 and 5 was also evaluated in greater detail to identify land that is not regularly disturbed by mowing or grazing which could potentially support breeding by a grassland species. Grassland avian species exhibit sensitivity to the size of the available habitat, but they also require a period free of disturbance for successful breeding. Pastures in the study area are generally heavily grazed and do not provide high quality habitat. Fallow land and hay fields may provide suitable habitat, but are often mown in the middle of the nesting season which prevents successful breeding. There are no grassland communities within Build Alternative 4 or 5 that are dominated by prairie species.

3.13.1 Affected Environment

3.13.1.1 Wildlife Habitat

Two (2) primary wildlife habitats coincide with the wooded and non-wooded natural vegetation communities. Transitional habitat also exists between these two (2) habitat types. Forest dwelling species may occasionally occur in open areas around forest stands, and species more common to non-wooded habitats may occasionally be found in wooded areas. Edges between major habitats are preferred by many generalist wildlife species, not only for the diversity of food materials available, but also for the usually dense cover provided through the characteristic overlap of vegetation communities. Wildlife species that occur in the project study area are discussed in the following paragraphs.

Forested Habitat. Mammals restricted to forested habitats include the hoary bat, eastern chipmunk, southern flying squirrel, woodland vole, and gray fox. The Virginia opossum, eastern red bat, eastern fox and eastern gray squirrels, white-footed mouse, bobcat, raccoon, and white-tailed deer are associated primarily with forests, but also use other habitats. Little brown bats, big brown bats, northern bats, eastern pipistrelles, and eastern red bats forage in or along the edges of forested areas, but roost in buildings or other artificial structures as well as in trees (Barbour and Davis 1969). Woodchucks and eastern cottontails occupy forest edges rather than forest interiors. Many mammals occur in both upland and bottomland forests, but woodchucks and chipmunks need well-drained soil that is not subject to flooding for their hibernation burrows. Optimal forests for eastern gray squirrels and southern flying squirrels include many mast producing trees (e.g. oaks, hickories).

Amphibian or reptile species that occur in forest habitats include the American toad, gray treefrog, green frog, common gartersnake, and eastern racer (Pope 1964). None of the reptile or amphibian species currently known from Whiteside County is restricted to forested habitat.

Many of the birds breeding in Illinois nest in one (1) or several related habitats. Some species have habitat requirements that are very narrow; others' requirements are broader. Foraging habitat is typically broader still. Habitat uses during migration also range from very specific to nearly universal utilization. For many species, forests provide cover, nesting habitat, and/or food sources at various times of the year or stages of the life cycle. The species or groups of species

most impacted by the availability of forested habitat include raptors, nearly all owl species, all woodpeckers and flickers, and most of the Neotropical migrants.

Grassland Habitat. Mammals strongly associated with grassland habitats are not often restricted to native prairies: many species often occupy non-native grassland and forbland as well. The species restricted to grassland habitats include the least shrew, thirteen-lined ground squirrel, western harvest mouse, deer mouse, prairie vole, least weasel, and American badger. Additionally, the masked shrew, northern short-tailed shrew, eastern cottontail, woodchuck, meadow vole, southern bog lemming, meadow jumping mouse, and red fox are strongly associated with grassland habitats.

Like grassland mammals, grassland reptile species can also occupy hayfields, pastures, and road and railroad right-of-ways, in addition to native prairie. The six-lined racerunner, western foxsnake, gophersnake, and plains gartersnake are all restricted to grassland habitats. Other reptile or amphibian species, such as the tiger salamander, western chorus frog, eastern racer, and DeKay's brownsnake, may be found in these habitats, but are not restricted to them.

Birds most closely associated with grasslands include game species such as the gray partridge, ring-necked pheasant, and northern bobwhite. A number of hawk species are also known from grasslands (Red-tailed hawks, rough-legged hawks, Swainson's hawks, and the American kestrel). A number of neotropical and North American migrants are also known from grasslands. These species include purple martins, some swallow species, nearly all of the emberizid species (sparrows), and some icterid species (meadowlarks).

3.13.1.2 Important Wildlife Species

Mammals. Mammals of recreational and commercial interest are fur-bearing and game mammals (as defined in §520 Illinois Complied Statutes (ILCS) 5/1.2g and 5/1.2h, respectively, of the Illinois Wildlife Code). Many of Illinois' game and fur-bearing mammals have been documented in the U.S. 30 project study area. The mammal of the greatest economic and recreational importance is the white-tailed deer. Preliminary data for the 2006 firearm seasons indicated a harvest of 115,192 deer in Illinois, 958 of which were killed in Whiteside County (1.39 deer/square mile) (Zylka 2008). The county's harvest ranked 54th among the 99 Illinois counties in which deer were hunted (Zylka 2008).

White-tailed deer (*Odocoileus virginianus)* also are of economic importance because of injuries and property damage resulting from deer/vehicle collisions. In Illinois, there were 19,731 deer/vehicle collisions during 2000; 25,660 during 2003; and 25,491 during 2006. During 2006, however, 6.2 percent of all vehicle crashes and 0.09 percent of fatal crashes in the State involved collisions with deer. Most of the deer/vehicle collisions during 2006 (78.2 percent) happened on rural roads; 45.0 percent of those occurred on State roads and 46.7 percent on county and local roads (www.dot.state.il.us/travelstats/final2006crashfacts.pdf).

Birds

Neotropical Migrants. Neotropical migrants are birds that winter in the American tropics and migrate to the United States and Canada to breed. Groups such as flycatchers, vireos, swallows, thrushes, and warblers are Neotropical migrants. A total of 50 species of Neotropical migrants were observed within the project study area. The breeding season survey detected 25 species of these migrants that nest within the project study area. The most abundant Neotropical migrant species were the chimney swift (25 individuals) and the house wren (22 individuals). The most widely distributed species within the project study area were the house wren (6 point census sites), eastern wood-pewee (6 point census sites), and the indigo bunting (6 point census sites). The house wren nests in cavities and will use nest boxes. It occurs in woodlands, shrublands, farmlands, and suburban areas. The eastern woodpewee occurs within areas of open forests or woodlands, wooded edges, and parks. The indigo bunting occurs within wooded edges, shrublands, and weedy fields.

Species of Neotropical migrants occupy many different kinds of habitat from woody streamside thickets, forest edges, open woodlands, shrubby areas, parks, old brushy fields, early successional fields, hedgerows to grasslands and forests. The more sensitive species are area-sensitive and require large contiguous acreages of grassland or forest habitat. These area-sensitive species rarely nest in small habitat blocks, avoid habitat edges, or do not nest successfully near edges. These species generally do poorly in areas where the habitat is broken into small isolated blocks of varying sizes by roads, pipelines, power lines, and residential areas. This process of breaking large contiguous habitat into smaller areas is called habitat fragmentation. Herkert et al. (1993) have provided a list of those forest and grassland species of Illinois that are area-sensitive. They have divided them into those species that are “highly sensitive” to fragmentation and those that are “moderately sensitive”. Several of these area-sensitive species were observed within the project study area. “Highly sensitive” forest species included the yellow-throated vireo and American redstart. “Moderately sensitive” forest species included the red-eyed vireo, blue-gray gnatcatcher, and wood thrush.

Amphibians and Reptiles. The most abundant amphibian and reptile species within the project study area were frogs and turtles: the green frog, American bullfrog, northern leopard frog, and snapping and painted turtles. The majority of species encountered during field surveys are considered common.

Important use areas for amphibians and reptiles are defined as specific areas (pond, marsh, or similar feature) having a high species diversity relative to other areas in the region. Areas with five (5) or more amphibian and reptile species were designated as important use areas. During the 2007 and 2008 surveys of the project study area, one (1) location was identified as an important use area for reptiles and amphibians.

Important Use Area 1 occurs along an Unnamed Tributary of the Rock River (**Exhibit 3-10, p. 12**) that crosses U.S. 30. The riparian area is covered in reed canary grass south of the road, and forested north of the road. Three (3) species of frogs (northern cricket frog, northern leopard

frog, and unidentified species) and three (3) species of snakes (western foxsnake, plains gartersnake, and common gartersnake; all roadkilled) were observed at this site.

3.13.2 Environmental Consequences

3.13.2.1 Wildlife Habitat Loss

The No-Build Alternative will not cause the loss of wildlife habitat. The Build Alternatives would cause the conversion of **a minimum of 676** acres of cover types to highway use (**Table 3-55**). As discussed in the prior section, approximately **90** percent of this conversion would be agricultural land, mainly row-cropped land. Loss of wildlife habitat can be measured through estimates of cover type losses that support wildlife. Construction of either Build Alternative will result in the minimal conversion of some cover types that support various species of wildlife. These habitats include upland forest, nonnative grassland, and wetland. Build Alternatives 4 and 5 impacted a total of 9.7 acres and 6.4 acres of forested area, respectively. Most of the areas impacted are classified as edge habitat, rather than forest interior, or core habitat, which provides the highest quality habitat for forest interior species. Based on field observation, Build Alternative 4 would impact 8.54 acres of forested area containing core habitat, compared to 1.03 acres impacted by Build Alternative 5. **Build Alternative 4 avoids impacting reptile and amphibian important use areas while Build Alternative 5 will impact reptile and amphibian Important Use Area 1 located along an unnamed tributary of the Rock River at the existing U.S. 30 crossing.**

Potential impacts to the wildlife species that occupy these habitats are discussed in the following paragraphs.

3.13.2.2 Wildlife Impacts

Many of the wildlife species identified in the project area are habitat generalists. No adverse impacts are expected to modify their continued abundance as a result of the project. Neotropical migrants may be impacted by the loss of forested habitat from either Build Alternative. In general, right-of-way conversions along the edge of a forested block are less likely to impact area sensitive migrant species than cutting through the center of the forested area.

Highway construction may affect wildlife not only through the direct loss of habitat, but also by disrupting animal movement. Fencing along a highway can limit wildlife movement and lead to higher mortality in unfenced areas; however, fencing is not proposed for the U.S. 30 right-of-way. The U.S. 30 project area is rural and comprised mainly of row cropped agriculture, which provides little wildlife habitat. Hedgerows and narrow wooded and/or non-wooded waterways spread throughout the agricultural landscape within the study area act as movement corridors for wildlife, but the primary wildlife habitat crossed by the alternatives occurs along Elkhorn Creek, Spring Brook Creek, Rock Creek, French Creek, and the Rock River. These larger perennial waterways

with associated floodplains provide limited, but relatively contiguous forested habitat. These serve as both dispersal corridors throughout the county for more mobile species and permanent habitat for resident animals. The Rock River's suitability as a dispersal corridor for amphibians and reptiles may be limited, however because Phillips (1998) stated that its riparian zone and backwater sloughs have suffered destruction and or degradation

Build Alternatives 4 and 5 are the same at the Rock River, Elkhorn Creek, and Spring Brook Creek crossing and would generally remain unchanged with respect to the configuration within the landscape present today. Build Alternatives 4 and 5 cross Rock Creek at different locations. The crossings at Rock Creek would result in new perpendicular intrusions of the woodland habitat surrounding the stream. All of these waterway crossings are of a size for which a bridge structure is required, and box culverts would not be considered. Bridge structures are wider and more open than box culverts, and allow wildlife to pass underneath the roadways relatively unencumbered. As a result, the overall connectivity and distribution of animals through the woodland habitat along the streams would remain consistent with what is present currently.

3.13.2.3 Construction Mortality

Construction of a roadway, from clearing to paving, can result in the death of slow-moving and nesting animals in the roadway's path. The most pronounced and immediate effects may be on burrowing rodents and reptiles (or other species) with small territories. Individuals of those species either would be killed or permanently displaced by excavation, filling, and other ground disturbance. More mobile wildlife species in the project study area would move from the construction area into surrounding habitats during construction. In addition, some degree of construction-related wildlife impact may result from the disruption of wildlife travel patterns arising from construction noise and activity. Road construction in road segments where wildlife frequently crosses the highway can impair efficient crossing. As a result of noise and construction-related barriers, wildlife may spend more time on the highway searching for a safe place to cross. Increased wildlife road crossing time is correlated with a higher probability of animal/vehicle collisions. Aside from mortality issues, another potential impact would be temporarily displacing wildlife species by habitat alteration or noise disturbance (including nesting birds) from construction equipment.

3.13.2.4 Operational Mortality

Recent studies by the USEPA and the Highway Safety Information System (HSIS) report that the overall rate of vehicle/animal collisions has steadily increased over a seven-year period. The HSIS study, which included data from Illinois and four (4) other states, also found the rate of animal crashes, expressed as number of accidents per million vehicle kilometers, was greatest on two-lane rural roads, followed by multilane rural and urban road types. The study reported collision rates for rural roads ranged from 0.07 to 1.16 crashes per kilometer per year (0.04 to

0.72 per mile) (Hughes and Saremi 1995). Deer/vehicle collisions in Illinois rose 23 percent between 2000 and 2006 (www.dot.state.il.us/travelstats/final2006crashfacts.pdf). This is due in part to population growth, increased traffic, and the ever-growing white-tailed deer population. Road-killed opossums, raccoons, and striped skunks are also commonly observed. Reptiles and amphibians are also subject to road-kill: all three (3) snakes identified in *Important Use Area 1* were road-kills.

The IDOT Division of Traffic Safety provided data on animal/vehicle collisions on U.S. 30 and IL 78 in Whiteside County for the years 2002 through 2006. The total number of such collisions on U.S. 30 in Whiteside County was 109, of which 102 took place within the project study area. At least one (1) animal/vehicle collision occurred along each mile of U.S. 30 during the five-year period.

There were eight (8) animal/vehicle collisions each in Miles 2 and 5. Marsh, forested wetland, and sand prairie are on the south side of U.S. 30 along Mile 2 (Elston Road – Long's Garden Road) and there are mostly cornfields to the north. Habitat along Mile 5 (0.5 miles west of BNSF RR – 0.5 miles west of Millard Road) includes crop fields and forest associated with a line of high sand dunes (bluffs). Altogether, there were 21 animal/vehicle collisions on U.S. 30 in the 3.5 miles east of Elston Road. Five (5) animal/vehicle crashes occurred in the 0.5 mile beginning at Sawyer Road on the east edge of Morrison (Mile 13.5). Businesses and crop fields border this stretch of U.S. 30. Five (5) animal/vehicle crashes took place in Mile 14 (Bishop Road- Lyndon Road), which is bordered mostly by crop fields. There were 11 animal/vehicle collisions in Mile 19 (Blue Goose Road – Matznick Road). Habitat along this segment of U.S. 30 includes a wooded riparian corridor (Deer Creek), cornfields, residences, and woodland. Collisions in Mile 24 were concentrated near the intersection with Como Road. A quarry, crop fields, and industrial property are located at this intersection. There were relatively few deer/vehicle collisions (9) over the five-year period from Mile 6 (0.5 miles west of Millard Road) to the western edge of Morrison.

Traffic volumes are predicted to increase throughout the corridor. This increase may lead to increased vehicle/wildlife conflicts and wildlife mortality. Under the Build Alternatives, U.S. 30 would be widened from the existing two (2) lanes to four (4) lanes with a grassed median, except in urban areas. Wildlife would be expected to take longer to cross the wider road, which may result in a higher probability of animal/vehicle collisions. The wider facility may also give drivers more room to maneuver safely around wildlife crossing the highway.

3.13.3 Indirect Impacts

As discussed earlier and as shown on the environmental exhibits, the project study area is predominantly row-cropped agricultural land. Areas of natural vegetation are relatively small and isolated. The cities of Fulton, Morrison, Sterling, and Rock Falls have identified enterprise zones as areas of targeted industrial growth. Development related to U.S. 30 improvements is planned to occur within those areas. The project is not expected to encourage unplanned or incompatible growth and indirect impacts to wildlife are unlikely.

3.13.4 Cumulative Impacts

The focus of the discussion in this section is the project's potential to impact biodiversity. Field studies conducted for this project established that the existing biodiversity in the project area is low. Most of the species identified are habitat generalists that can successfully utilize fragmented and degraded habitat. There are no known planned developments or activities in the project study area that have the potential to adversely impact existing biodiversity, either individually or cumulatively.

3.13.5 Measures to Minimize Harm and Mitigation

Build Alternatives 4 and 5 have been developed to maximize use of existing U.S. 30 while meeting the Purpose and Need for the project. Remaining on existing alignment minimizes the potential for impacting forest blocks, prairie restoration areas, and other higher quality wildlife habitat in the study area. In addition, mitigation proposed for the project will include planting tree blocks to replace trees removed for project construction and establishing prairie areas within IDOT right-of-way. Potential tree replacement areas and prairie areas will be identified for the Preferred Alternative. In addition, bridges and culverts will be designed to provide for safe wildlife passage beneath the roadway.

3.14 Threatened and Endangered Species

Under Section 7 of the Federal Endangered Species Act, the FHWA is required to consult with the U.S. Fish and Wildlife Service (USFWS), to insure that any action authorized, funded, or carried out by the agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of critical habitat. Under the Illinois Endangered Species Act and Illinois Natural Areas Preservation Act, the IDOT is required to consult with the IDNR about proposed projects that they authorize or fund.

3.14.1 Affected Environment

3.14.1.1 Federally Listed Species

Federally listed species of concern for Whiteside County were identified based on the USFWS county distribution list for Whiteside County (www.fws.gov/midwest/endangered/lists/illinois-cty.html). **Four (4)** species are listed: Eastern prairie fringed orchid, Higgins eye pearly mussel, **Sheepnose mussel**, and the Indiana bat **and one (1) species is proposed for listing, the Northern long eared bat.**

The Indiana bat (*Myotis sodalis*) is listed as a Federally and State Endangered Species. Indiana bat winter habitat consists of caves and mines where individuals hibernate (October through March) in characteristic dense clusters. There are no caves or mines within the project area. The nearest sizeable hibernaculum for Indiana bats is in LaSalle County, about 45 miles

southeast of the project study area. This hibernaculum is within an abandoned limestone mine and is the largest known in Illinois.

Summer habitat (April through September) includes a variety of wooded settings (uplands, wetlands, and riparian areas). In summer, most reproductive females occupy roost sites under the exfoliating bark of dead trees that retain large, thick slabs of peeling bark. Primary roosts usually receive direct sunlight for more than half the day. Roost trees are typically within canopy gaps in a forest, in a fenceline, or along a wooded edge. Habitats in which maternity roosts occur include riparian zones, bottomland and floodplain habitats, wooded wetlands, and upland communities. Tree species known to have been used by Indiana bat maternity colonies in Illinois are slippery elm, northern red oak, shagbark hickory, bitternut hickory, white oak, American elm, sycamore, cottonwood, and green ash. Bats feed exclusively on flying insects. Indiana bats typically forage in semi-open to closed (open understory) forested habitats, forest edges, and riparian areas (USFWS 2007).

There are no records of the Indiana bat from Whiteside County (USFWS 2007). Mist netting surveys conducted in 1988 at a site within the project study area caught bats, but none were Indiana bats. The project study area contains approximately 200 acres of forested habitat (forested wetlands and upland forests). The riparian corridor and island on the west side of the Rock River contains potentially suitable habitat for the Indiana bat. Mist-netting was conducted at one (1) site within the project study area during 2007 and 2008. Thirty (30) individuals representing five (5) bat species were captured. Two (2) specimens captured at this site during 2007 exhibited some, but not all, of the diagnostic features of the Indiana bat. The site was mist netted the following year (2008), but neither these bats nor any Indiana bats were captured.

On October 2, 2013 the Northern long eared bat was proposed for listing as Federally Endangered. The mist net survey that had previously been conducted for this project in July/August of 2007 had captured one adult female, post-lactating Northern long eared bat. Therefore, In order to protect the Northern long eared bat, no tree removal shall occur between April 1 and September 30 of any given year (see Appendix D).

The Higgins eye (*Lampsilis higginsii*) pearly mussel (Federally Endangered) is primarily a large river species that prefers mud-gravel substrates in fairly deep water. Although it was collected from the Rock River as dead and relict species in 1925 and 1988, respectively, it is currently restricted to the Mississippi River in Illinois (Herkert 1992) and the Rock River below the Steel Dam at Rock Island. There is no habitat for this species within the project study area streams. The project will not affect the Higgins eye pearly mussel.

The sheepnose (*Plethobasus cyphyus*) mussel is listed as a Federally Endangered species. The species occurs in large rivers and streams where it is usually found in shallow areas with moderate to swift currents flowing over coarse sand and gravel. The species is known to occur in Pool 14 of the Mississippi River. The species is considered to be extirpated from the Rock River. A mussel survey at the U.S. 30 crossing of the Rock River did not identify this species. The project does not involve a crossing of the

Mississippi River. It has been determined that the project will not affect the sheepnose mussel.

The eastern prairie fringed orchid (*Platanthera leucophaea*) is listed as a Federally and State Threatened Species. The orchid occurs in mesic to wet prairie. There are some degraded mesic prairies within the project study area. Botanical and wetland surveys during 2007 and 2008 did not identify this species or areas that might be suitable for this species. Therefore, it is concluded that the project will not affect the eastern prairie fringed orchid.

3.14.1.2 State Listed Species

State listed species of concern for Whiteside County were identified based on the Ecological Compliance Assessment Tool (EcoCAT) screening by IDNR. These include the black sandshell, gravel chub, lake sturgeon, and kitten tails. The bald eagle was also identified, but it is no longer a State Listed Species.

The lake sturgeon (*Acipenser fulvescens*) is listed as State Endangered and the gravel chub (*Erimystax x-puctatus*) is listed as State Threatened. Fish surveys were conducted at 14 locations within the project study area in 2007. Of the 47 fish species collected, no State Endangered or State Threatened Species were found. Therefore, the project will not affect either of these species.

The black sandshell (*Ligumia recta*) (State Threatened) is usually found in riffles of medium to large rivers (Cummings and Mayer 1992). It was the only listed mussel species found alive during the project surveys. Five (5) specimens were collected from the Rock River (Aquatic Sampling Site 2) and three (3) specimens were collected from Elkhorn Creek (Aquatic Sampling Site 3) (**Exhibit 3-7**).

Kitten tails (*Besseya bullii*) is a State Threatened Plant Species that occurs in savannas with sand and sandstone substrates, and gravel prairies along the Mississippi, Illinois and Rock Rivers in northwestern Illinois. Kitten tails are considered “vulnerable” indicating a moderate risk for extinction due to restricted range, relatively few populations (less than 80), recent and widespread decline, or other factors. Kitten tails were found in the dry sand hill prairies and dry-mesic gravel hill prairies west of the western terminus of the project study area. No kitten tails populations were found near Build Alternative 4 or 5. Therefore, the project will not affect the kitten tails.

Prairie dandelion (*Microseris cuspidate)* is a State Endangered Species that reaches its eastern range limit in dry-mesic prairies in Illinois. It was originally scattered locally throughout the northern half of the State, but has been largely extirpated by woody encroachment, overgrazing, gravel mining, and urban growth. Eight (8) Illinois populations are known, four (4) in State nature preserves (Herkert and Ebinger 2002). One (1) population was located on the northernmost dry sand hill prairie. No prairie dandelion populations were found near Build Alternative 4 or 5. Therefore, the project will not affect the prairie dandelion.

Broomrape (*Orobanche ludoviciana*) is a State Threatened species that reaches its eastern limit in Illinois, where it occupies blowouts in dry sand prairies and on alluvial floodplains along rivers. It is parasitic on the roots of various members of the Asteraceae (Gleason and Cronquist 1991). Two (2) populations of this plant were found in the northernmost dry sand hill prairie. No broomrape populations were found near Build Alternative 4 or 5. Therefore, the project will not affect the broomrape.

3.14.1.3 Hybrid Plant Species

Pecan (*Carya illinoinensis*) is a native tree that is distributed along the Mississippi River and its tributaries from northwestern Illinois and southeastern Iowa to the Gulf Coast and then westward to Texas. Pecan is the only native nut tree grown for commercial use in the United States. The USDA Research Service has a pecan genetics and breeding program to develop pecans that uniformly produce on a year to year basis and to improve disease resistance. This improvement program hinges on the genetic diversity of the pecan throughout its native range.

The Abbott Thinshell Pecan Tree in Whiteside County is a tree with very desirable genetic characteristics. The tree is rare because it is a natural hybrid formed from the hybridization of a pecan with a bitternut hickory (*Carya cordiformis*). Since the 1840's, efforts have been made to integrate the genes for winter hardiness and early nut-maturity from the bitternut hickory into the pecan. The Abbott Thinshell Pecan Tree represents a major step in reaching this goal (Kopf 1994).

The decline of genetic diversity is a major problem worldwide. The diversity of species and genetic strains provides a pool of critically important resources. As noted above, the USDA conducts a national genetics effort to improve the pecan and they maintain an active breeding program to produce improved pecan varieties. The Abbott Thinshell Pecan Tree is one of the most valuable trees in this program. Two hundred seedlings from this tree were sent to Europe in 2008.

3.14.2 Environmental Consequences

3.14.2.1 Federally Listed Species

No Federally listed species were identified within the project study area and therefore, none would be impacted by construction of Build Alternative 4 or 5. **One adult female of the proposed for listing Northern long eared bat was captured during the mist net survey. As a result in order to protect the Northern long eared bat, no tree removal shall occur between April 1 and September 30 of any given year (see Appendix D).**

3.14.2.2 State Listed Species

One (1) State listed species was identified within the proposed alignment of Build Alternatives 4 and 5. The black sandshell mussel (*Ligumia recta*) (State Threatened) was collected from the Rock River and Elkhorn Creek. Build Alternatives 4 and 5 coincide in the section of U.S. 30 that crosses these two (2) waterways and both follow the existing U.S. 30 alignment. Proposed construction will include widening or replacing these bridges. The need for replacement and the types, sizes, and locations of new structures will be determined for the Preferred Alternative based on detailed structural, hydraulic, and geotechnical analyses.

The potential impacts of construction at Elkhorn Creek and the Rock River on the black sandshell mussel will depend upon the design and proposed construction methods for these bridges. Any in-stream construction has the potential to disturb the stream substrate and increase sedimentation. Because of potential adverse impacts to the black sandshell mussel, the Department will prepare a Conservation Plan at least one (1) year prior to construction that will include relocation of mussels within the construction limits to other suitable habitats within the Rock River and Elkhorn Creek. The Conservation Plan will be made available for public review.

IDNR reviewed the DEIS and concurred with the commitment with regard to the black sandshell mussel to prepare an Incidental Take Authorization one (1) year before construction, and therefore closed consultation (See Appendix D).

3.14.2.3 Hybrid Plant Species

Section 3(d) of Departmental Policy D&E-18, *Preservation and Replacement of Trees*, states that "in planning, designing, and constructing new highways, careful consideration shall be given to preserving trees in the selection of alignments, in the development of major design elements, and in the determination of the extent of clearing required for construction… where specimen trees…(those that are outstanding examples possessing exceptional size, form, etc.; or those having recognized historical significance) or trees that perform a special function…guardrail or other shielding shall be preferred as *an alternative* to *removal of the tre*es…and careful consideration should be given to the potential for damage to root systems that could cause the loss of trees." Because tree roots can extend one and one half times the height, protection should include a buffer.

The Abbott Thinshell Pecan Tree is located within existing U.S. 30 right-of-way. The original plan was to reconstruct existing U.S. 30 as the west bound lanes of the new facility and widen to the south. While this alternative would not have required removal of the tree, it would have required construction immediately adjacent to it, potentially damaging roots and eventually causing the tree to die. In order to prevent impacts to the Abbott Thinshell Pecan Tree, the alignment for both Build Alternatives 4 and 5 has been shifted to the south. The current construction limits are 13 feet beyond the tree's dripline. Construction specifications will include protective requirements for the tree during construction, including installation of temporary

protective fencing. Based on these avoidance and protection measures, the proposed construction is not expected to adversely impact the Abbott Thinshell Pecan Tree.

3.15 Special Lands

3.15.1 Affected Environment

This section describes publicly owned Section 4(f) properties, Federally funded recreational land established by Section 6(f) of the Land and Water Conservation Fund Act (LAWCON), and State funded Open Space Land Acquisition and Development (OSLAD) Act lands.

3.15.1.1 Section 4(f) Lands

Section 4(f) of the Department of Transportation Act of 1966 stipulates that the FHWA and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless there is no feasible and prudent alternative to the use of land, and the action includes all possible planning to minimize harm to the property resulting from use.

The following describes a variety of parks and open spaces within the project study area protected by Section 4(f).

Morrison-Rockwood State Park is comprised of 1,164 acres located north of the city of Morrison. The park offers picnic areas, camping, fishing, hunting, boating, hiking trails, and equestrian trails (**Exhibit 3-10, p. 5**).

Whiteside County Fairgrounds resides within the southwestern portion of the city of Morrison and is home to the annual Whiteside County Fair. The first fair was held here in 1872 and the fair has been held here every year since. In addition, the fairgrounds hold year round events such as horse shows, bull riding, tractor pulls, and demolition derbies (**Exhibit 3-10, p. 10**).

Waterworks Park has 12.4 acres and offers a baseball diamond, sand volleyball courts, tennis courts, a playground, picnic area, and a walking path. The park is located in the southern portion of the city of Morrison (**Exhibit 3-10, p. 10**).

Kelly Park has 3.4 acres and includes a nine-hole Frisbee golf course, tennis courts, picnic area, playground, and a walking path. The park is located on the north side of Morrison (**Exhibit 3-10, p. 7**).

Kiwanis Park in the northern portion of Morrison is a half-acre with a Rolle Bolle court, playground, and picnic area (**Exhibit 3-10, p. 7**).

French Creek Park is a 16 acre park located in the southern portion of Morrison and offers soccer fields, a walking path, a playground area, and picnic area. The city of Morrison Recreation Soccer Program utilizes the park soccer fields (**Exhibit 3-10, p. 10**).

Morrison Sports Complex. The city of Morrison **has** a recreational complex, which has five (5) baseball fields, football/soccer field, playground areas, a sledding hill, and a walking path. The complex is located just off of U.S. 30 on the east end of the city.

3.15.1.2 Section 6(f) Lands

The LAWCON established a fund from which State and local governments could receive grants to preserve and develop outdoor parks, recreation areas, and refuges. Section 6(f) of this act prohibits the conversion of property acquired or developed with LAWCON funds to a non-recreational purpose without the approval of the Department of the Interior's National Park Service.
There were three (3) LAWCON projects within the Morrison Rockwood State Park.

3.15.1.3 Open Space Land Acquisition and Development (OSLAD) Act Lands

The OSLAD Program is an Illinois financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. In fiscal year 2010, the IDNR issued a grant to the Coloma Township Park District to develop the Joshua Nailor Memorial Park. This proposed park is located along Riverdale Road approximately 300 feet south of existing U.S. 30 in Rock Falls within the project study area.

3.15.2 Environmental Consequences

The proposed Build Alternatives will have no impacts to Section 4(f), Section 6(f), or OSLAD lands.

3.16 Special Waste

3.16.1 Affected Environment

The Illinois State Geological Survey (ISGS) **conducted a site reconnaissance visit and reviewed the USEPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and Resource Conservation and Recovery Act Corrective Action Sites' (RCRA-CORRACTS) databases. The ISGS provided the results of the visit and database review in a site inspection letter report dated August 28, 2013 (see Appendix D). The letter report did not identify any RCRA-CORRACTS sites but did identify one (1) CERCLIS site, the Prairie Hill Recycling and Disposal Facility (Exhibit 3-10, page 12, Site 81). The Prairie Hill Recycling & Disposal Facility consisted of three (3) landfills. The Whiteside County Landfills #1 and #2 have been closed. The Prairie Hill**

Recycling and Disposal Facility was opened in 1996 and was located along the east side of landfills #1 and #2. Aerial photographs indicate that a landfill has been located at this site since at least 1970. The 23 acre landfill contained general solid waste, animal waste, special waste, and non-hazardous waste.

The report also identified 52 sites that contain REC. According to the American Society for Testing and Materials (ASTM), RECs is defined as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property (ASTM E1527-05). Table 3-57 lists the REC sites as identified by ISGS in the site inspection letter report.

3.16.2 Environmental Consequences

There **is one (1)** CERCLIS site involved with Build Alternative 5 but there is no prudent or feasible alternative for avoidance. All areas of contamination will be addressed to protect human health and the environment in accordance with applicable Federal and State laws and regulations.

A shown in Table 3-57, Build Alternatives 4 and 5 would potentially impact 38 sites with RECs. Build Alternative 4 would impact an additional 10 sites with RECs north of Morrison for a total of 48. Build Alternative 5 would impact an additional four (4) sites with RECs south of Morrison for a total of 42.

IDOT will manage and dispose of areas of contamination in accordance with applicable Federal and State laws and regulations and in a manner that would protect human health and the environment.

Table 3-57: Sites that contain RECs in the U.S. 30 Project Area

ISGS Site Number	Site Description	Build Alternative	Exhibit 3-10 Page Number
1454V-5	Tree service company and trailer dealership	4 & 5	1
1454V-7	Motel	4 & 5	1
1454V-8	Railroad tracks and ROW	4 & 5	1
1454V-21	Animal grease recycling facility	4 & 5	2
1454V-25	Farmstead	4 & 5	3
1454V-26	Farmstead	4 & 5	3
1454V-29	Farmstead	4 & 5	3

Table 3-57: Sites that contain RECs in the U.S. 30 Project Area			
ISGS Site Number	Site Description	Build Alternative	Exhibit 3-10 Page Number
1454V-34	Commercial buildings	4	6
1454V-38	Farmstead	4	6
1454V-40	Farmstead	4	6 & 7
1454V-41	Vehicle repair facility	4	6 & 7
1454V-61	Farmstead	4	8
1454V-65	Residences	4	11
1454V-70	Farmstead	4	11
1454V-71	Farmstead	4	11
1454V-75	Agricultural fertilizer distributor	4	11
1454V-76	Railroad tracks and ROW	4	11
1454V-79	Farmstead	5	11
1454V-81*	Landfill	5	12
1454V-83	Municipal buildings	5	12
1454V-86	Farmstead	5	12
1454V-88	Residence	4 & 5	12
1454V-92	Vehicle repair facility	4 & 5	12
1454V-93	Farmstead	4 & 5	12
1454V-94	Farmstead	4 & 5	12
1454V-97	Residence	4 & 5	12
1454V-98	Restaurant	4 & 5	12
1454V-108	Farmstead	4 & 5	13
1454V-111	Motorcycle repair shop and residence	4 & 5	13
1454V-125	General merchandise distribution facility	4 & 5	14
1454V-126	Agricultural services facility	4 & 5	14
1454V-127	Double G Arena & Wahl Equestrian Center	4 & 5	14
1454V-136	Aggregate quarry and ready-mix concrete production facility	4 & 5	14

Table 3-57: Sites that contain RECs in the U.S. 30 Project Area			
ISGS Site Number	Site Description	Build Alternative	Exhibit 3-10 Page Number
1454V-141	Residence	4 & 5	14
1454V-145	Vehicle repair facility	4 & 5	14
1454V-163	Farmstead	4 & 5	15
1454V-168	Residence	4 & 5	15
1454V-170	Trailer and shed dealership	4 & 5	15
1454V-172	Rotary airlock remanufacturing facility	4 & 5	15
1454V-175	Agricultural equipment dealership	4 & 5	15
1454V-182	Auto body shop	4 & 5	15
1454V-184	Commercial building	4 & 5	15
1454V-186	Freight shipping facility	4 & 5	15
1454V-188	Farmstead	4 & 5	6
1454V-189	Farmstead	4 & 5	6
1454V-192	Farmstead	4 & 5	9
1454V-197	Farmstead	4 & 5	9
1454V-198	Wireless communications tower	4 & 5	9
1454V-201	Farmstead	4 & 5	10
1454V-213	Farmstead	4 & 5	11
1454V-214	Commercial buildings	4 & 5	11
1454V-215	Railroad tracks and ROW	4 & 5	11

*CERCLIS Site

3.17 Permits/Certifications

This section discusses the permits and certifications expected to be required for the proposed project with either Build Alternative 4 or 5.

Section 404 Permit: Section 404 of Clean Water Act requires a permit to be obtained from the USACE for the discharge of dredge or fill material into waters of the United States. This permit is expected to be a NWP 14 for the proposed construction associated with Spring Brook Creek, the Unnamed Tributary of Rock Creek, Rock Creek, French Creek, the Unnamed Tributary of Rock River, Deer Creek, Elkhorn Creek, Rock River, and the Union Drainage Ditch.

Section 401 Water Quality Certification: Section 401 of the Clean Water Act appoints States the authority to review activities in waterways and wetlands and to issue quality certifications under Section 401 of the Clean Water Act. This certification is obtained from the IEPA and is required in conjunction with a Section 404 Permit. NWP 14 (Linear Transportation Projects) have received water quality certification from the IEPA (2007) with conditions. Those stream crossings that affect an area of the stream channel greater than 100 linear feet, as measured along the stream corridor, will require an individual water quality certification. All stream crossings in the project study area exceed the 100 linear foot threshold. Therefore, all stream crossings will require an anti-degradation statement and a 30-day public comment period before an Individual Water Quality Certification can be issued by the IEPA.

Section 402 National Pollutant Discharge Elimination System (NPDES) Construction Permit: This permit is required for construction activities involving clearing, grading, and excavation activities that disturb more than one (1) acre of land area. The proposed project will disturb more than one (1) acre of land area and therefore a NPDES permit will have to be obtained from the IEPA. It is the responsibility of the contractor to obtain this permit in addition to preparing a Stormwater Pollution Prevention Plan (SWPPP). This plan identifies the expected potential sources of pollution that could affect the quality of stormwater discharges from the construction site. It also would describe and ensure the implementation of practices used to reduce pollutants in the discharges associated with construction site activity. The plan would help to ensure compliance with the terms of the permit.

***Construction in Floodways of Rivers, Lakes, and Streams*:** This permit is obtained from the IDNR, Office of Water Resources, for construction in the floodway of identified streams serving a tributary area of 6,400 acres or more in a rural area. This would apply to the proposed project's improvements associated with the Elkhorn Creek and Rock River.

***Incidental Take Authorization (ITA) Permit*:** An ITA permit is recommended from the IDNR when a proposed project has the possibility of impacting an Illinois Endangered or Threatened Species which may be injured or killed due to construction. In order to obtain an ITA permit, a Conservation Plan must be prepared which will identify the potential impacts, measures to minimize harm, and mitigation. This permit **will** be necessary because of the potential impacts to the State Threatened black sandshell (*Ligumia recta*) mussel found in Elkhorn Creek and the Rock River. **IDOT will prepare a Conservation Plan and apply for the ITA permit one (1) year before construction begins on the Rock River and Elkhorn Creek bridges.**

3.18 Visual Resources

The purpose of this section is to assess the visual impacts of the proposed project and to propose measures to mitigate any adverse visual impacts associated with the construction of the U.S. 30 improvements on the surrounding visual environment. This coincides with the key goal of the CSS process which is to have the proposed project fit into the surrounding landscape in harmony with the visual environment.

In discussing and reviewing the visual impacts of the proposed project, two (2) views must be considered: The view *from* the road and the view *of* the road. The following subsections were developed utilizing the guidance provided the FHWA manual titled "Visual Impact Assessment for Highway Projects, 1981."

3.18.1 Affected Environment

3.18.1.1 Existing U.S. 30 Corridor

The existing U.S. 30 roadway is part of the Lincoln Highway National Scenic Byway. The various land forms that can be seen from the scenic byway throughout the project study area are mainly flat to a combination of hills, ravines, and deciduous trees.

The following discussion describes the existing U.S. 30 corridor starting at the eastern terminus of IL 40 in Rock Falls heading west to IL 136 and Frog Pond Road.

Starting at IL 40 in the city of Rock Falls, the view *from* the road is a mix of residential and commercial buildings. The view *of* the road is a five-lane highway.

Figure 3-1: Typical View *from* U.S. 30

Continuing west, the view *from* the road becomes a mix of homes and few commercial buildings residing adjacent to the existing U.S. 30, scattered farmsteads (farm house, barn, silo), agricultural land, and deciduous trees (**Figure 3-1**). As you continue west, the existing U.S. 30 roadway crosses a number of creeks/streams including the Rock River. The view *of* the road is a two-lane highway with aggregate shoulders (**Figure 3-2**). The view *from* the road and the view *of* the road as just desribed is essentially the view shed of the majority of the project study area.

Figure 3-2: Typical View *of* U.S. 30

The only portion of the existing U.S. 30 where the view shed changes is through the city of Morrison. The existing U.S. 30 roadway bisects the city. The view *from* the road is a mix of residential homes, commercial buildings, and churches. The view *of* the road is a two-lane roadway with turn lanes at certain intersections (**Figure 3-3**).

Figure 3-3: Typical View *of* U.S. 30

3.18.2 Environmental Consequences

The No-Build Alternative would not affect the visual characteristics of the project study area.

Construction of the U.S. 30 proposed project would affect the visual characteristics of the project study area, including travelers with views from the highway (local traffic, commuter traffic, tourist traffic), and neighborhoods with views of the highway (adjacent residences, recreational facilities). This assessment provides a general overview of visual effects in the project study area, then focuses on change in views at visually sensitive locations, primarily from residences along the existing U.S. 30 route in addition to those that live in the areas to the north and south of the city of Morrison where the Build Alternatives are proposed to be constructed.

3.18.2.1 Visually Sensitive Locations

- Residences living adjacent to the existing U.S. 30 roadway from Prophetstown Road in Rock Falls to just east of the city of Morrison
- Riverside Estates Manufactured Home Community
- White Oaks Subdivision located just west of Blue Goose Road
- Ruffit Park camp ground
- Residences living north of Morrison along Norrish Road
- Residences and farmsteads living north of Morrison between Lyndon Road and Hillside Road
- Residences and farmsteads living south of Morrison between Lyndon Road and Hillside Road
- Residences living adjacent to the existing U.S. 30 roadway from Hillside Road to IL 136/Frog Pond Road just east of the city of Fulton

3.18.2.2 Visual Character of the Proposed Improvements

Design features of the proposed project include cuts and fills on the existing terrain, the paved highway surface, bridge structures, and retaining walls. The project would clear existing vegetation within the existing and proposed right-of-way at various locations along the proposed project. Cut and fill locations do vary between Build Alternative 4 and 5 because of the difference in their routes around the city of Morrison and the difference in the terrain.

3.18.2.3 Visual Effects

This subsection addresses the visual change that would result from the improvements and its potential effect on viewer groups. The views were evaluated for their potential to alter views *of* the roadway and views *from* the roadway. The following discussion identifies the potential view changes for those at the sensitive locations listed above in addition to the change in views for Build Alternatives 4 and 5 around the city of Morrison.

Build Alternative 4 and 5 both follow the same alignment both east and west of the city of Morrison. A majority of the alignment will stay on the existing U.S. 30 roadway, therefore, the proposed project will have an impact on those that live adjacent to the existing U.S. 30 roadway including the neighborhoods of Riverside Estates Manufactured Home Community just west of Regan Road, the White Oaks Subdivision located just west of Blue Goose Road, and the Ruffit Park camp ground just west of Como Road. Because the proposed project improvements east and west of Morrison follow the existing U.S. 30 alignment and is currently a two-lane facility, the existing roadway would be widened to a four-lane facility with a median. This will bring the roadway closer to the residences, could potentially displace residents, and lastly would remove existing vegetation that may currently serve as a visual barrier of the roadway.

Build Alternative 4 bypasses the city of Morrison to the north and Build Alternative 5 bypasses Morrison to the south. The northern area has a very different view shed than that of the south. The area located to the north of Morrison has a view of residences located along Norrish Road, rolling hills, and forested areas (**Figure 3-4**) whereas Build Alternative 5 has a view of flat agricultural ground and scattered farmsteads (**Figure 3-5**). Build Alternative 4 because of its terrain will require a number of cut and fills in addition to the construction of structures to cross the creeks in the area. These construction improvements would change the view shed within the northern portion of Morrison. As for Build Alternative 5, the land is currently agricultural ground and thus "open space." The construction of the proposed project would interrupt the view of the open space and therefore change the view for those living throughout the area.

Figure 3-4: Viewshed North of Morrison

Figure 3-5: Viewshed South of Morrison

3.18.3 Measures to Minimize Harm and Mitigation

The visual quality of the adversely affected areas can be improved by:

- Landscape planting, including trees native to Illinois and prairie plant species, and natural re-vegetation of cut and fill slopes
- Landscaping along the right-of-way for those residences living adjacent to the proposed U.S. 30 roadway
- Replacing vegetation cleared from the existing or proposed right-of-way with grasses, trees, and shrubs
- Any new directional signs and/or marquees placed on the existing U.S. 30 roadway that is designated as the Lincoln Highway National Scenic Byway will be coordinated with the Illinois Lincoln Highway Coalition

3.19 Irreversible and Irretrievable Commitment of Resources

An irreversible commitment of a resource is one that cannot be changed once it occurs. An irretrievable commitment means that the resource cannot be recovered or reused. The following describes commitments of natural, physical, human, and fiscal resources that Build Alternative 4 and 5 would require:

- Capital and labor required to construct the proposed project would be an irreversible and irretrievable commitment of resources.
- Construction materials such as cement, aggregate, bituminous materials, and steel required to construct the proposed project would be irretrievably committed at least for the life of the project.
- Fossil fuels and energy used for equipment and vehicles would be irretrievably consumed during construction and operations.
- The use of approximately 650 acres of land for the proposed project is considered an irreversible commitment during the time period that the land is used for a highway facility. However, if a greater need arises for use of the land or if the highway facility is no longer needed, the land can be converted to another use. At present, there is no reason to believe such a conversion will ever be necessary or desirable (FHWA Environmental Review Toolkit: NEPA Implementation Guidance. 1987).
- With the proposed project, agricultural land would be removed from production and farming operations would adversely be affected.
- State and Federal funds and manpower used to build the proposed project represent an irretrievable monetary commitment. However, these benefits will consist of improved accessibility and safety, savings in time, and greater availability of quality services which are anticipated to outweigh the commitment of these resources (FHWA Environmental Review Toolkit: NEPA Implementation Guidance. 1987).

3.20 Summary of Measures to Minimize Harm and Mitigation

Section 101(b) of the NEPA, requires that Federal agencies incorporate into their project planning all practicable measures to mitigate adverse environmental impacts resulting from the proposed action. The following section summarizes the measures to minimize harm for the proposed project. Discussions are more detailed and in the sections previously documented in the SDEIS. Final mitigation plans would be incorporated into final engineering plans and specifications prepared for the proposed highway.

***Residential and Business Displacements*.** Where possible, the alignments were shifted to avoid impacts to residences and businesses. In addition, where practical, the alignments were shifted away from homes and/or businesses in order to create the least disruption possible.

Agriculture. The following management and design practices were and will continue to be incorporated into the proposed project to help minimize disruptions to agricultural activities and limit adverse impacts to designated soils:

- design alignment to parallel property lines, where feasible, to keep farm severances, severance management zones, and uneconomical remnants to a minimum,
- where practical, construct field access roads to maintain access to farm fields,
- maintain existing surface and subsurface drainage,
- locate field tiles draining to, or intersected by, the proposed highway's right-of-way by trenching to ensure that proper field drainage is maintained during construction,
- investigate areas of cropland and nonnative grasses on landlocked parcels for use as borrow areas. If suitable, they would be given priority as sources of borrow, thereby reducing additional impacts to agricultural lands,
- implement sedimentation and erosion control measures to minimize loss of topsoil into streams and roadside ditches (See Section 3.9, Surface Waters and Aquatic Resources for more information), and
- lessen agricultural impacts by using landlocked parcels for mitigation purposes

Cultural. A photo log documenting all structures believed to be 40 years or older was produced. From this, the IHPA identified 27 of these structures as potentially eligible for the NRHP. The 27 structures were mapped and during the development of the alternatives were avoided. No potentially eligible structures will be impacted.

Noise and Air Quality.

- To reduce the potential for noise impacts during construction, IDOT will require contractors to adhere to the latest edition of the *Standard Specifications for Road and Bridge Construction*. These specifications include guidelines for screening stationary equipment, exhaust noise, noise from loose equipment parts, and excessive tailgate banging.
- Dust control during construction will be accomplished in accordance with *Standard Specifications for Road and Bridge Construction* which requires application of water or approved dust control measures during grading operations and on haul roads.
- The location of pavement material batch plants will be in accordance with the *Standard Specifications* or any special provisions developed during coordination with the IEPA regarding air quality standards and emissions.
- Open burning of construction waste or brush will be done in accordance with local ordinances.
- Demolition and disposal of structures is regulated under the *Standard Specifications for Road and Bridge Construction.*

In response to a request from USEPA (see Appendix D), IDOT is committed to a construction diesel emissions reduction plan for the U.S. 30 project in order to reduce

and mitigate the known construction emissions to the degree feasible. The following options will be considered by the Department in a diesel reduction plan:

- **retrofitting off-road construction equipment including repower or engine upgrades,**
- **using ultra-low-sulfur fuels for all equipment,**
- **limiting the age of on-road vehicles in construction projects to 1998 and newer and 1996 and newer for off-road equipment,**
- **diesel particulate traps and oxidation catalysts,**
- **using existing power sources or clean fuel generators rather than temporary power generators, and**
- **encouraging the use of off-road equipment that meets Tier 3 standards**

Surface Water Resources. Principles and standards from IDOT's *Construction Procedure Memorandum on Erosion and Sediment Control*, Chapter 59-8 of the *IDOT Bureau of Design & Environment Manual*, Section 280 of the *Standard Specifications for Road and Bridge Construction* (January 1, 2012), and other erosion control best management practices will be used to minimize water quality impacts of construction and operation of the proposed facility. Construction in or near waterways will be performed in accordance with IDOT's *Standard Specifications for Road and Bridge Construction.* Erosion control measures will be installed before erosion prone construction activities begin. Construction at stream crossings will be conducted during low or normal flow periods and will comply with all Federal and State laws, local ordinances, and regulations. An erosion control plan will be developed as part of the plans and specifications for construction.

Basic erosion control principles and best management practices that will be used include the following:

- The size of disturbed area exposed at any one time and the duration of exposure will be minimized. Construction contracts could include limits on the amount of soil that can be exposed, measures to prevent erosion during spring thaw if construction is not completed before winter, and specifications to complete grading as soon as possible and revegetate with temporary and permanent cover. The exact type and methods of erosion control to be utilized will be determined during the project's design phase.
- Control methods will be used to prevent erosion and sedimentation in sensitive areas. Such methods include proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation; protective ground cover such as vegetation, mulch, erosion mat, or riprap; diversion dikes and intercepting embankments to divert sheet flow away from disturbed areas; and sediment control devices such as ditch checks, erosion bales, silt fences, and retention/detention basins.

Wetlands. Minimization of wetland impacts was an important factor in the development and screening of alternatives. Preliminary alignments were developed to avoid wetland impacts wherever possible. Alignments were developed to follow existing U.S. 30 as much as possible.

Build Alternatives 4 and 5 incorporate alignment shifts where practicable to minimize impacts to wetlands. As a result of these adjustments, wetland impacts have been reduced to impacts to a single wetland area from improvements to the Rock River Bridge for both Build Alternatives 4 and 5.

Floodplains. Minimization of floodplain impacts was considered in the project's alternatives development/screening phase. Floodplain encroachment has been reduced to the minimum consistent with IDOT standards. **The realignment of the Build Alternatives as described in Section 2.8.2 did result in a decrease in the length of floodplain encroachments. For Build Alternative 4, there was a decrease of 2,014 linear feet in floodplain encroachments and for Build Alternative 5 there was a decrease of 6,673 linear feet.** Additional analyses will be conducted for the Preferred Alternative to determine whether feasible measures exist to reduce floodplain impacts even further. One (1) purpose of Executive Order 11988 is to avoid direct and indirect support of floodplain development. According to the Order, an action supports floodplain development if it encourages, allows, serves, or otherwise facilitates additional floodplain development. Incompatible floodplain development in Whiteside County is regulated under the county zoning regulations. For this reason, this project will not directly or indirectly support incompatible floodplain development. Detailed hydraulic analyses will be conducted for all of the streams crossed by the Preferred Alternative **during the design phase of the project**. These analyses will determine the size of waterway openings needed to minimize flood backwater elevations consistent with IDOT and FHWA policies.

Endangered, Threatened, and Hybrid Species. The State Threatened black sandshell (*Ligumia recta)* mussel is found in Elkhorn Creek and the Rock River. Prior to construction, the Department will prepare a Conservation Plan that will include relocation of mussels within the construction limits to other suitable habitats within the Rock River and Elkhorn Creek.

The Abbott Thinshell Pecan Tree is located within existing U.S. 30 right-of-way. In order to prevent impacts to the Abbott Thinshell Pecan Tree, the alignment for Both Alternatives 4 and 5 has been shifted south. The current construction limits are 13 feet beyond the tree's dripline. Construction specifications will include protective requirements for the tree during construction, including installation of temporary protection fencing.

In order to protect the Northern long eared bat no tree removal shall occur between April 1 and September 30 of any given year (see Appendix D).

Wildlife Resources. Build Alternatives 4 and 5 have been developed to maximize use of existing U.S. 30 while meeting the Purpose and Need for the project. Remaining on existing alignment minimizes the potential for impacting forest blocks, prairie restoration areas, and other higher quality wildlife habitat in the project study area. In addition, mitigation proposed for the project will include planting tree blocks to replace trees removed for project construction and establishing prairie areas within IDOT right-of-way. Potential tree replacement areas and prairie areas will be identified for the Preferred Alternative. To the extent feasible, wildlife passages will be incorporated into the design of bridges and larger culverts to allow a safe haven for the

wildlife to cross U.S. 30 under the roadway. This will eliminate conflict points between the traveling public and the wildlife.

***Special Waste*. Prior to the purchase of property and prior to construction, a Preliminary Site Investigation (PSI) will be performed at each affected property containing a REC to determine the nature and extent of the waste present. The PSI will include assessment for lead-based paint and asbestos containing materials.**

A PSI will be conducted if the proposed improvements require excavation on or adjacent to a property identified with a REC or requires excavation, including subsurface utility relocation, on a property with an easement.

If construction is managed by IDOT, special waste issues encountered during construction will be managed in accordance with the IDOT "Standard Specifications for Road and Bridge Construction" and "Supplemental Specifications and Recurring Special Provisions".

Accidental spills of hazardous materials and wastes during construction or operation of the transportation system require special response measures. Occurrences will be handled in accordance with local government response procedures. Refueling, storage of fuels, or maintenance of construction equipment will not be allowed within 100 feet of wetlands or water bodies to avoid accidental spills impacting these resources.

Visual Resources. Although the visual scale of the highway will increase, landscaping features within and adjacent to the highway right-of-way would minimize adverse effects. A landscaping plan that will be developed during a future engineering phase could include the following provisions:

- preserve the existing vegetation as much as possible,
- perform landscape planting, including trees and prairie plant species, and natural re-vegetation of cut and fill slopes,
- landscape along the right-of-way, and
- replace vegetation cleared from the existing or proposed right-of-way with grasses, trees, and shrubs

3.21 Additional Commitments

Traffic. A traffic management plan would be developed and implemented during the construction phase of the project to provide reliable access to agricultural fields, residences, businesses, community facilities and services, and local roads. Local roads intersected by the proposed project will remain open to traffic with minor interruptions during construction. IDOT will coordinate construction activities, sequencing, and traffic management plans with fire, police, and emergency rescue service to minimize delays, but it is expected that, for various durations, side road connections will be closed to accommodate construction activities.

Property Acquisition. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, provides for payment of just compensation of private property acquired for a Federal-aid project. Offers of just compensation for residential and business properties will be based upon approved estimates of fair market value supported and documented by professional real estate appraisals obtained by IDOT. In addition to the just compensation for the acquired property, the Act also provides for certain relocation assistance and payment to displaced homeowners, residential tenants, and businesses that are required to relocate because of the project. IDOT will offer and provide relocation assistance to each displaced family and business. Each displaced family and business will be contacted by IDOT to address specific needs and problems. Displaced families will be eligible for moving costs and may also be eligible for replacement housing payments. Displaced businesses will be eligible for searching and moving costs to relocate to a replacement business site. IDOT's acquisition and relocation agents will be available to present and explain both the acquisition program and the relocation program to each displaced family and business.

Septic tanks, field drains, irrigation systems, or wells on acquired properties would be abandoned in accordance with State regulations and local zoning standards.

3.22 Biological Commitments

The following is a list of biological commitments for the U.S. 30 project:

- **All trees removed from the project area for construction or maintenance purposes will be replaced with deciduous tree species which are native to the Department's District 2 area. Trees will be replaced according to the IDOT Departmental Policy D&E-18 (September 18, 2002). The location of the replacement trees shall be determined by the Department's District 2 Roadside Manager. Trees which do not fit within the project limits may be planted elsewhere, as determined by the Roadside Manager.**
- **According to IDOT BDE-59-7.15(3), all unmowed areas should be designated in the plans and seeded with the appropriate native seeding selections from Class 4, per directive of the December 8, 1999 Studies and Plans Memorandum.**
- **All woody plants which will have diameters of greater than four (4) inches at maturity shall not be planted on the foreslopes, in the ditches, or in the clear zone as established in the BDE Manual.**
- **The Abbott Thinshell Pecan Tree is located within the existing U.S. 30 right-of-way and will not be impacted by project construction. The proposed alignment has been shifted 13 feet south of the tree's dripline to avoid impacting the tree. Temporary fencing will be installed around the tree at its dripline to protect the tree during construction.**
- **The State Threatened Black Sandshell Mussel (*Ligumia recta*) is found in Elkhorn Creek and the Rock River. Prior to construction, the Department will prepare a Conservation Plan that will include relocation of the mussels within the construction limits to other suitable habitats within the Rock River and Elkhorn Creek and obtain an Incidental Take Authorization from IDNR.**

- **Wildlife passages will be incorporated into the design of bridges and larger culverts to allow a safe haven for wildlife to cross U.S. 30 under the roadway. This will eliminate conflict points between the motorist and the wildlife.**
- **As mitigation for impacting native forests and prairie areas, blocks of trees and prairie areas will be planted. Potential tree replacements areas and prairie areas will be identified for the Preferred Alternative.**
- **The proposed project will possibly impact one (1) wetland site, Site #78, along the Rock River. A maximum of 0.24 acre of jurisdictional wetlands will be impacted. This will be mitigated by purchasing 0.48 acre of wetland bank credits from the Kilbuck Creek Wetland Bank, which is in-basin, but off-site. This is a mitigation ratio 2 to 1.**
- **Wetland Site #70, located west of Agnew Road, will not be impacted by project construction.**
- **All wetland boundaries in the project limits shall be shown on the contract plans.**
- **All wetland boundaries which are within the project right-of-way shall be marked in the field with temporary snow fence. The construction limits near Site #78 will also be marked with snow fence.**
- **No construction activities shall take place in any wetland, or beyond the construction limits of Site #78 along the Rock River. This includes driving and parking vehicles, and stockpiling materials.**
- **In order to protect the Northern long eared bat, no tree removal shall occur between April 1 and September 30 of any given year (see Appendix D).**

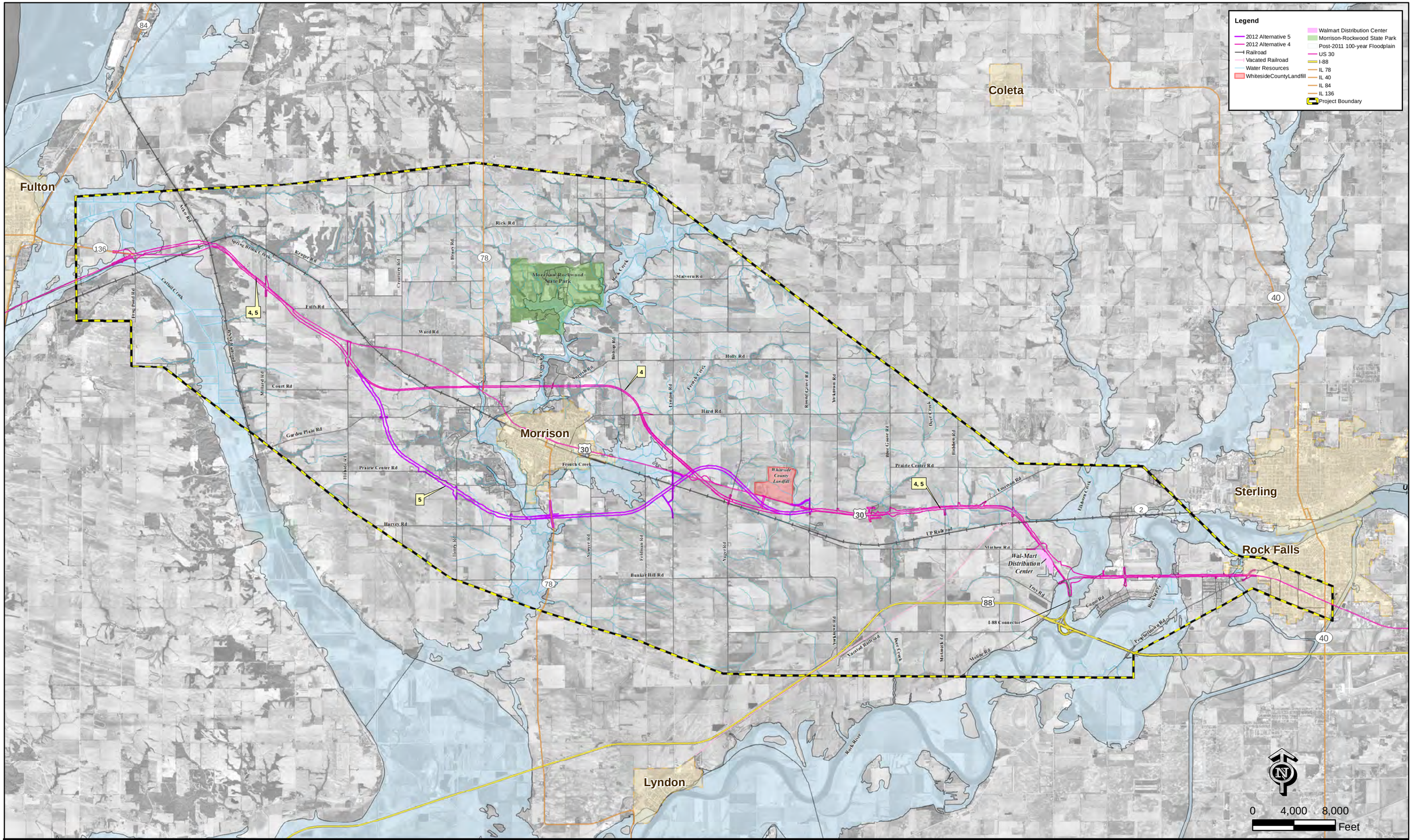


Exhibit 3-1
Build Alternatives 4 and 5
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

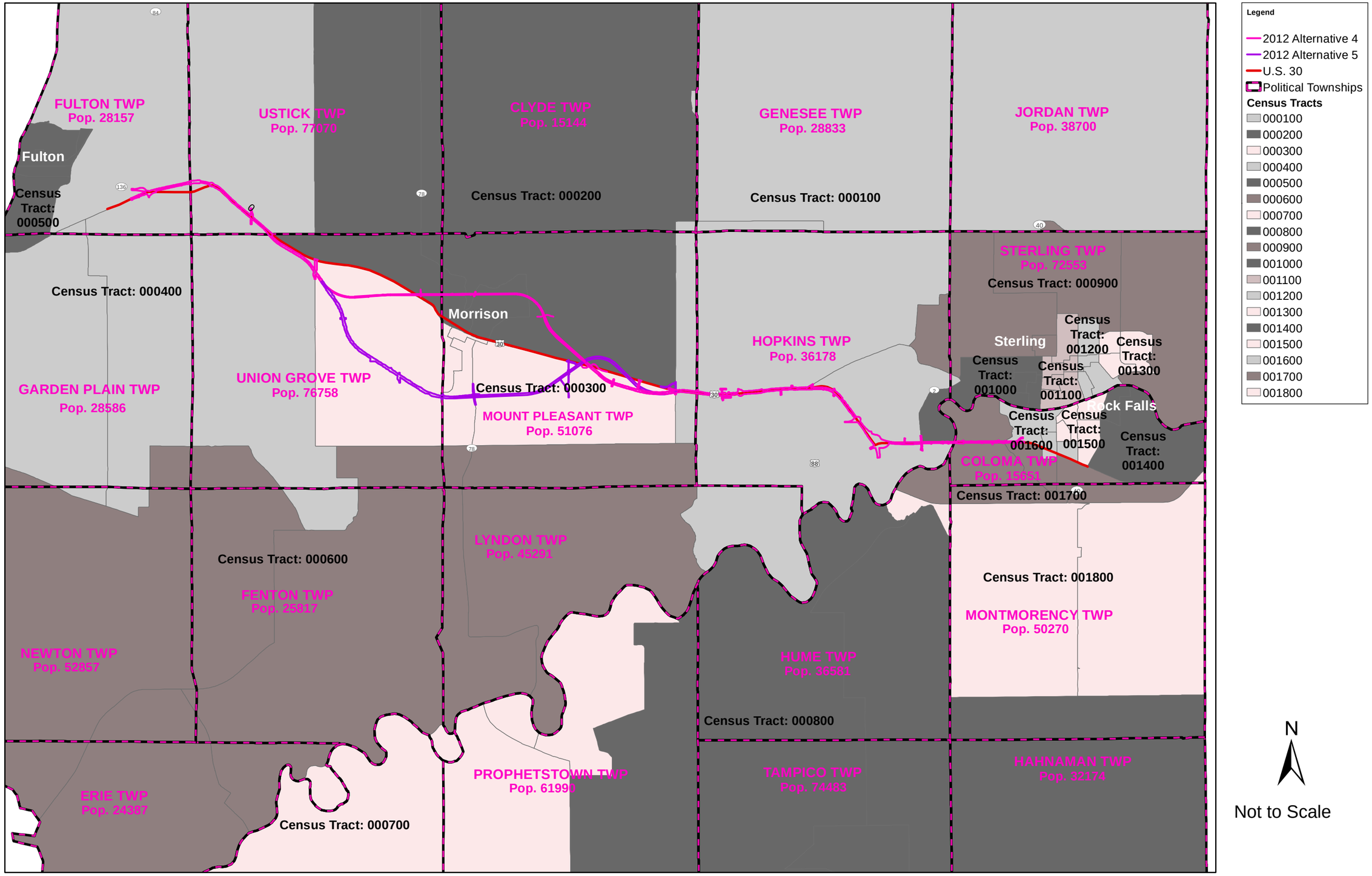


Exhibit 3-2
Townships and Census Tracts
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

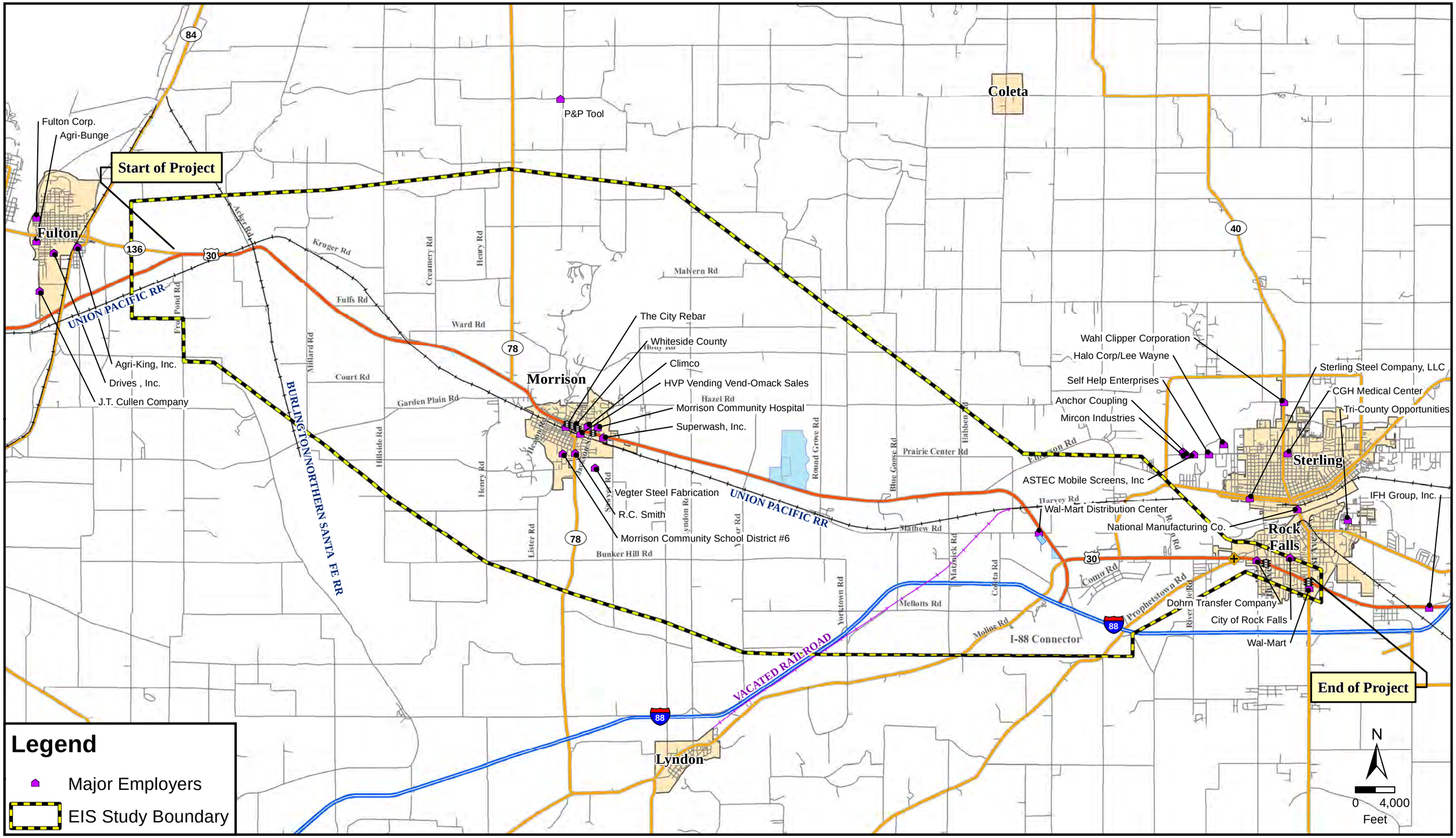
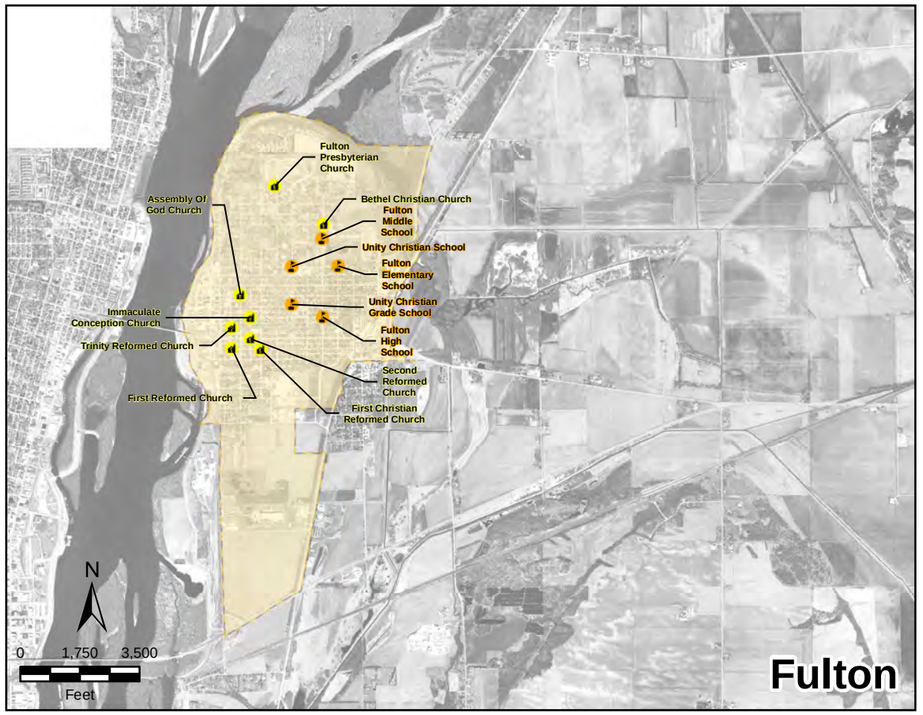
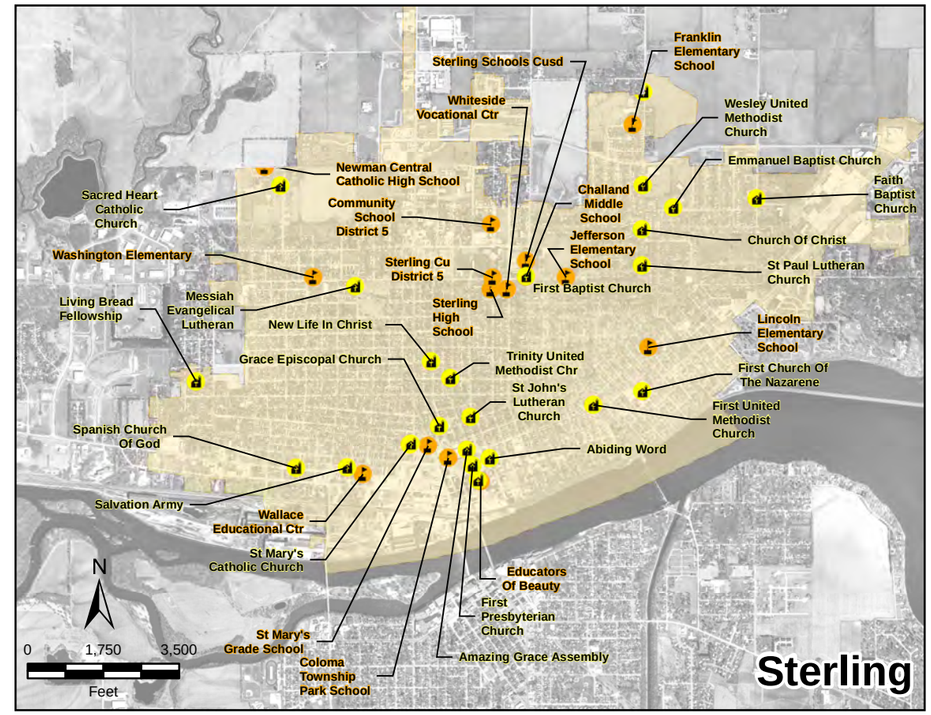


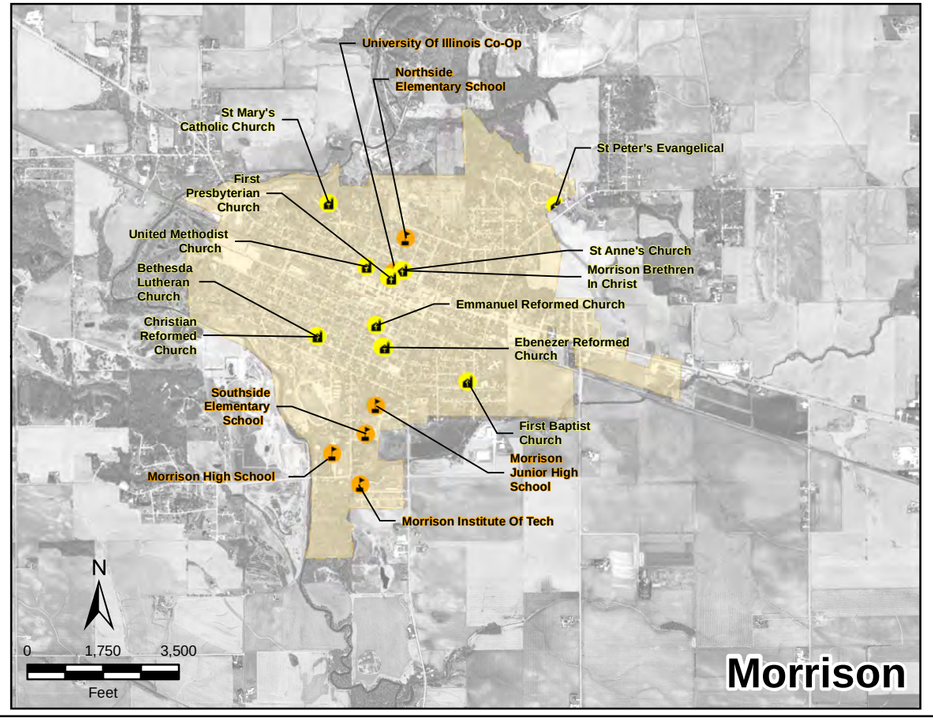
Exhibit 3-3
Major Employers
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois



Legend

- Churches
- Schools





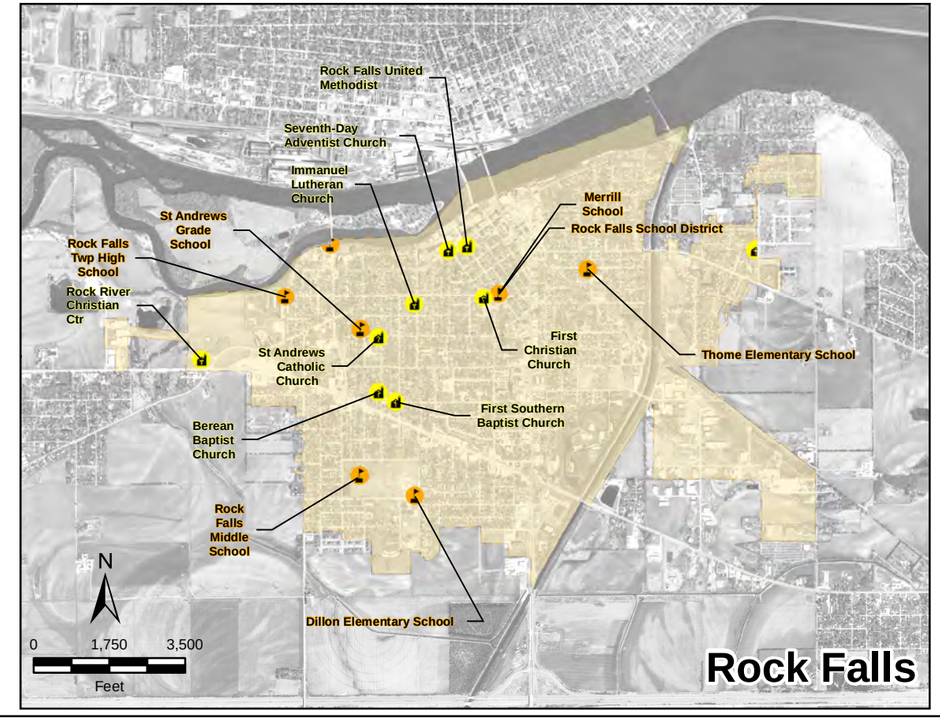
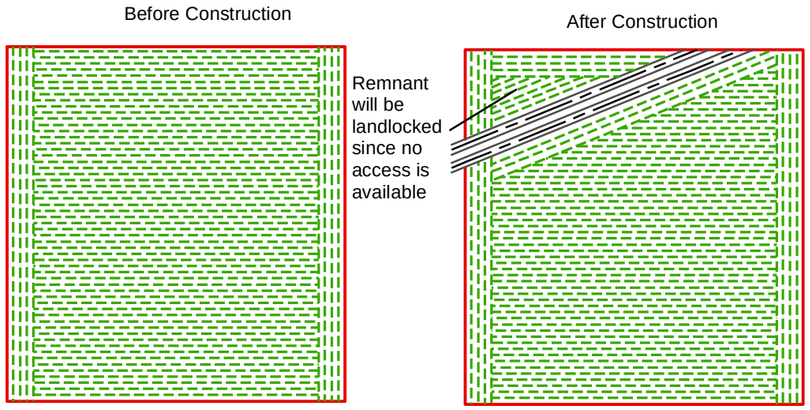
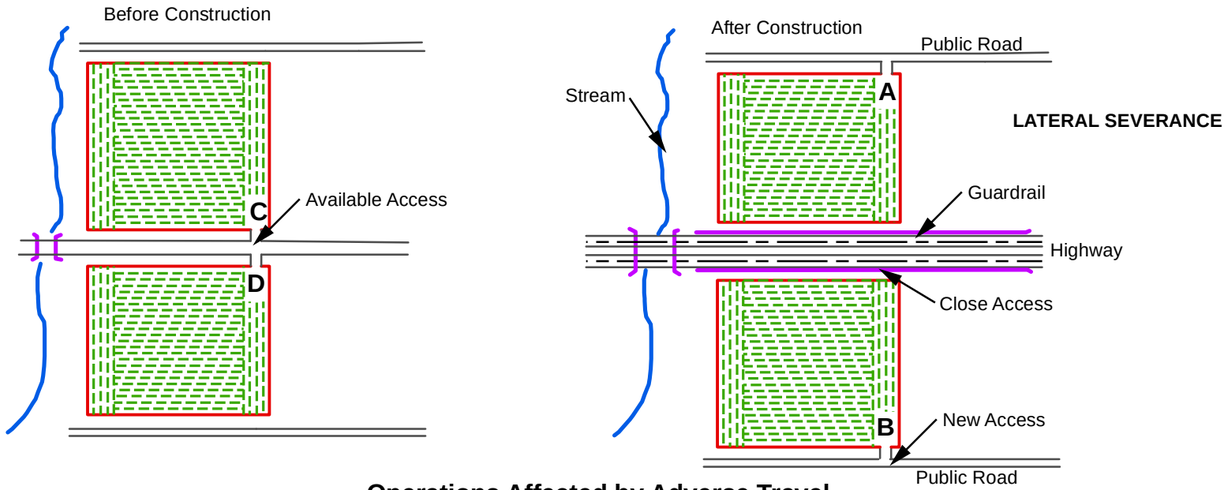


Exhibit 3-4
Schools and Churches
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

Name: 3-4 Schools and Churches

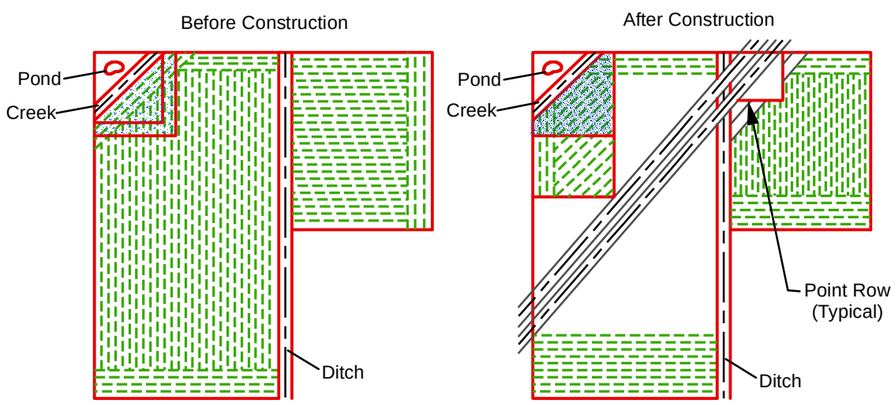


Landlocked Parcel



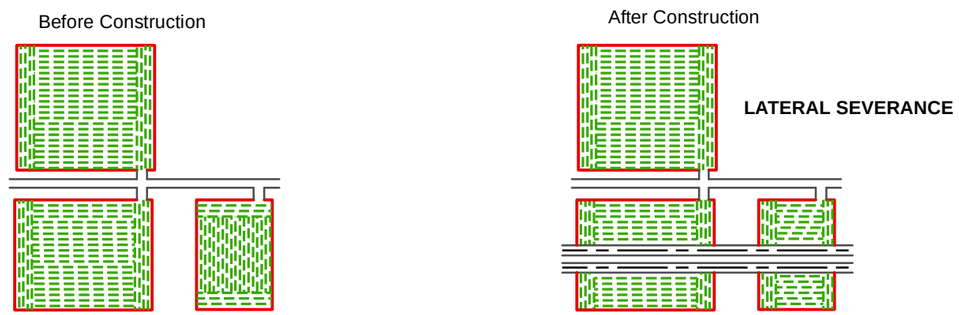
Operations Affected by Adverse Travel

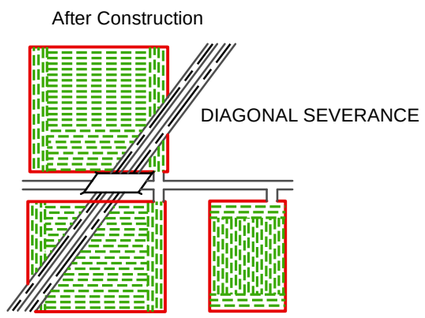
No Direct Access - Usually Results in Adverse Travel for Operator



Severance Management Zone

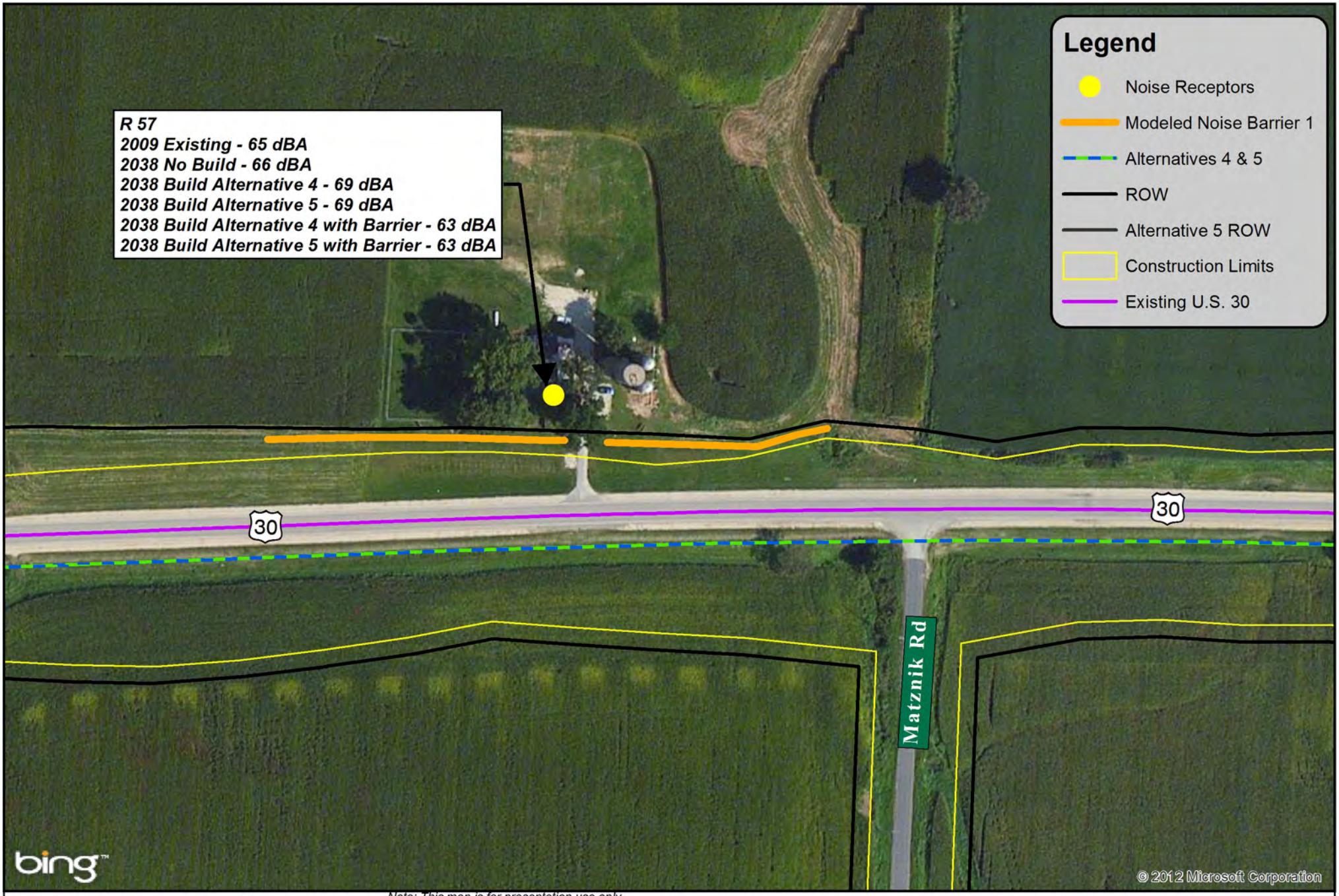
Existing NEW





Severed Farm Operation

Exhibit 3-5
Parcel Severance Details
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois



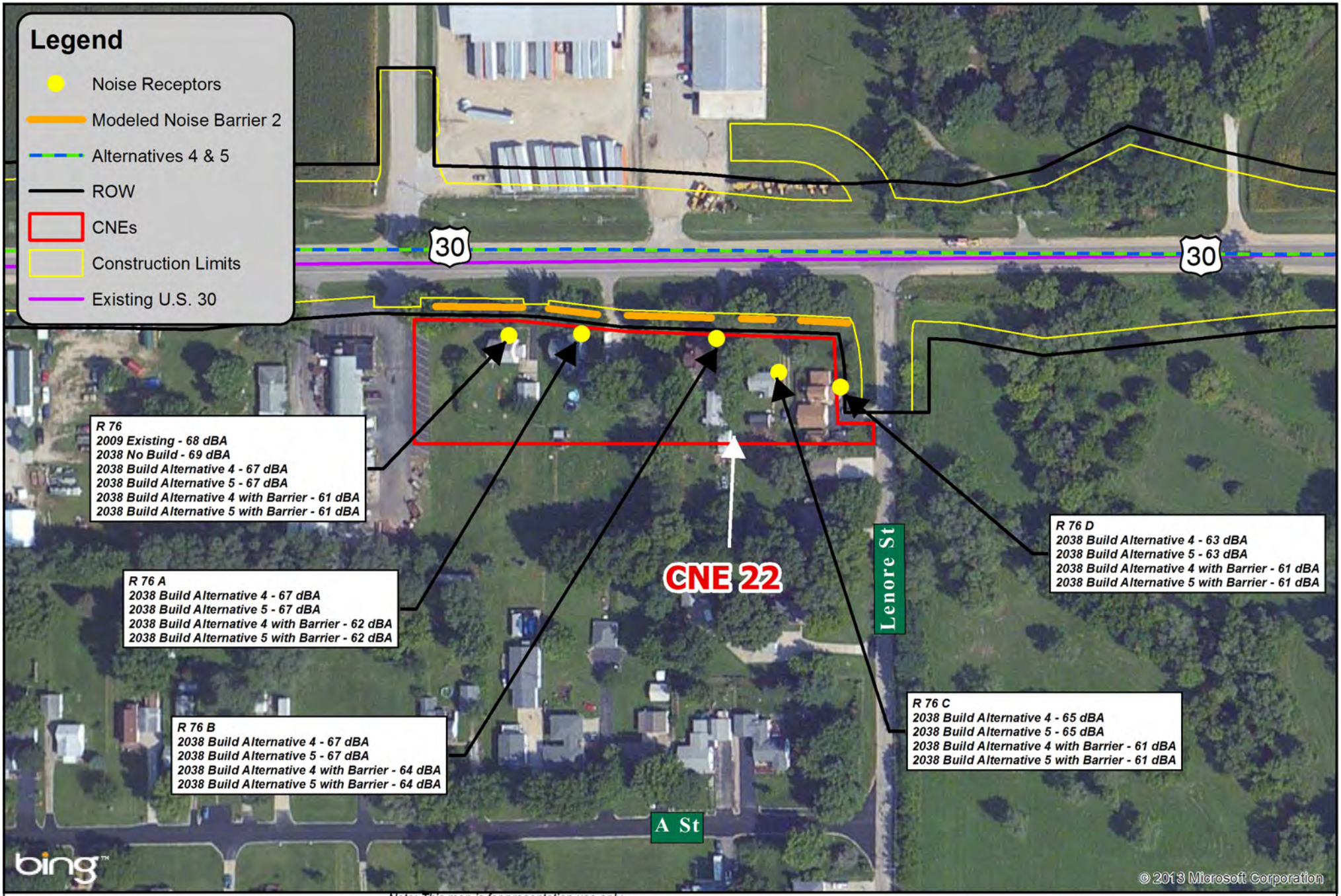
N

0 75 150

Feet

Note: This map is for presentation use only and not to be used for construction purposes.

Exhibit 3-6a
Noise Barrier Analysis (Barrier 1: Feasible, not Reasonable)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois



Note: This map is for presentation use only and not to be used for construction purposes.

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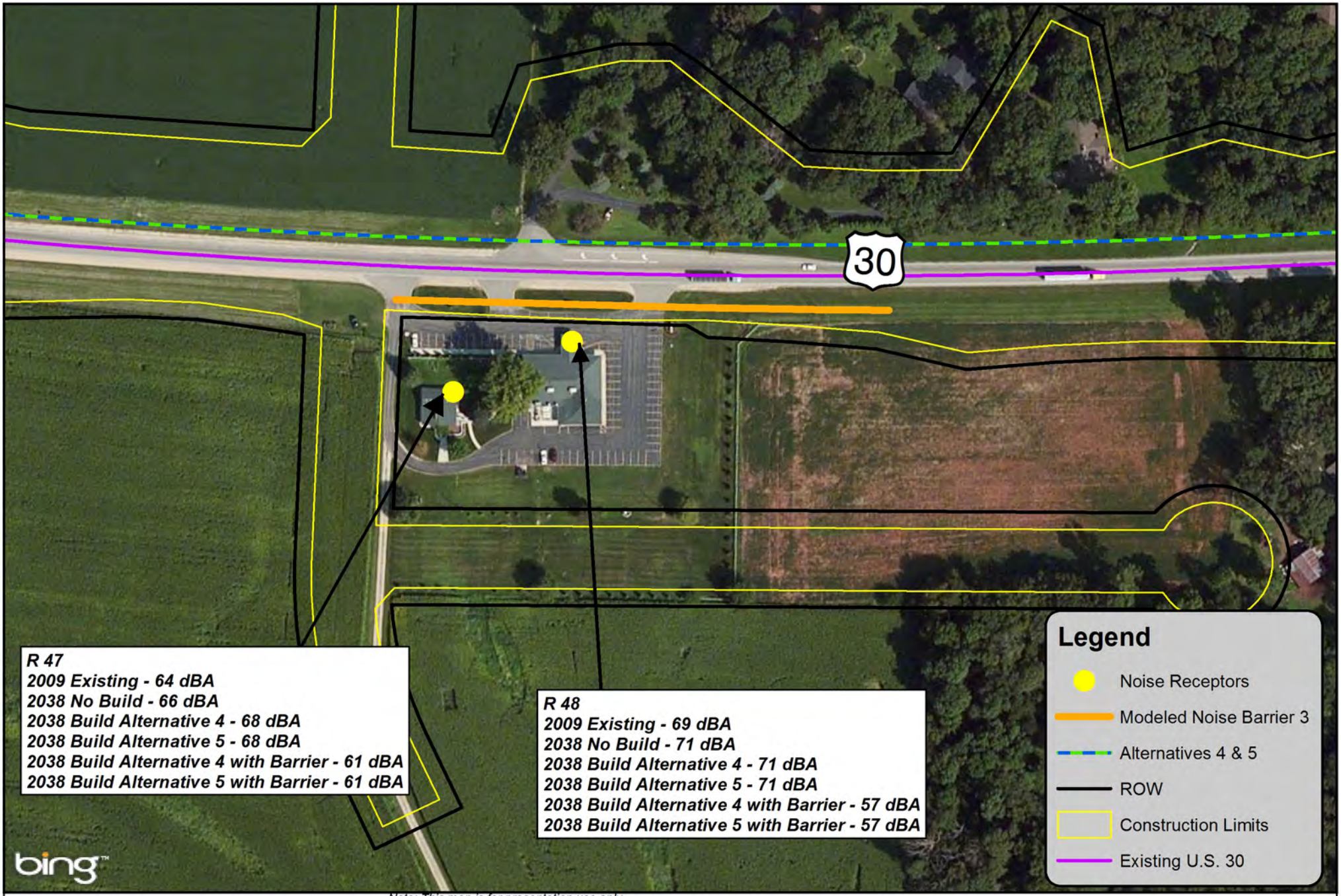
Exhibit 3-6b
Noise Barrier Analysis (Barrier 2: Feasible, not Reasonable)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois



Note: This map is for presentation use only and not to be used for construction purposes.

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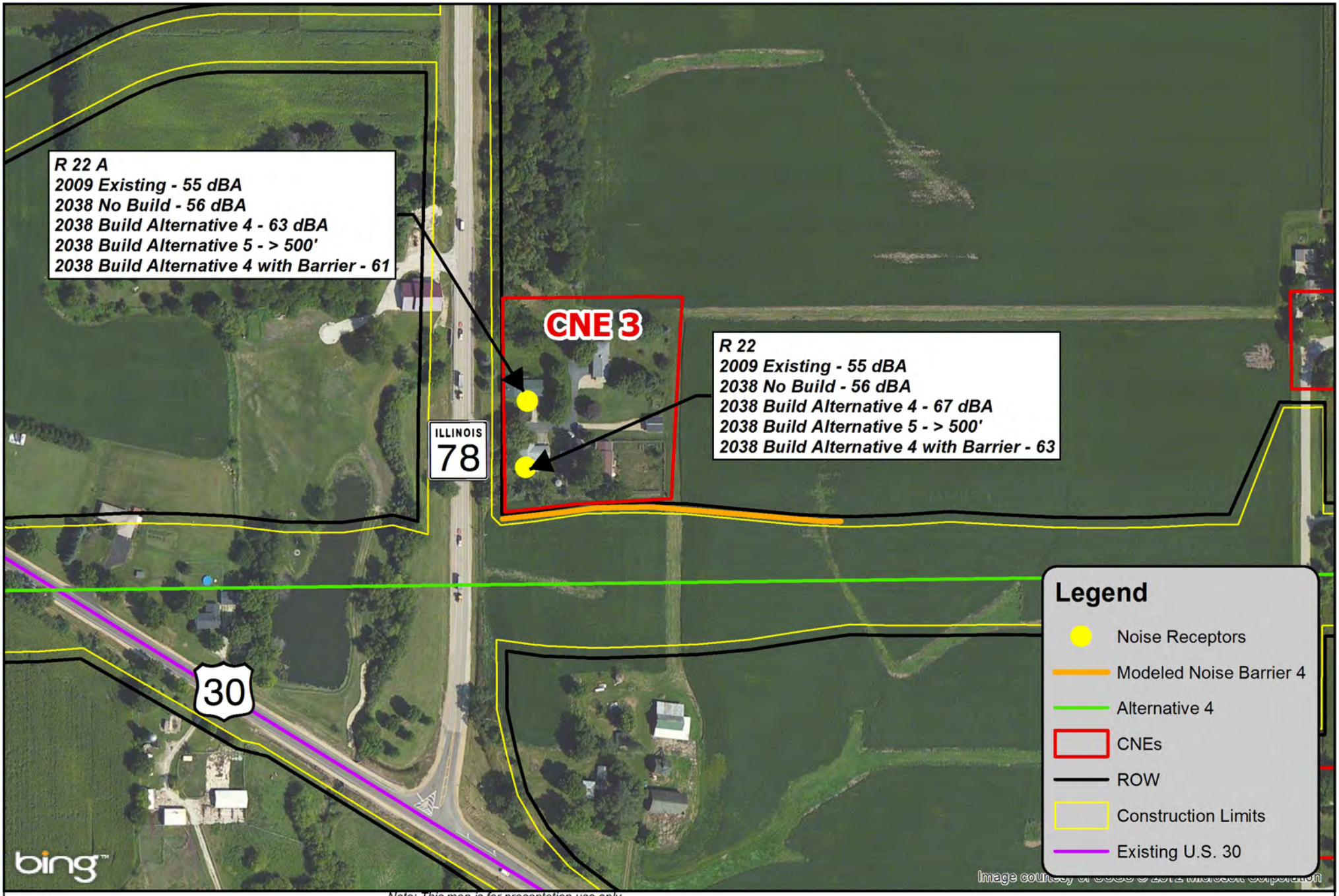
Exhibit 3-6c
Noise Barrier Analysis (Barrier 3: Feasible, not Reasonable)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois



Note: This map is for presentation use only and not to be used for construction purposes.

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Exhibit 3-6d
Noise Barrier Analysis (Barrier 4: Not Feasible or Reasonable)
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

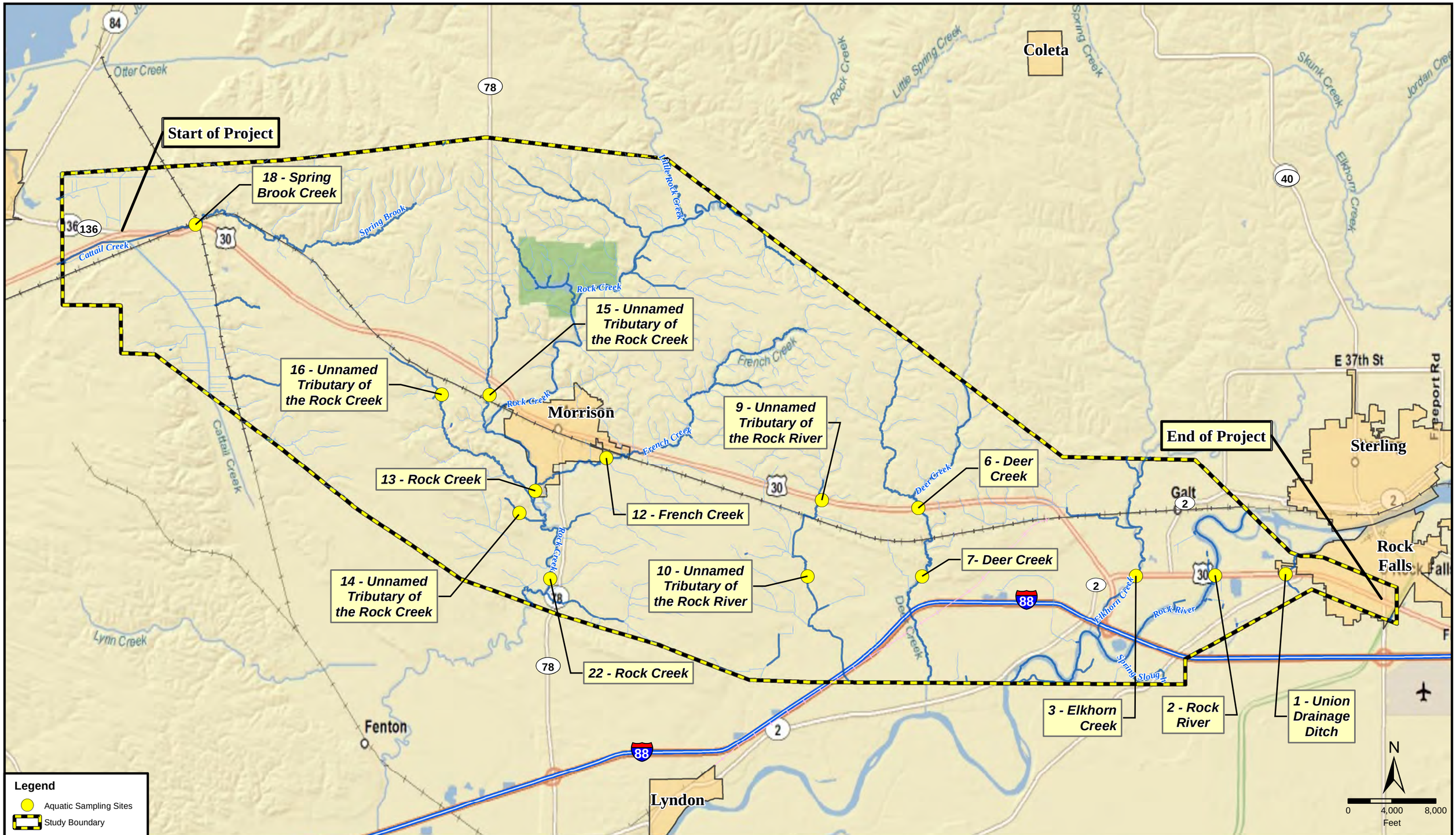


Exhibit 3-7
Project Area Streams & Aquatic Sampling Sites
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

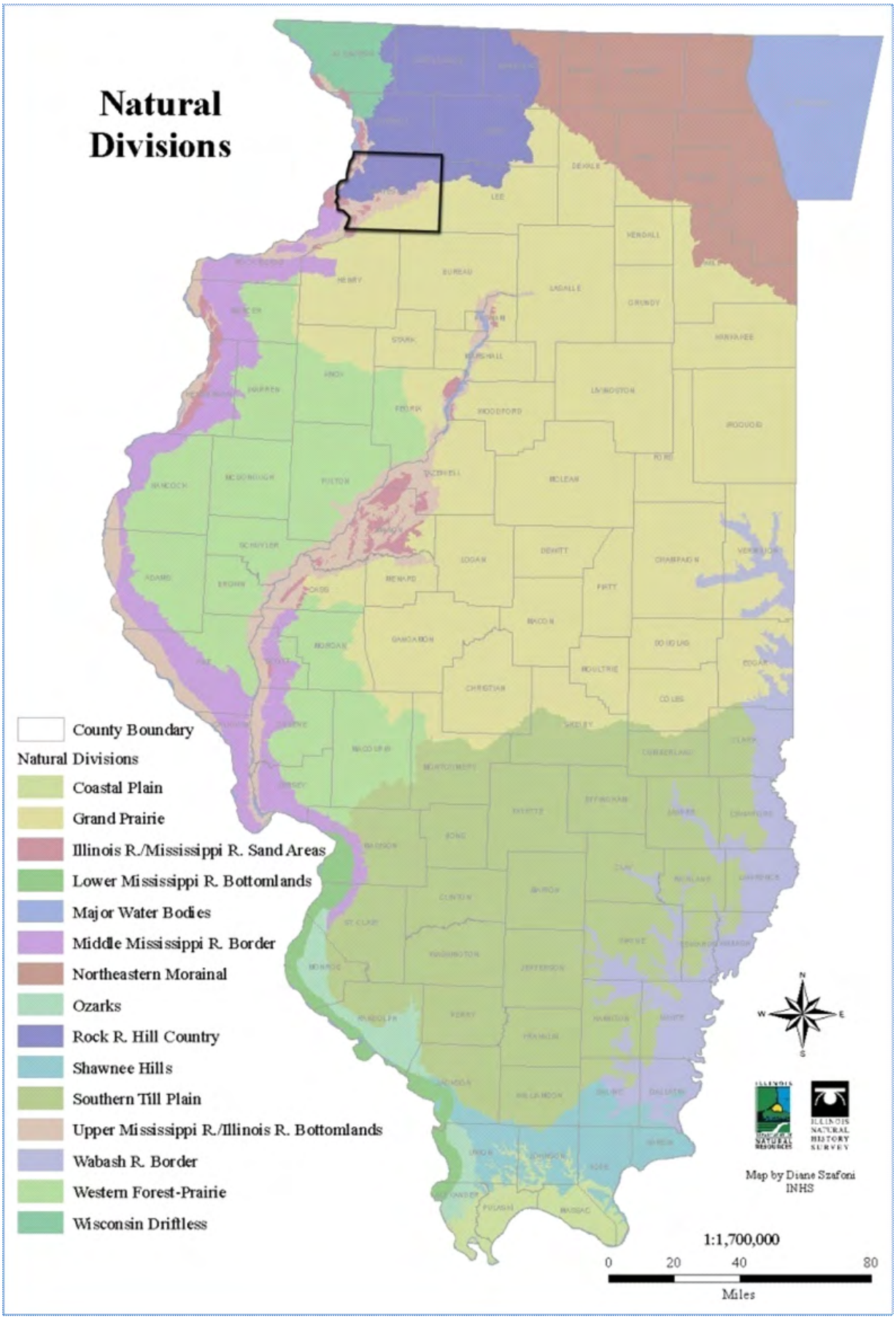


Exhibit 3-8
Illinois Natural Divisions
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

Name 3-8 Illinois Natural Divisions

WHITESIDE COUNTY GREENWAYS & TRAILS PLAN

GREENWAY AND TRAIL RESOURCES

GREENWAY AND TRAIL RESOURCES INCLUDE THE NATURAL AND MAN MADE FEATURES THAT AFFECT OPEN SPACES AND THUS PROVIDE THE BASIS FOR DEVELOPING PLANS AND ESTABLISHING PRIORITIES FOR GREENWAYS. NATURAL FEATURES INCLUDE SOIL TYPES, TERRAIN, AND DRAINAGE CHARACTERISTICS WITH CORRESPONDING FLOOD PLAINS AND WETLANDS, AS WELL AS VEGETATION AND WILDLIFE HABITAT. MAN MADE FEATURES INCLUDE URBANIZATION AND THE ASSOCIATED CONSTRAINTS FOR GREENWAYS. OTHER MAN MADE FEATURES INCLUDE EXISTING TRAILS, ROADS AND RAILROAD RIGHTS OF WAY WHICH OFFER POTENTIAL FOR USE AS GREENWAYS OR TRAILS.

DRAINAGE IS PRIMARILY DIRECTED TO THE 2 MAJOR RIVERS WITHIN WHITESIDE COUNTY, THE ROCK RIVER AND THE MISSISSIPPI RIVER AND THEIR TRIBUTARIES. A LARGE PORTION OF CERTAIN PARTS OF THE COUNTY ARE WITHIN DESIGNATED FLOOD ZONES. THE FLOOD PLAINS OF THESE AND OTHER STREAMS OF THE COUNTY ARE NOT WELL SUITED FOR INTENSIVE DEVELOPMENT BUT HAVE GREAT VALUE AS WETLANDS AND LINEAR OPEN SPACE. THESE AREAS, ALONG WITH WOODED AND NATURAL AREAS THROUGHOUT THE COUNTY, OFFER WONDERFUL HABITAT FOR ALL TYPES OF WILDLIFE.

URBAN GROWTH BRINGS WITH IT OPPORTUNITIES FOR GREENWAY PLANNING AND DEVELOPMENT. LOCAL ZONING AND SUBDIVISION ORDINANCES CAN BE A POSITIVE INFLUENCE ON THE DEVELOPMENT OF THE GREENWAYS AND TRAILS. THE STERLING–ROCK FALLS AREA HAS THE HIGHEST GROWTH AND LOCAL SUBDIVISION ORDINANCES SHOULD PROVIDE FOR THE DEDICATION OF LAND OR CASH IN LIEU OF LAND FOR PARK AND RECREATIONAL PURPOSES, INCLUDING GREENWAYS AND TRAILS.

THE NEED TO PROVIDE QUALITY LAND USE RELATIONSHIPS WITH ADEQUATE OPEN SPACE AND RECREATIONAL AREAS ARE APPARENT AS POPULATION GROWTH CAN HAVE A MAJOR INFLUENCE ON THE NEED FOR AND DEVELOPMENT OF GREENWAYS.

THE MAJORITY OF THE COUNTY'S POPULATION IS IN THE STERLING/ROCK FALLS METRO AREA. IT IS ANTICIPATED THAT THERE WILL CONTINUE TO BE A DEMAND FOR SUBDIVISION WITHIN THOSE CITIES AS WELL AS WITHIN THE SMALL COMMUNITIES AND RURAL AREAS THROUGHOUT THE COUNTY. HOWEVER, SPECIAL EFFORT SHOULD BE MADE TO LIMIT RURAL GROWTH TO AREAS THAT HAVE OR WILL BE PROVIDED WITH SATISFACTORY ROADS AND INFRASTRUCTURE, AND TO DISCOURAGE URBAN DEVELOPMENT ON PRIME FARMLAND AND ENVIRONMENTALLY SENSITIVE AREAS. THESE EFFORTS SHOULD BE SUPPLEMENTED THROUGH PROPER SUBDIVISION AND ZONING REGULATIONS.

PUBLIC OPEN SPACE IS LAND OWNED BY PUBLIC ENTITIES AND ACCESSIBLE TO THE GENERAL PUBLIC. THE MAJORITY OF PUBLIC OPEN SPACE SITES IN WHITESIDE COUNTY ARE STATE AND MUNICIPAL PARK LAND. MORRISON ROCKWOOD STATE PARK, PROPHETSTOWN STATE PARK, BIG BEND CONSERVATION AREA, ALBANY MOUNDS HISTORIC SITE, THE HENNEPIN FEEDER CANAL AND THE U.S. FISH AND GAME WILDLIFE REFUGE ARE ALL PRIMARY EXAMPLES OF VALUABLE PUBLIC OPEN SPACE AND GREENWAY AREAS.

MANY SMALL TO MEDIUM NEIGHBORHOOD PARKS ARE PROVIDED BY ALL OF THE CITIES AND VILLAGES WITHIN THE COUNTY. THE LARGEST ASSET THE COUNTY POSSESSES FOR THE DEVELOPMENT OF GREENWAYS AND TRAILS ARE THE ROCK RIVER, THE MISSISSIPPI RIVER AND THE HISTORIC HENNEPIN FEEDER CANAL. THE MISSISSIPPI HAS ALREADY GENERATED THE DEVELOPMENT OF THE GREAT RIVER TRAIL THROUGHOUT THE ENTIRE LENGTH OF THE COUNTY AND ALL BUT A SMALL PORTION HAS BEEN COMPLETED AND IS EXPERIENCING WONDERFUL USE. THE ROCK RIVER IS CURRENTLY CREATING THE INTEREST TO DEVELOP A TRAIL SYSTEM FROM THE PROPOSED UPPER DAM IN STERLING TO THE OPPOLD MARINA AT THE EASTERN EDGE OF THE COUNTY. ROCK FALLS IS ALSO PLANNING A TRAIL ALONG THE RIVER FROM THE UPPER DAM TO LAWRENCE PARK, THE PARK ON AN ISLAND. THE OTHER GEM OF THE COUNTY IS THE HISTORIC HENNEPIN FEEDER CANAL, BUILT TO CONNECT THE ROCK RIVER WITH THE ILLINOIS MISSISSIPPI CANAL; IT IS THE PERFECT EXAMPLE OF A LINEAR PARK CONTAINING WILDLIFE HABITAT, WATER AND A SCENIC TRAIL TO RIVAL ANY OTHER IN THE STATE.

IMPLEMENTATION

AS THE WHITESIDE COUNTY GREENWAY AND TRAIL PLAN IS COMPLETED, THE PLANNING PROCESS ENTERS THE CRUCIAL PHASE OF IMPLEMENTATION. THE PLAN CREATES A VISION TO SERVE AS AN ADVISORY GUIDE FOR PUBLIC AND PRIVATE ACTIONS REGARDING GREENWAY PRESERVATION AND DEVELOPMENT WITHIN THE COUNTY. CONSISTENT WITH THIS PURPOSE, THE PLANNING PROCESS BEGAN WITH THE CREATION OF GREENWAY AND TRAIL COALITION, A CITIZEN-BASED ORGANIZATION CHARGED WITH EVALUATING THE EXISTING GREENWAY RESOURCES IN RELATION TO ANTICIPATED FUTURE NEEDS FOR GREENWAYS.

TO FULFILL THE PLANS PURPOSE AS A GUIDE FOR THE REGION WIDE DEVELOPMENT AND PRESERVATION OF GREENWAYS, THIS CHAPTER PRESENTS A SUMMARY OF THE AVAILABLE METHODS AND THE RESPONSIBILITIES FOR IMPLEMENTATION TO ACHIEVE THE VISION FOR WHITESIDE COUNTY.

1. A NUMBER OF METHODS AND STRATEGIES ARE AVAILABLE TO AID IN THE IMPLEMENTATION OF THE PROPOSED GREENWAYS AND TRAILS. THESE INCLUDE THE USE OF REGULATORY ORDINANCES AND A VARIETY OF ACQUISITION, OWNERSHIP AND FINANCIAL STRATEGIES.
2. REGULATORY ORDINANCES INCLUDING ZONING, SUBDIVISION REGULATIONS, AND THE COMPREHENSIVE PLAN MAY BE USED BY LOCAL GOVERNMENTS TO GUIDE DEVELOPMENT AND ALSO HAVE REQUIREMENTS FOR GREENWAY CREATION AND PRESERVATION. REGULATORY ORDINANCES PROVIDE A LEGAL FRAMEWORK FOR THE IMPLEMENTATION OF PROPOSED GREENWAYS.
3. ZONING CONTROLS THE USE OF LAND AND THE ZONING ORDINANCE IS PROBABLY THE MOST EFFECTIVE MEANS FOR IMPLEMENTING THE GREENWAY AND TRAIL PLAN. THE COUNTY SHOULD REVIEW ITS CURRENT ZONING ORDINANCE TO ENSURE THAT IT INCLUDES ADEQUATE PROVISIONS TO PRESERVE OPEN SPACE AND WILDLIFE HABITAT.
4. THE SUBDIVISION ORDINANCE ALSO REPRESENTS ANOTHER EFFECTIVE TOOL FOR IMPLEMENTING GREENWAY REQUIREMENTS. BY SETTING STANDARDS FOR THE DESIGN OF STREETS, SIDEWALKS, UTILITIES AND COMMUNITY FACILITIES, SUBDIVISION REGULATIONS CAN GREATLY AFFECT THE OVERALL PATTERNS AND QUALITY OF DEVELOPMENT. THESE REGULATIONS MAY ALSO REQUIRE DEDICATIONS OF LAND, OR FEE IN LIEU OF LAND, FOR PARKS, OPEN SPACE OR TRAILS IN NEW DEVELOPMENTS. SUBDIVISION REGULATIONS MAY ALSO REQUIRE DEDICATIONS FOR STORM WATER DETENTION BASINS DESIGNED TO SERVE DUAL USAGE AS RECREATIONAL FACILITIES.

ACQUISITION AND OWNERSHIP STRATEGIES ARE THE MOST DIFFICULT ASPECT OF IMPLEMENTING A GREENWAYS PLAN. A WIDE VARIETY OF ACQUISITION OPTIONS ARE AVAILABLE FOR CONSIDERATION. A NUMBER OF THESE ARE WIDELY ACCEPTED AND OFTEN USED WITH MUCH SUCCESS. A NUMBER OF OTHER LESS COMMON BUT INNOVATIVE OPTIONS ARE ALSO AVAILABLE AND MAY BE EFFECTIVE IN CERTAIN SITUATIONS.

ALONG WITH DETERMINING HOW TO ACQUIRE A PARTICULAR GREENWAY, ANOTHER IMPORTANT ISSUE MUST BE ADDRESSED: WHO WILL OWN IT? THERE ARE THREE AVENUES OF OWNERSHIP – PRIVATE, PUBLIC OR MIXED OWNERSHIP. USUALLY, IF THE GREENWAY WILL BE USED FOR A RECREATIONAL PURPOSE OR IS USED AS A MODE OF TRANSPORTATION, LOCAL GOVERNMENT WOULD BE THE MOST LIKELY OWNER. HOWEVER, IF THE GREENWAY SERVES AN ENVIRONMENTAL PURPOSE SUCH AS WETLANDS PROTECTION, WILDLIFE HABITAT PROTECTION, OR STREAM PRESERVATION, A PRIVATE ENTITY SUCH AS A LAND TRUST MAY BE THE MOST APPROPRIATE OWNER OF THE GREENWAY. THERE MAY BE INSTANCES WHERE MULTIPLE OR JOINT OWNERSHIP OF A GREENWAY WILL OCCUR, PARTICULARLY FOR REGIONAL GREENWAY SYSTEMS OR WHERE IMPLEMENTATION AND MANAGEMENT COSTS ARE A BURDEN FOR ONE ENTITY. A NUMBER OF POTENTIAL ACQUISITION AND OWNERSHIP STRATEGIES HAVE BEEN IDENTIFIED BY THE CONSERVATION FUND, A NATIONAL NONPROFIT LAND AND WATER CONSERVATION ORGANIZATION THAT PROTECTS LAND THROUGH PARTNERSHIPS. THESE STRATEGIES ARE IDENTIFIED IN THE FOLLOWING TABLES.

SUMMARY

THE FOLLOWING IS A SUMMARY OF THE FUTURE ACTIONS THAT ARE REQUIRED TO SUCCESSFULLY IMPLEMENT THIS PLAN.

1. THE PROCESS SHOULD BEGIN WITH THE OFFICIAL ADOPTION OF THE PLAN BY WHITESIDE COUNTY.
2. THE GREENWAY AND TRAILS COALITION SHOULD DETERMINE THE FEASIBILITY OF ONE OF ITS MEMBER ORGANIZATIONS, BECOMING A FOUNDATION OR SIMILAR ENTITY WITH THE LEGAL CAPABILITIES TO ACQUIRE PROPERTY, MANAGE AND MAINTAIN GREENWAYS ON A COUNTYWIDE BASIS, AND RECEIVE AND DISPERSE FUNDS DERIVED FROM PRIVATE DONATIONS, GOVERNMENT GRANTS AND OTHER SOURCES.
3. ONCE THIS HAS BEEN DETERMINED, THE COALITION OR WHATEVER MANAGEMENT GROUP HAS BEEN CREATED SHOULD TARGET FUTURE GREENWAYS FOR IMPLEMENTATION. STRATEGIES FOR ACQUISITION, OWNERSHIP AND FINANCING OR TARGETED GREENWAYS SHOULD BE EVALUATED TO MAXIMIZE THE USE OF PRIVATE FUNDING SOURCES ALONG WITH FEDERAL AND STATE GRANT PROGRAMS.
4. THE COALITION IN COOPERATION WITH WHITESIDE COUNTY SHOULD PERFORM AN ANNUAL REVIEW OF THE GREENWAY AND TRAIL PLAN TO MEASURE PROGRESS AND TO TARGET FUTURE PROJECTS FOR NEXT YEAR. MAJOR UPDATES OF THE PLAN SHOULD BE CONSIDERED AT INTERVALS OF NO MORE THAN 10 YEARS.
5. AN ACTIVE PUBLIC RELATIONS AND EDUCATION CAMPAIGN SHOULD BE CARRIED OUT BY THE COALITION TO BROADEN PUBLIC UNDERSTANDING AND SUPPORT FOR GREENWAYS. EFFECTIVE SOURCES SHOULD INCLUDE A NEWSLETTER, SLIDE AND VIDEO PRESENTATIONS AND IMPLEMENTING A WHITESIDE COUNTY WEB SITE TO ATTRACT TOURISM.

TYPES OF TRAILS

DEDICATED TRAILS ARE DESIGNED AND BUILT OFF-ROAD FOR THE EXCLUSIVE USE OF PEDESTRIANS, BICYCLISTS, CROSS-COUNTRY SKIERS, SKATERS, PEOPLE IN WHEELCHAIRS, EQUESTRIANS, OR BY MOTORIZED USE SUCH AS SNOWMOBILES. THE USES ALLOWED ON EACH TRAIL ARE ESTABLISHED BY THE ORGANIZATIONS AND PUBLIC AGENCIES INVOLVED IN ITS ACQUISITION, DEVELOPMENT AND MAINTENANCE. ALTHOUGH MORE THAN ONE TYPE OF NON-MOTORIZED USE IS ALLOWED ON MOST TRAILS, MOTORIZED RECREATIONAL VEHICLE TRAFFIC TYPICALLY IS SEGREGATED BY LOCATION OR SEASON.

SHARED-USE TRAILS ARE LOW-VOLUME STREETS OR RURAL ROADS DESIGNATED AND INTENDED TO BE SHARED BY EXISTING VEHICULAR TRAFFIC WITH PROPOSED BICYCLE AND OTHER NON-MOTORIZED USES. GENERALLY SHARED-USE TRAILS WILL REQUIRE AT LEAST SOME SIGNAGE AND PERHAPS PAINT STRIPING TO IDENTIFY THE ROUTES AND TO ALERT MOTORISTS. SOME MAY ACCOMMODATE OTHER USES SUCH AS EQUESTRIANS OR SNOWMOBILING WITHIN THE RIGHT-OF-WAY, ALTHOUGH NOT ON THE PAVEMENT. STATE LAW AND LOCAL ORDINANCES GOVERN SUCH USES.

GREENWAY DEFINITION

A GREENWAY IS ANY LINEAR OPEN SPACE ESTABLISHED ALONG EITHER A NATURAL CORRIDOR SUCH AS A STREAM VALLEY OR OVERLAND ALONG A MAN-MADE CORRIDOR SUCH AS A CONVERTED RAILROAD RIGHT-OF-WAY, CANAL, SCENIC ROAD OR PARKWAY. LIKE ARTERIES LINKING VITAL ORGANS, GREENWAYS CONNECTING PARKS, NATURE PRESERVES, WETLANDS, STREAMS, CULTURAL AND HISTORIC SITES WITH EACH OTHER AND WITH POPULATED AREAS.

SOME GREENWAYS – THOUGH NOT ALL – ARE TRAILS THAT ALLOW HUMANS PASSAGE INTO AND THROUGH OTHER NATURAL WORLD. ANY NATURAL OR LANDSCAPED COURSE FOR PEDESTRIANS OR BICYCLES IS A GREENWAY.

COUNTY WIDE PRIORITY SCHEDULE

THE ULTIMATE GOAL OF THIS PROJECT IS FOR THE WHITESIDE COUNTY GREENWAY AND TRAIL PLAN TO BECOME A LINK IN THE GRAND ILLINOIS TRAIL.

OBVIOUSLY, THE FIRST STEP TOWARD ACHIEVING THIS IS FOR WHITESIDE COUNTY TO HAVE A CONTINUOUS PATH STRETCHING FROM THE HENNEPIN FEEDER CANAL ON THE EAST END OF THE COUNTY, TRAVELING CROSS-COUNTY TO THE MISSISSIPPI RIVER AND THE GREAT RIVER TRAIL ON THE WEST.

AS A CONDITION TO ALL OF THE ABOVE, THE WHITESIDE COUNTY BOARD SHOULD ADOPT A RESOLUTION CREATING A TASK FORCE WHICH WILL COORDINATE THE CONSTRUCTION OF THE VARIOUS SEPARATELY FUNDED PORTIONS OF THE CONSTRUCTION OF THE LOCAL GREENWAYS AND TRAILS OVER THE NEXT FIVE YEARS.

THE FOLLOWING PRIORITY SCHEDULE SHOULD BE USED AS A GUIDELINE FOR THE IMPLEMENTATION OF THE PLAN.

1. ROCKWOOD TRAIL FROM KELLY PARK TO COVERED BRIDGE, COVERED BRIDGE TO ROCKWOOD STATE PARK, AND ROCKWOOD STATE PARK TO GREAT RIVER TRAIL AT FULTON – MORRISON/MT. PLEASANT TOWNSHIP.
2. CONNECT MORRISON CITY TRAILS TO HAZEL RD. TO STERLING TO ROCK FALLS HENNEPIN FEEDER CANAL.
3. CONNECT MORRISON CITY TRAIL AT SAWYER & FELDMAN RD TO LYNDON AT OLD BRIDGE OVER ROCK RIVER.
4. RIVERFRONT TRAIL FROM UPPER DAM TO OPPOLD MARINA – STERLING PARK DISTRICT
5. RIVERFRONT TRAIL FROM UPPER DAM TO LOWER DAM – COLOMA PARK DISTRICT/CITY OF ROCK FALLS
6. RIVERFRONT TRAIL CONNECTION FROM MERIDOSIA ROAD TO BUNGE GRAIN – VILLAGE OF ALBANY
7. RIVERFRONT TRAIL FROM LOWER DAM TO LAWRENCE PARK – COLOMA PARK DISTRICT/CITY OF ROCK FALLS
8. LYNN BOULEVARD TRAIL FROM LINCOLN HIGHWAY TO LOCUST AVENUE – STERLING PARK DISTRICT
9. BRIDGE FOR CREEK CROSSING AT MARINA – CITY OF FULTON
10. HERITAGE PARK TRAIL FROM CORDOVA RIVER TO ALBANY ROAD, CORDOVA ROAD TO GREAT RIVER ROAD – VILLAGE OF ERIE
11. LYNN BOULEVARD TRAIL FROM LOCUST AVENUE TO WESTWOOD – STERLING PARK DISTRICT
12. CATTAIL PARK CONNECTION TO THE GREAT RIVER TRAIL – CITY OF FULTON
13. LYNDON ROAD CONNECTION TO THE HISTORIC LYNDON BRIDGE – LYNDON/PROPHETSTOWN

LOCAL PRIORITY SCHEDULE

THE FOLLOWING PRIORITY LISTS FOR EACH MUNICIPALITY IS BASED ON THE CONDITIONS AT THE TIME OF THE CREATION OF THIS PLAN. THE PRIORITY LISTS SHOULD ALSO BE PART OF THE ONGOING REVIEW PROCESS AND REVISED AS NEEDED.

ALBANY
1. RIVERFRONT TRAIL CONNECTION FROM MERIDOSIA ROAD TO BUNGE GRAIN

ERIE
1. MARKING, STRIPING, AND BICYCLE SAFE STORM SEWER GRATES OF SHARED USE ROUTES
2. HERITAGE PARK TRAIL FROM CORDOVA ROAD TO ALBANY ROAD

FULTON
1. CATTAIL PARK CONNECTION TO THE GREAT RIVER TRAIL
2. BRIDGE FOR CREEK CROSSING AT MARINA

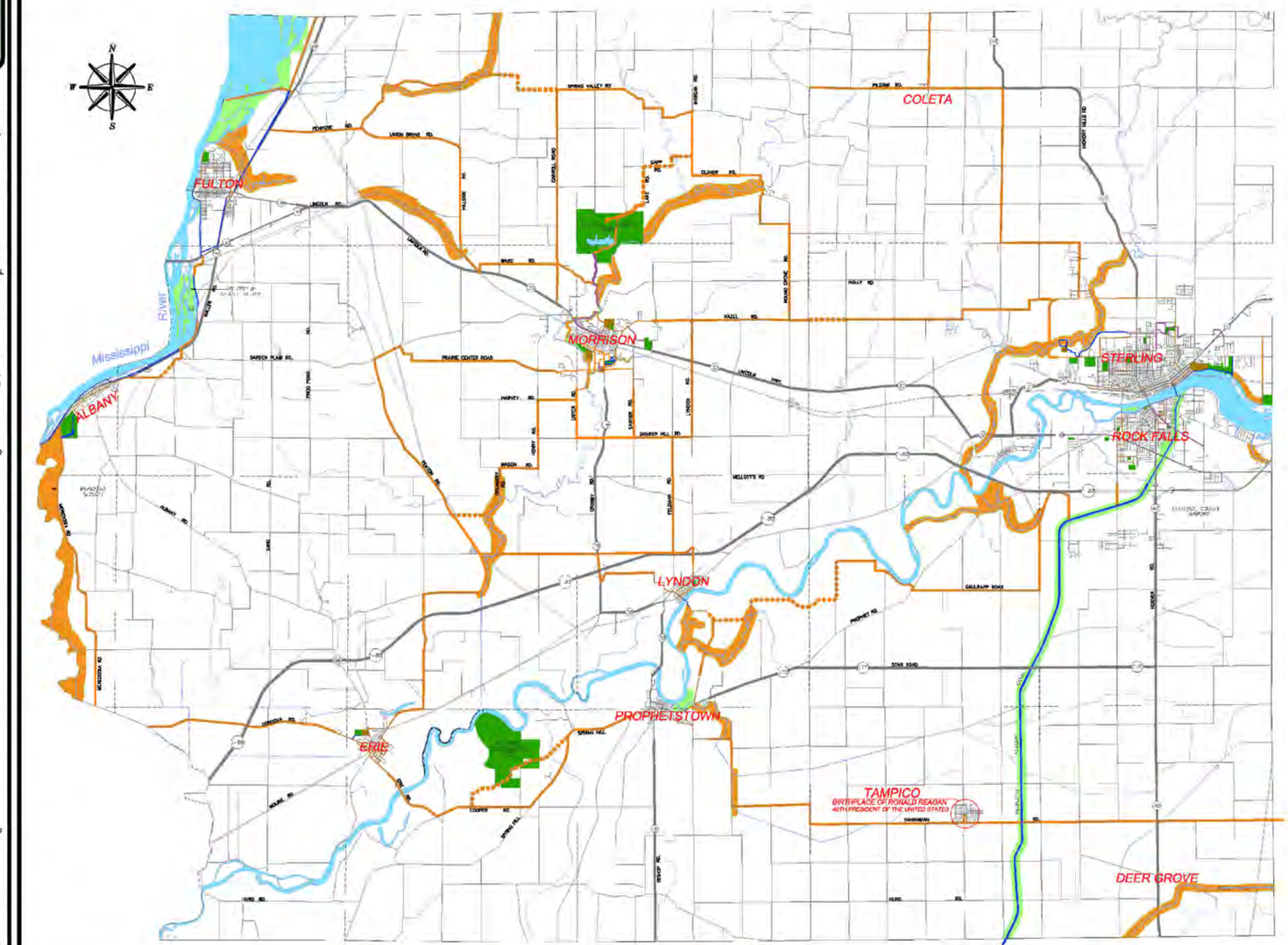
LYNDON
1. LYNDON ROAD CONNECTION TO THE HISTORIC LYNDON BRIDGE
2. MARKING, STRIPING, AND BICYCLE SAFE STORM SEWER GRATES OF SHARED USE ROUTES

MORRISON
1. ROCKWOOD TRAIL FROM KELLY PARK TO COVERED BRIDGE, COVERED BRIDGE TO ROCKWOOD STATE PARK, AND ROCKWOOD STATE PARK TO GREAT RIVER TRAIL AT FULTON – MORRISON/MT. PLEASANT TOWNSHIP.
2. MARKING, STRIPING, AND BICYCLE SAFE STORM SEWER GRATES OF SHARED USE ROUTES THAT CONNECT LOCAL PARKS & SCHOOLS.
3. DEDICATED PATH FROM JACKSON ST. TO NEW CITY PARK (SPORTS COMPLEX)
4. NEW RT. 30 BRIDGE OVER ROCK CREEK W/ DEDICATED PATH
5. DEDICATED PATH ALONG N. SIDE RT 30 FROM GENESEE TO THE NEW BRIDGE OVER ROCK CREEK.
6. SHARED USE TRAIL EXTENSION FROM INDUSTRIAL PARK RD. TO SAWYER RD.
7. SHARED USE TRAIL ON GENESEE AVE. TO PRAIRIE CENTER RD. TO HENRY RD.
8. DEDICATED TRAIL FROM W. END PROPOSED ROCK CREEK BRIDGE ALONG N. SIDE OF ROCK CREEK TO COVERED BRIDGE
9. DEDICATED TRAIL FROM ACADEMIC DR. TO THE JUNCTION OF RT. 78 & INDUSTRIAL PARK RD.

PROPHETSTOWN
1. LYNDON ROAD CONNECTION TO THE HISTORIC LYNDON BRIDGE
2. MARKING, STRIPING, AND BICYCLE SAFE STORM SEWER GRATES OF SHARED USE ROUTES

ROCK FALLS
1. RIVERFRONT TRAIL FROM UPPER DAM TO LOWER DAM
2. RIVERFRONT TRAIL FROM LOWER DAM TO LAWRENCE PARK
3. SIGNAGE FROM LAWRENCE PARK TO FEEDER CANAL
4. MARKING, STRIPING, AND BICYCLE SAFE STORM SEWER GRATES OF SHARED USE ROUTES

STERLING
1. RIVERFRONT TRAIL FROM UPPER DAM TO OPPOLD MARINA
2. LYNN BOULEVARD TRAIL FROM LINCOLN HIGHWAY TO LOCUST AVENUE
3. LYNN BOULEVARD TRAIL FROM LOCUST AVENUE TO WESTWOOD
4. MARKING, STRIPING, AND BICYCLE SAFE STORM SEWER GRATES OF SHARED USE ROUTES



LEGEND

- SHARED USE TRAIL (PAVED)
- SHARED USE TRAIL (GRAVEL)
- EXISTING DEDICATED TRAIL
- PROPOSED DEDICATED TRAIL
- EXISTING GREENWAY OR PARK
- PROPOSED GREENWAY

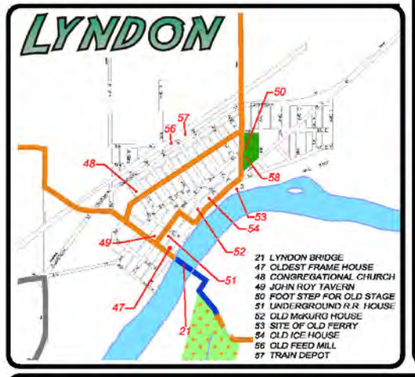
WHITESIDE COUNTY GREENWAYS & TRAILS PLAN

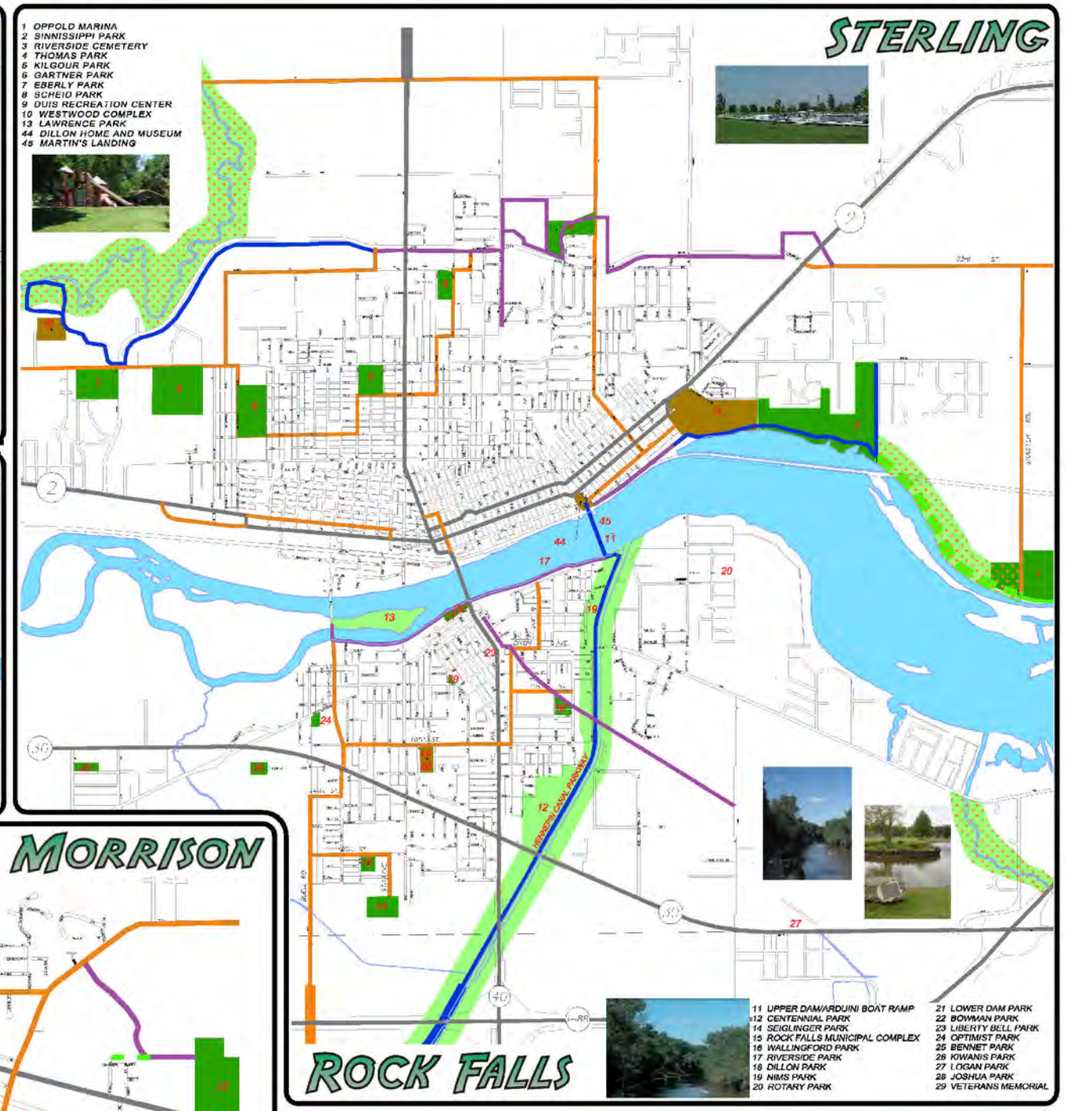
WHITESIDE COUNTY
wendler
GROUNDBREAKING SOLUTIONS
engineers • surveyors • scientists

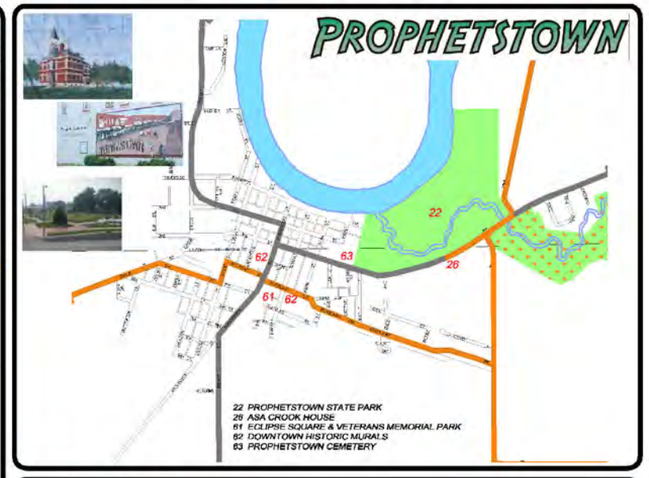
ILLINOIS DEPARTMENT OF NATURAL RESOURCES

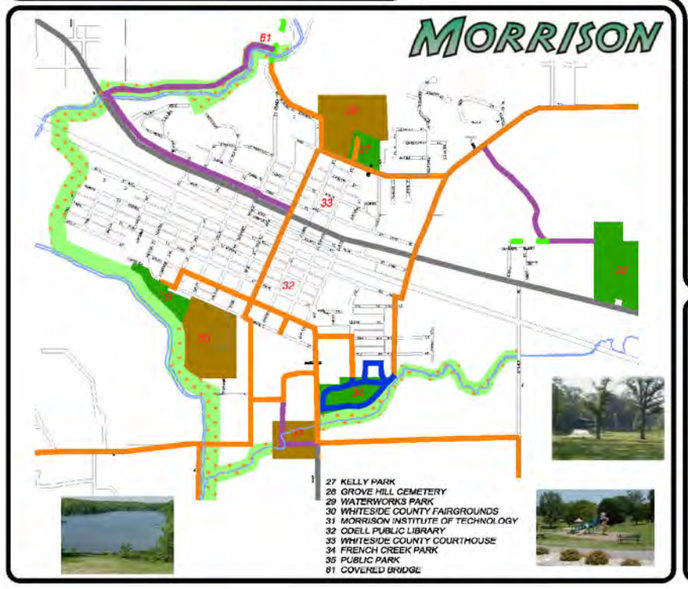
Exhibit 3-9a
Whiteside County Greenway and Trails Plan
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois

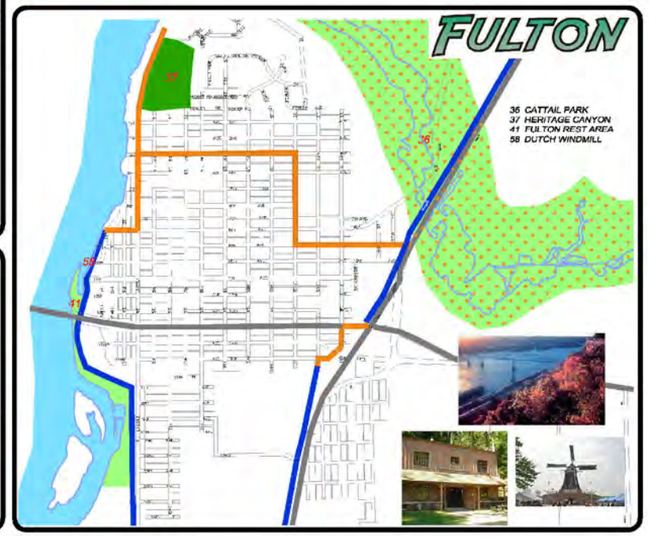
Name: 3-9a Whiteside County Greenway and Trails Plan











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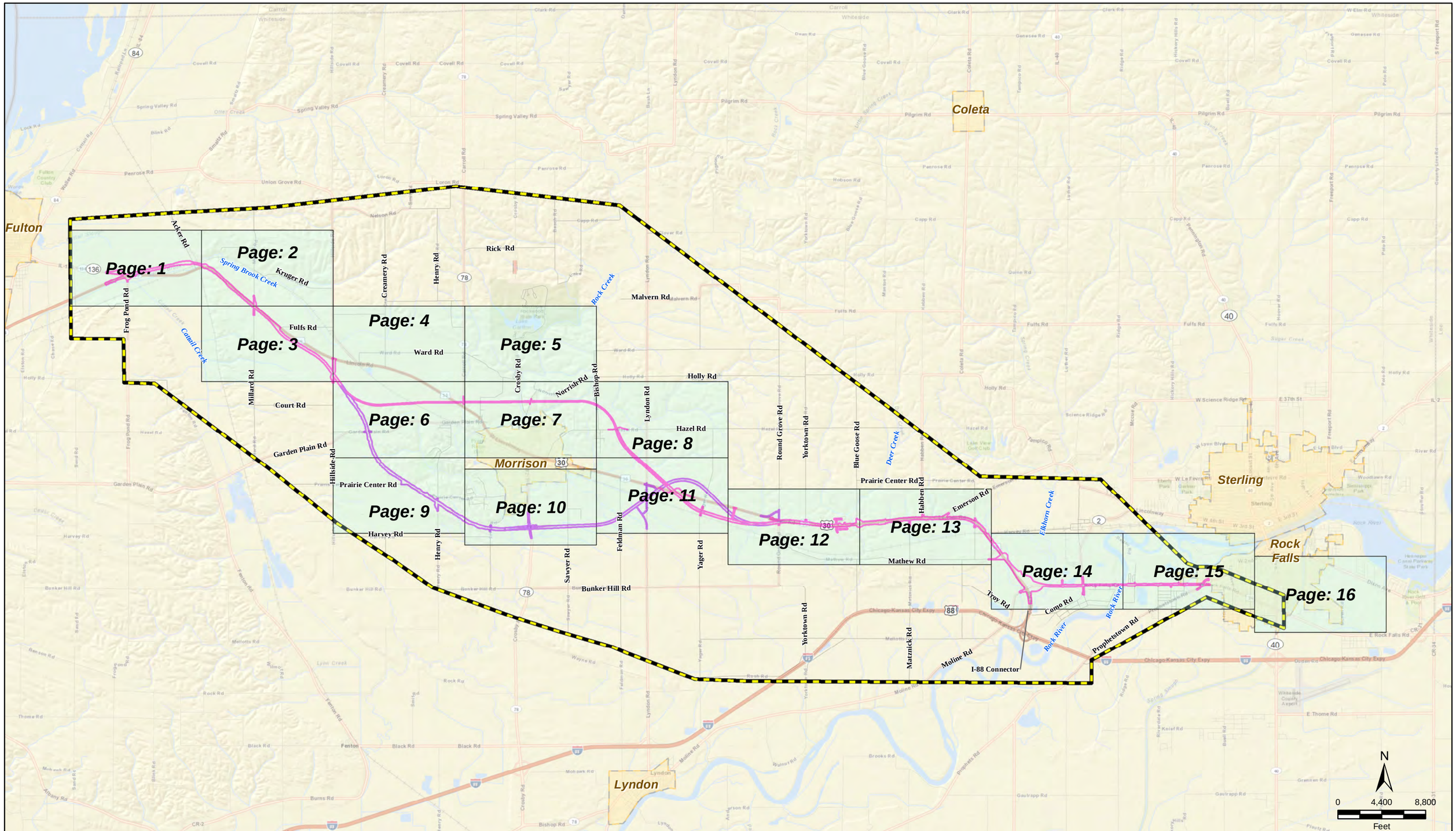
Not to Scale

Exhibit 3-9b
Whiteside County Greenway and Trails Plan
U.S. 30 Supplemental Draft Environmental Impact Statement
Whiteside County, Illinois



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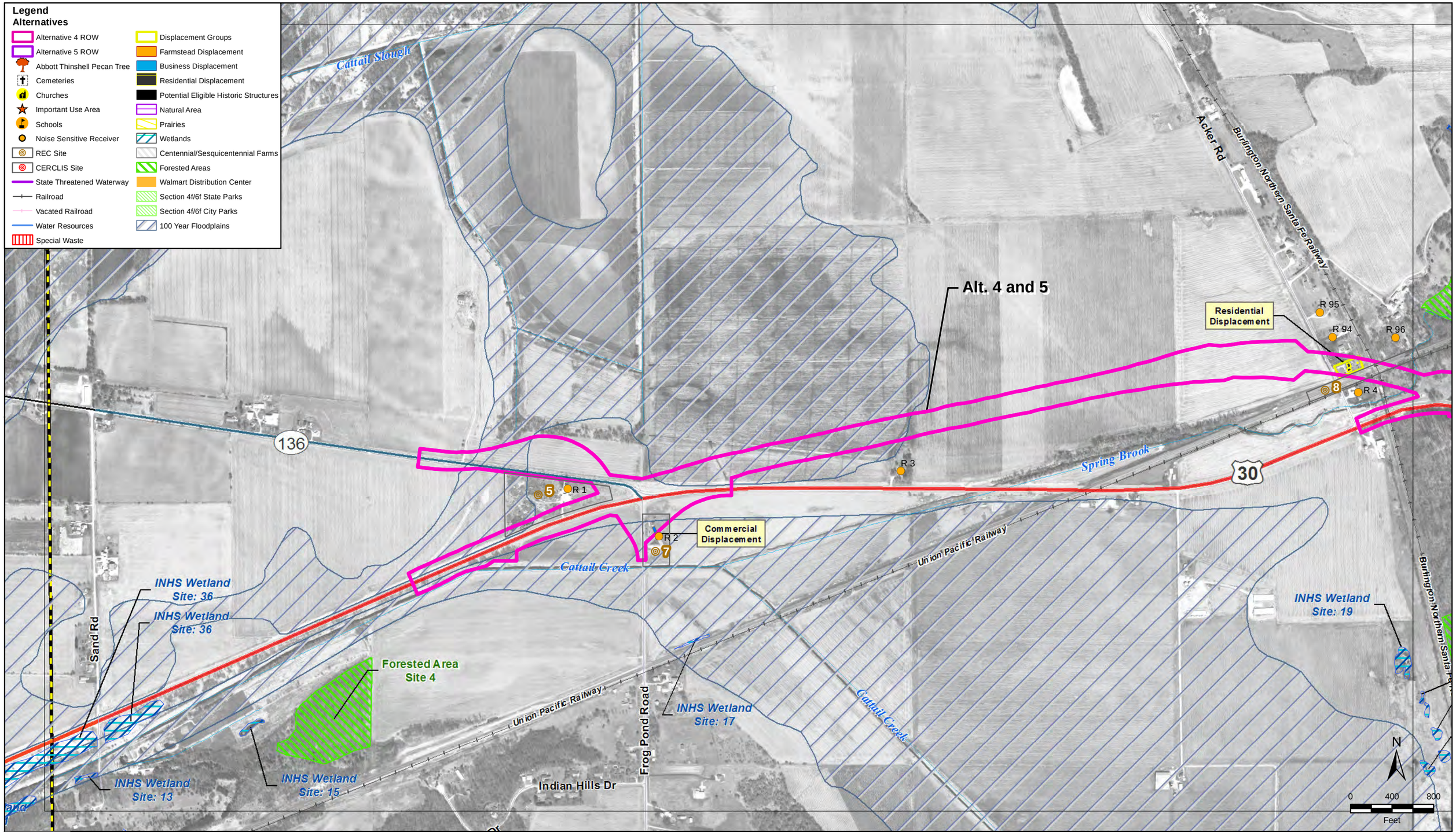
Whiteside County, Illinois



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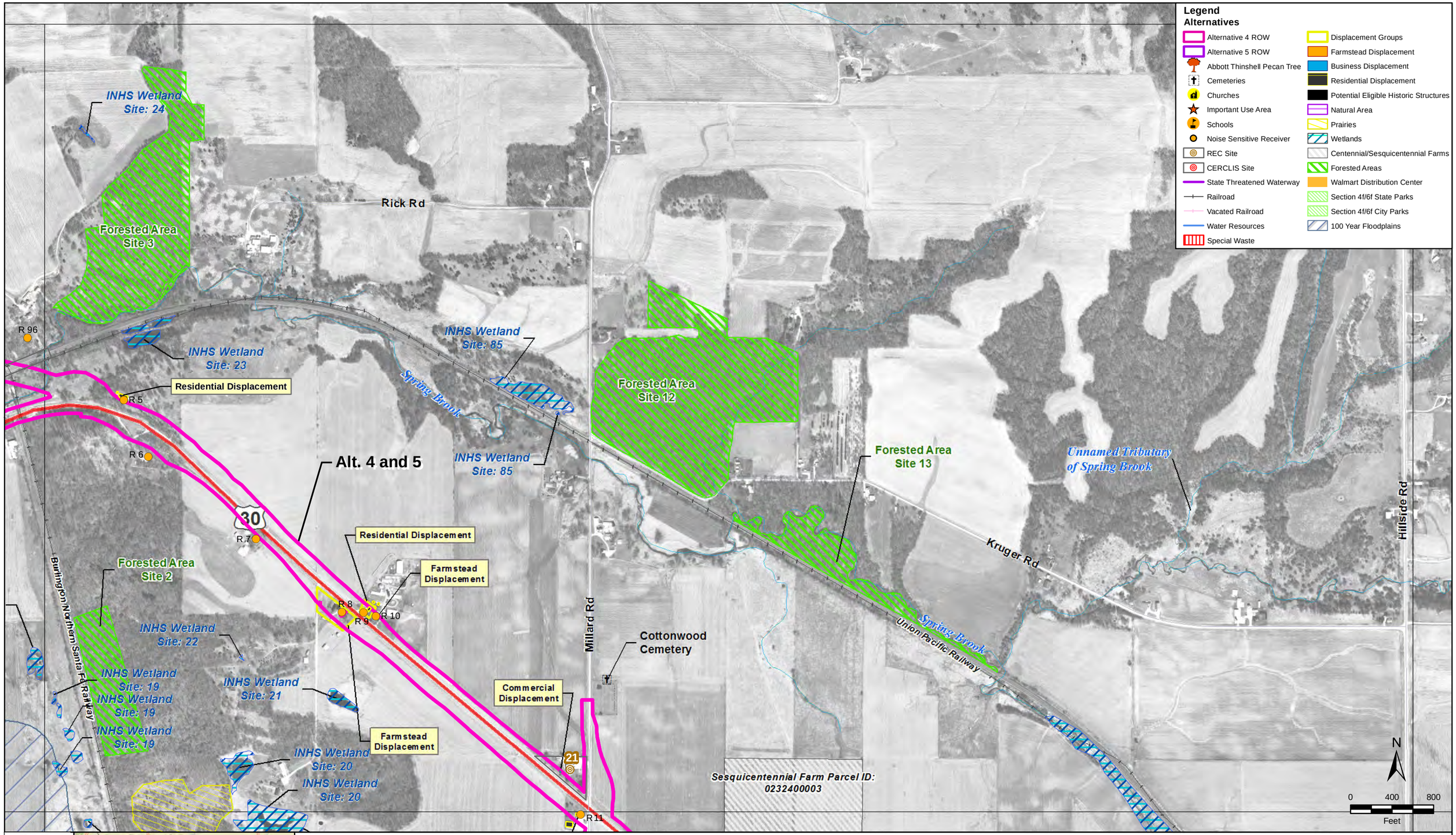
Whiteside County, Illinois



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Whiteside County, Illinois

Site: 20

INHS Wetland Site: 20

INHS Wetland Site: 19

INHS Wetland Site: 19

INHS Wetland Site: 18

Forested Area Site 5

Forested Area Site 6

Burlington Northern Santa Fe Railway

Residential Displacement

R 11

R 12

25

Farmstead Displacement

Sesquicentennial Farm Parcel ID: 0232400003

26

R 13

Abbott Thinshell Pecan Tree

R 14

Millard Rd

Fulfs Rd

R 15

Alt. 4 and 5

Historic Site: #6

R 16

30

INHS Wetland Site: 86

INHS Wetland Site: 86

Union Pacific Railway

Hillside Rd

Well Rd

Historic Site: #5

29

R 17

N

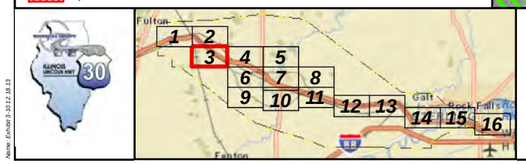
0 400 800

Feet

Legend

Alternatives

- Alternative 4 ROW
- Alternative 5 ROW
- Abbott Thinshell Pecan Tree
- Cemeteries
- Churches
- Important Use Area
- Schools
- Noise Sensitive Receiver
- REC Site
- CERCLIS Site
- State Threatened Waterway
- Railroad
- Vacated Railroad
- Water Resources
- Special Waste
- Displacement Groups
- Farmstead Displacement
- Business Displacement
- Residential Displacement
- Potential Eligible Historic Structures
- Natural Area
- Prairies
- Wetlands
- Centennial/Sesquicentennial Farms
- Forested Areas
- Walmart Distribution Center
- Section 4f/6f State Parks
- Section 4f/6f City Parks
- 100 Year Floodplains



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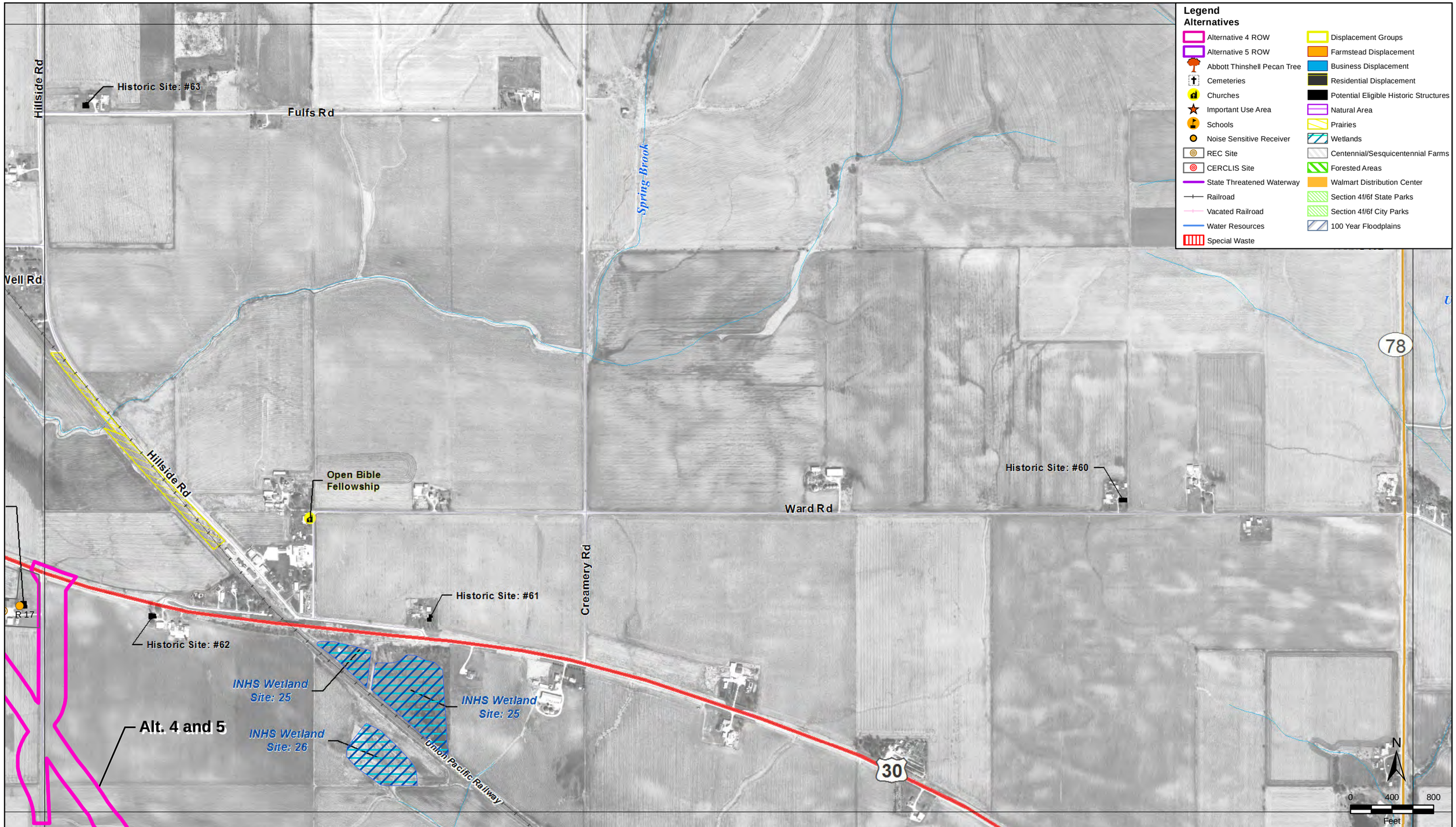

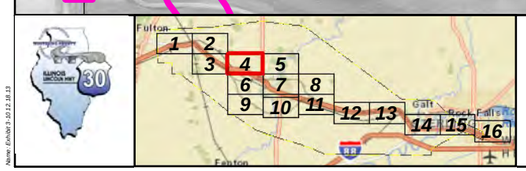

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Whiteside County, Illinois

Morrison-Rockwood State Park

Morrison Rockwood Park Rd

Rock Creek

Unnamed Tributary of Rock Creek

78

Rd

RockwoodCt

Crosby Rd

Rock Creek

Family Burial 1

Forested Area Site 7

INHS Wetland Site: 108

INHS Wetland Site: 106

INHS Wetland Site: 105

Bishop Rd

N

0 400 800

Feet

Legend

Alternatives

- Alternative 4 ROW
- Alternative 5 ROW
- Abbott Thinshell Pecan Tree
- Cemeteries
- Churches
- Important Use Area
- Schools
- Noise Sensitive Receiver
- REC Site
- CERCLIS Site
- State Threatened Waterway
- Railroad
- Vacated Railroad
- Water Resources
- Special Waste
- Displacement Groups
- Farmstead Displacement
- Business Displacement
- Residential Displacement
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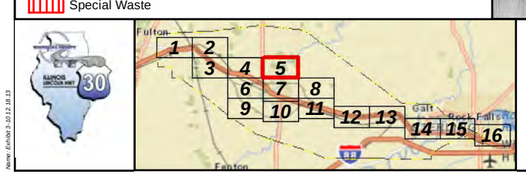

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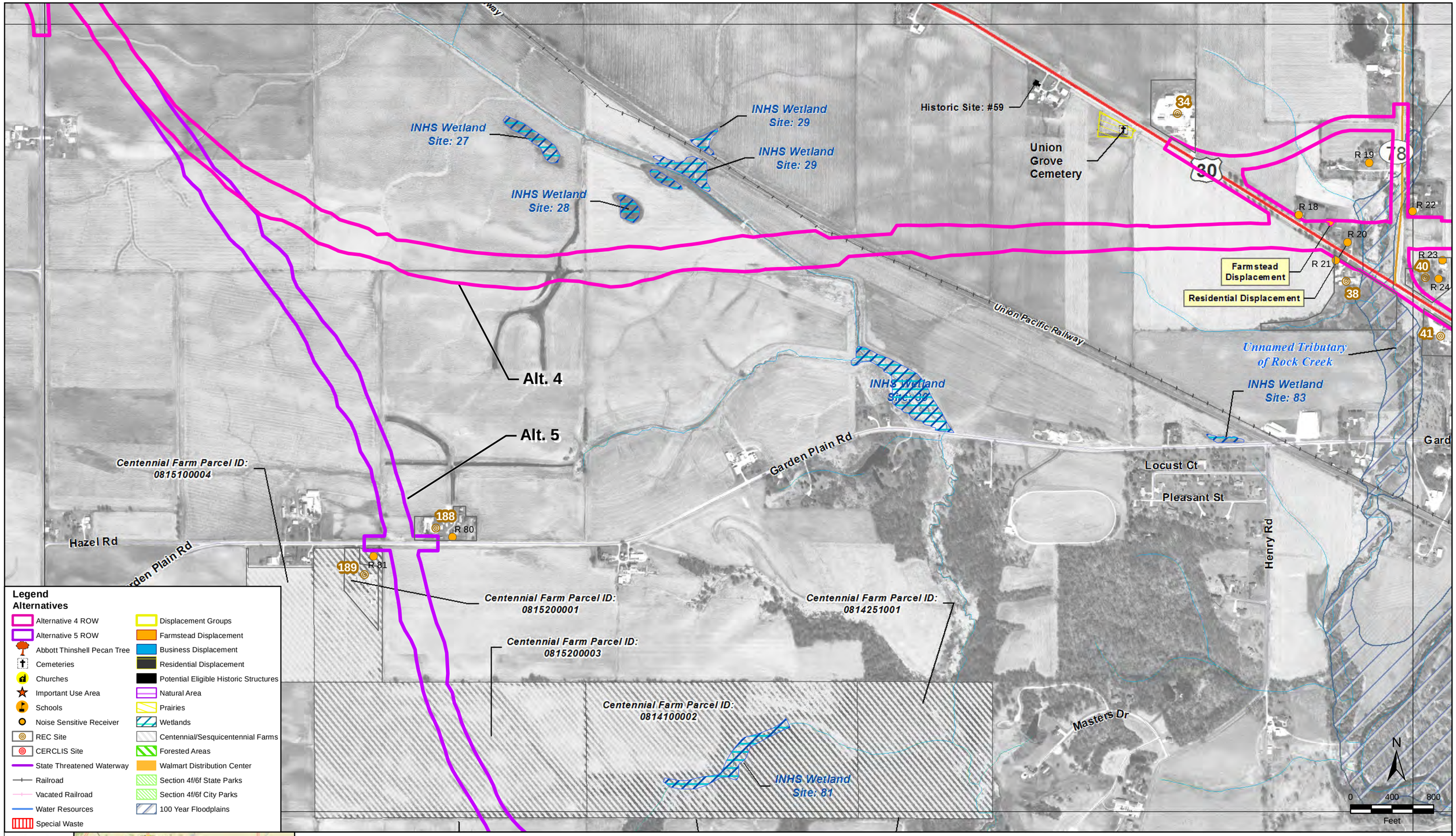
Whiteside County, Illinois



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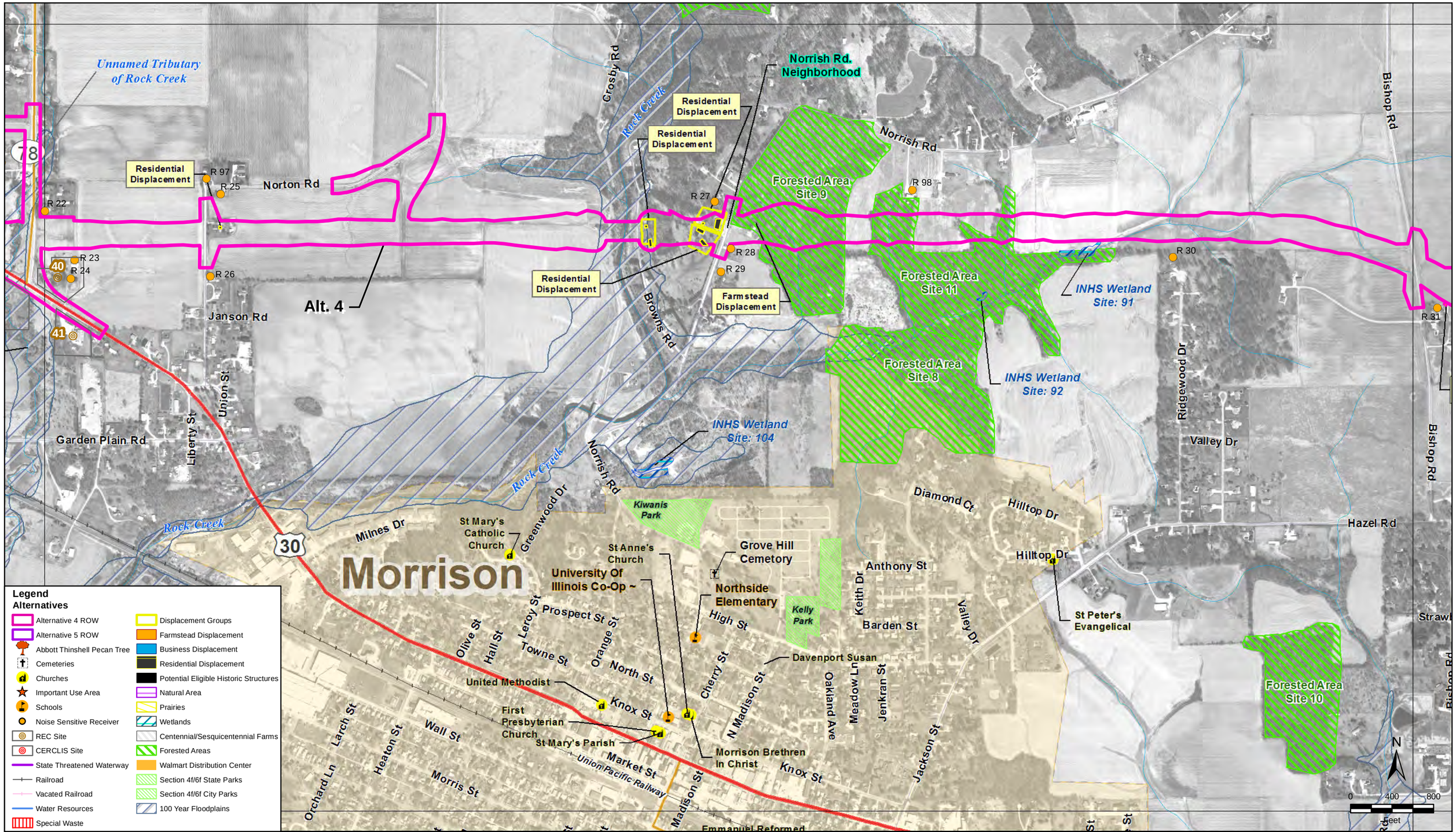
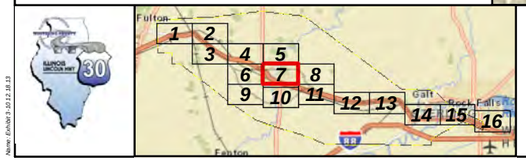
Whiteside County, Illinois





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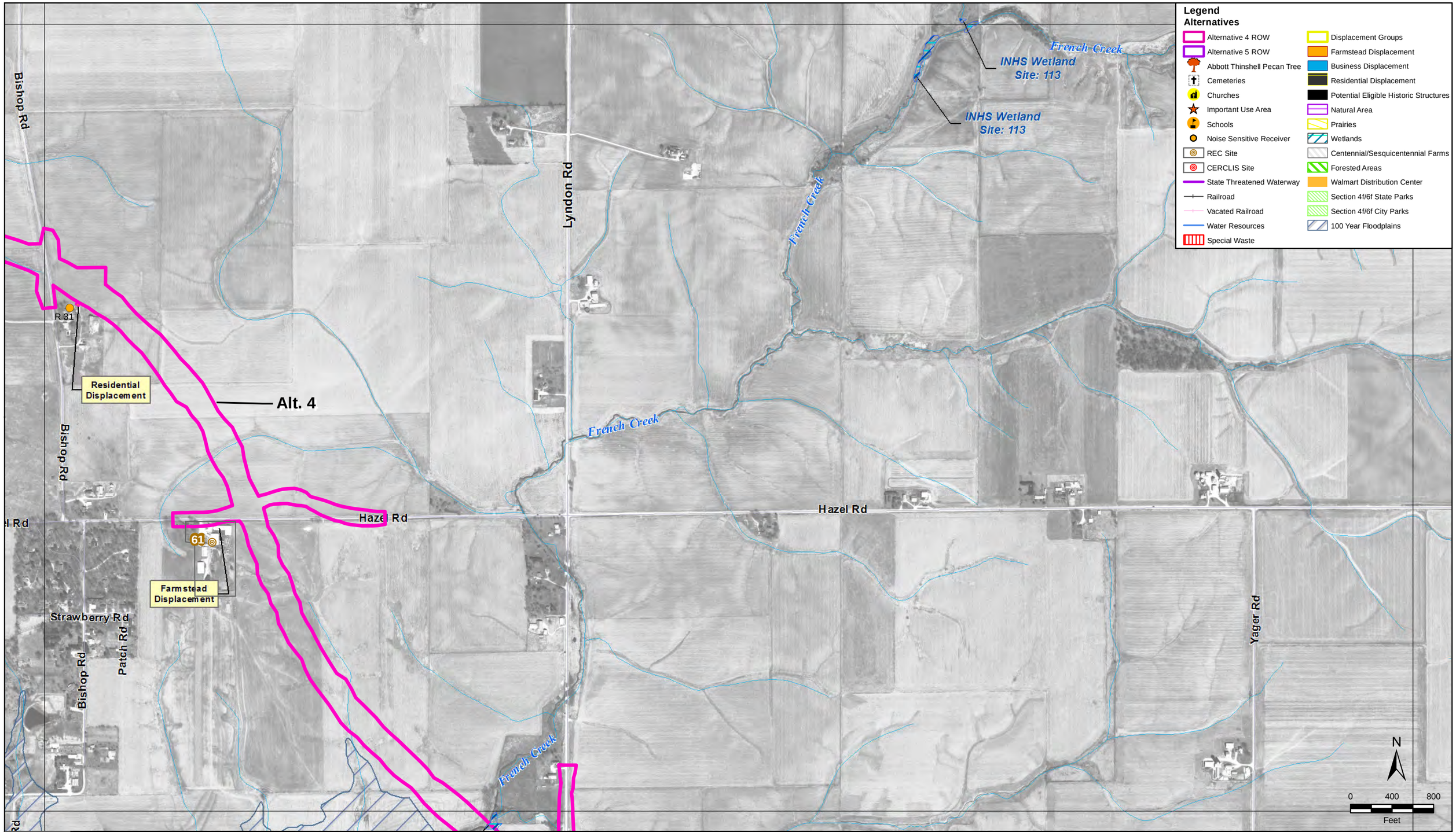

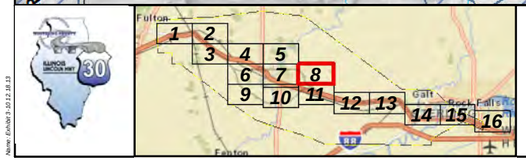

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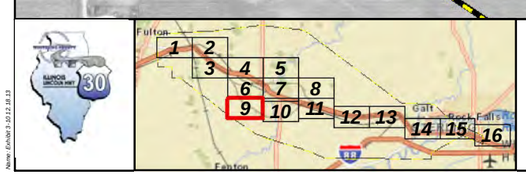
Legend
Alternatives
Alternative 4 ROW
Alternative 5 ROW
Abbott Thinshell Pecan Tree
Cemeteries
Churches
Important Use Area
Schools
Noise Sensitive Receiver
REC Site
CERCLIS Site
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
Special Waste
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Forested Areas
Walmart Distribution Center
Section 4f/6f State Parks
Section 4f/6f City Parks
100 Year Floodplains

Centennial Farm Parcel ID: 0815200003
Centennial Farm Parcel ID: 0814251001
Centennial Farm Parcel ID: 0814100002
Historic Site: #55
Residential Displacement
Farmstead Displacement
Prairie Center Rd
Henry Rd
R 82
R 83
R 84
R 85
192
197
198
Alt. 5
Forested Area Site 14
N
0 400 800
Feet



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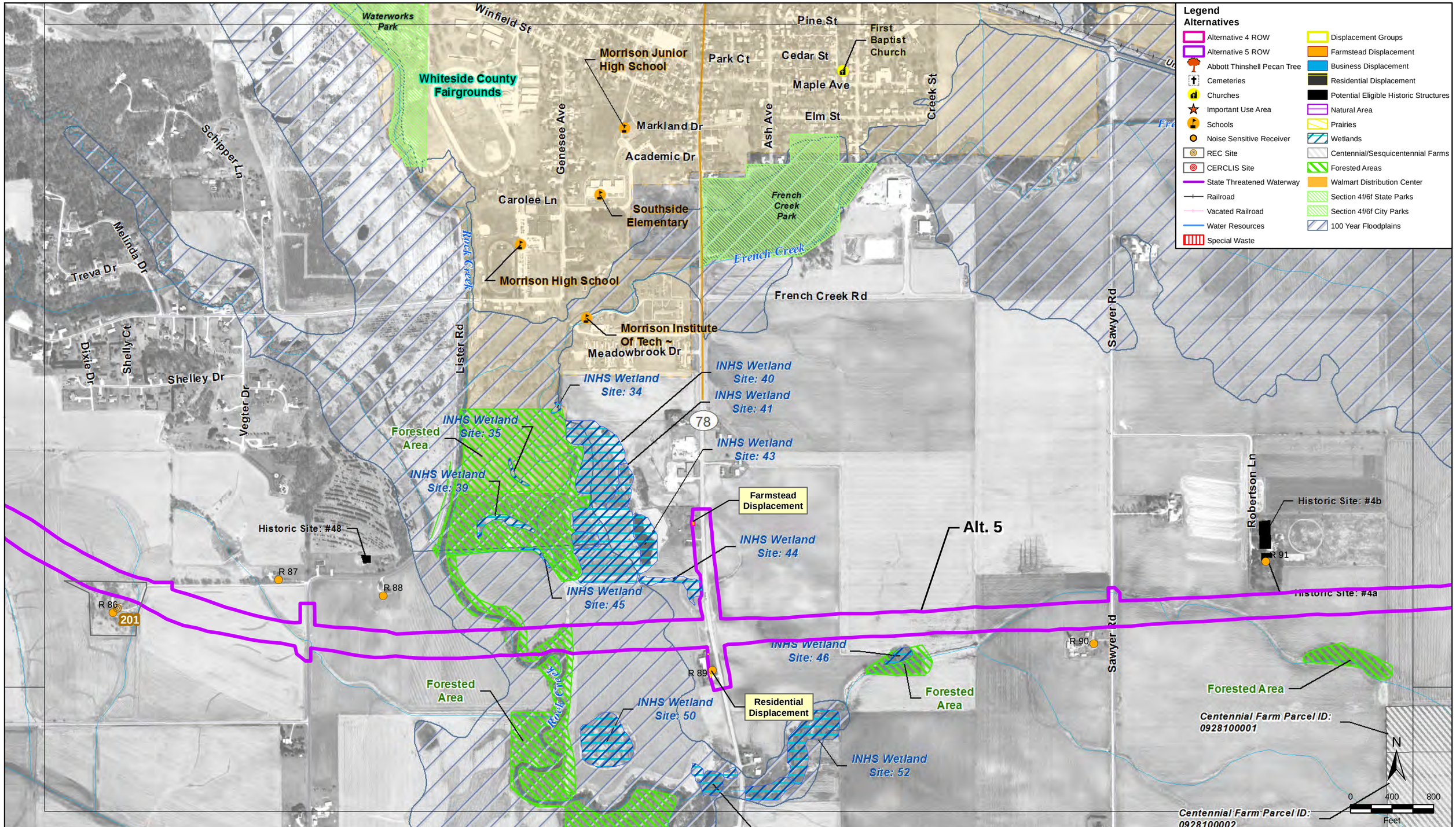

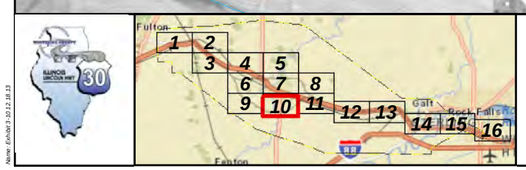

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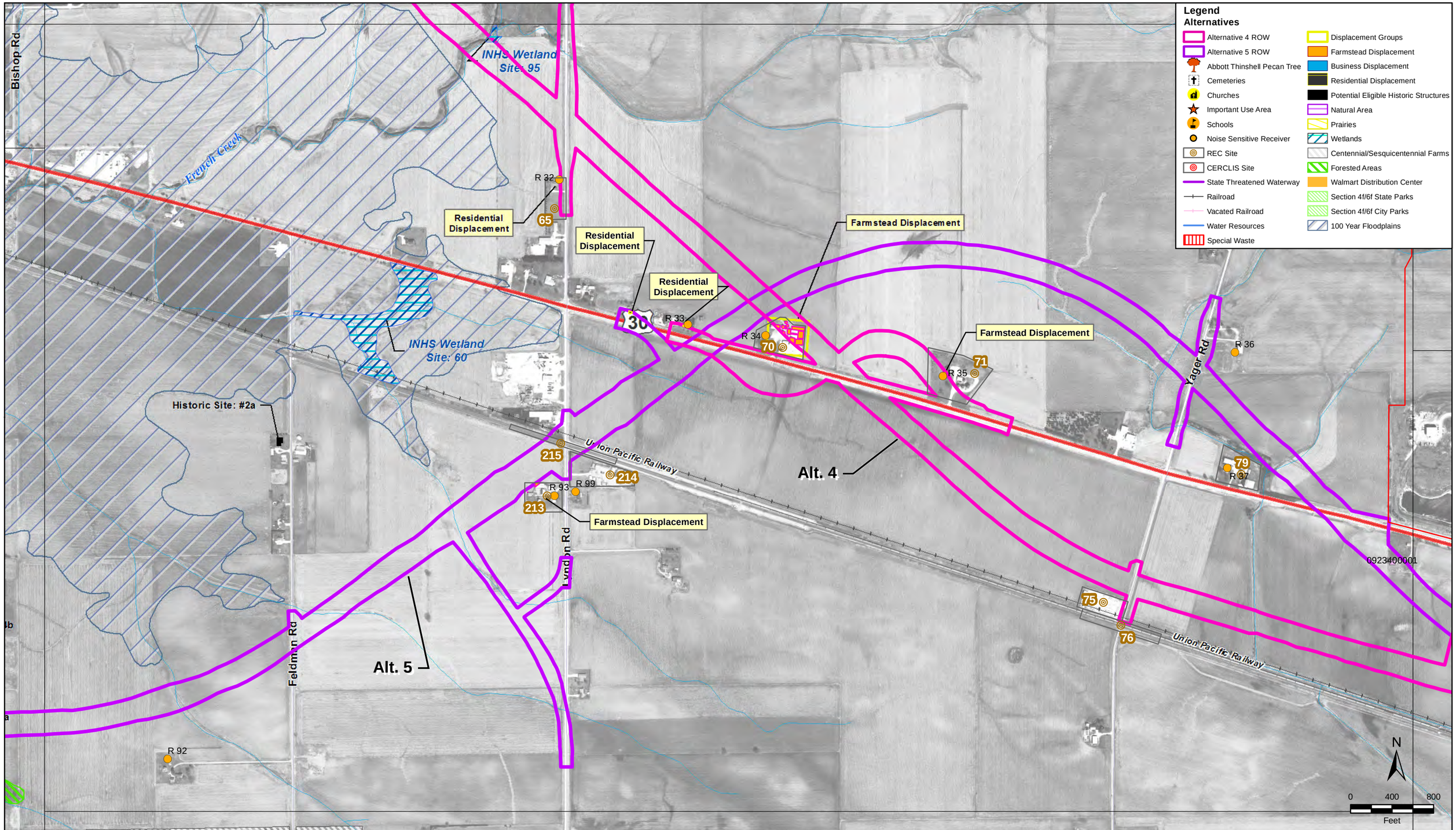

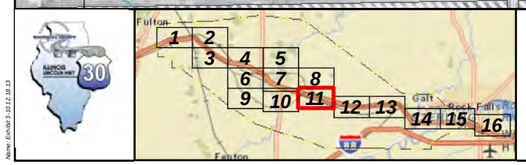

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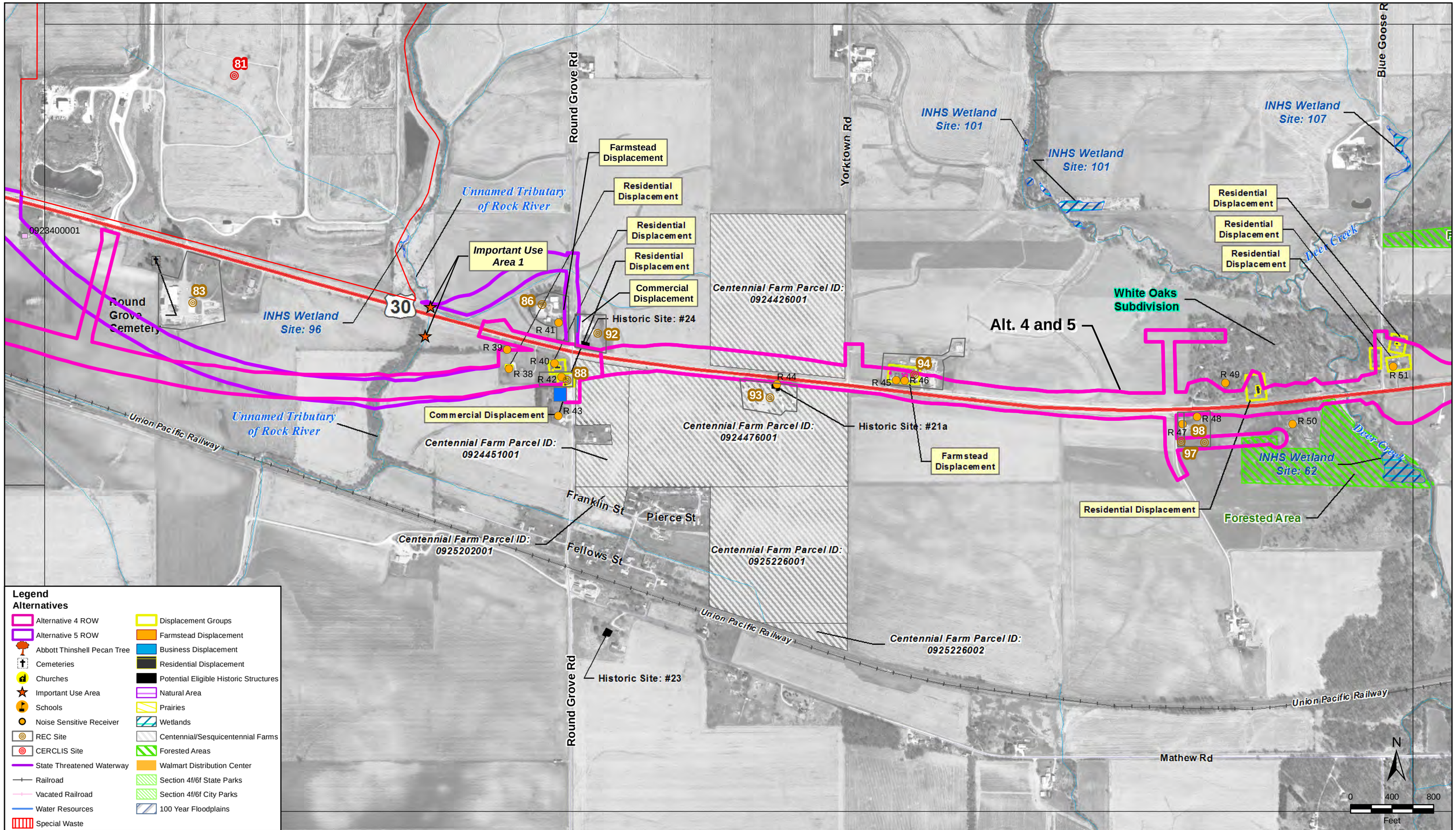

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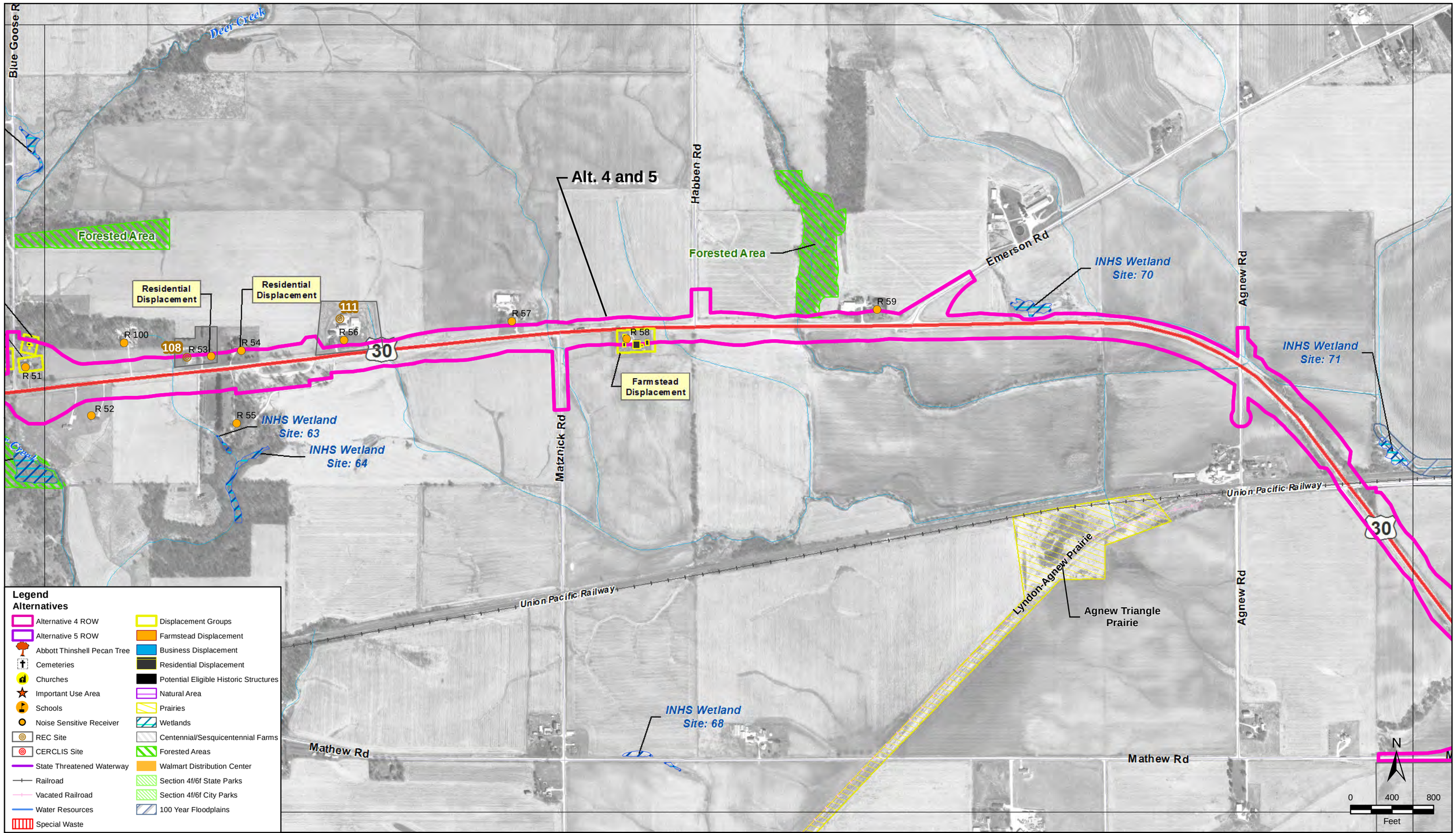

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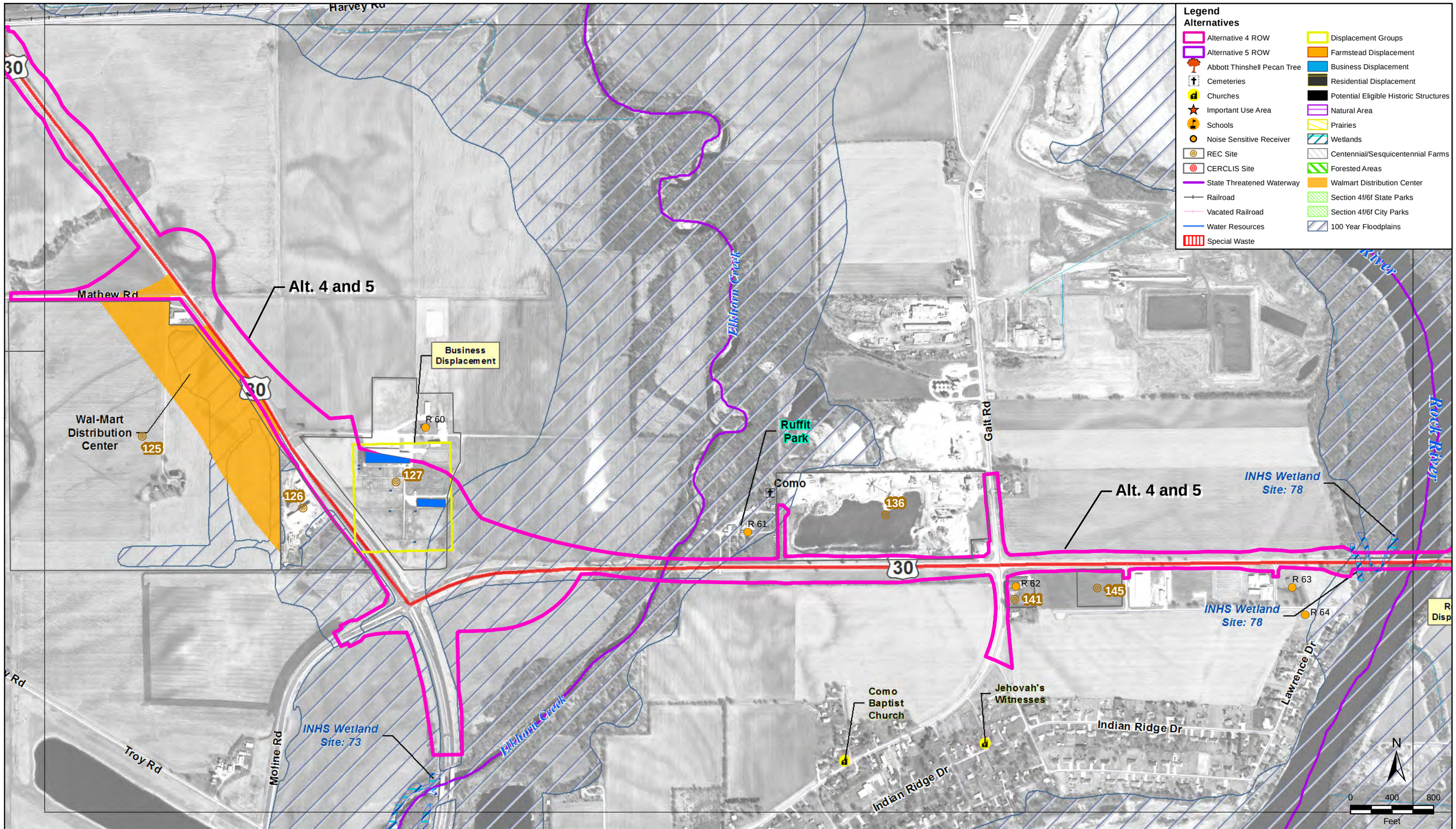

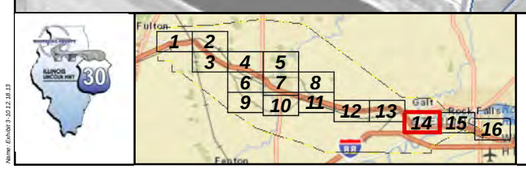

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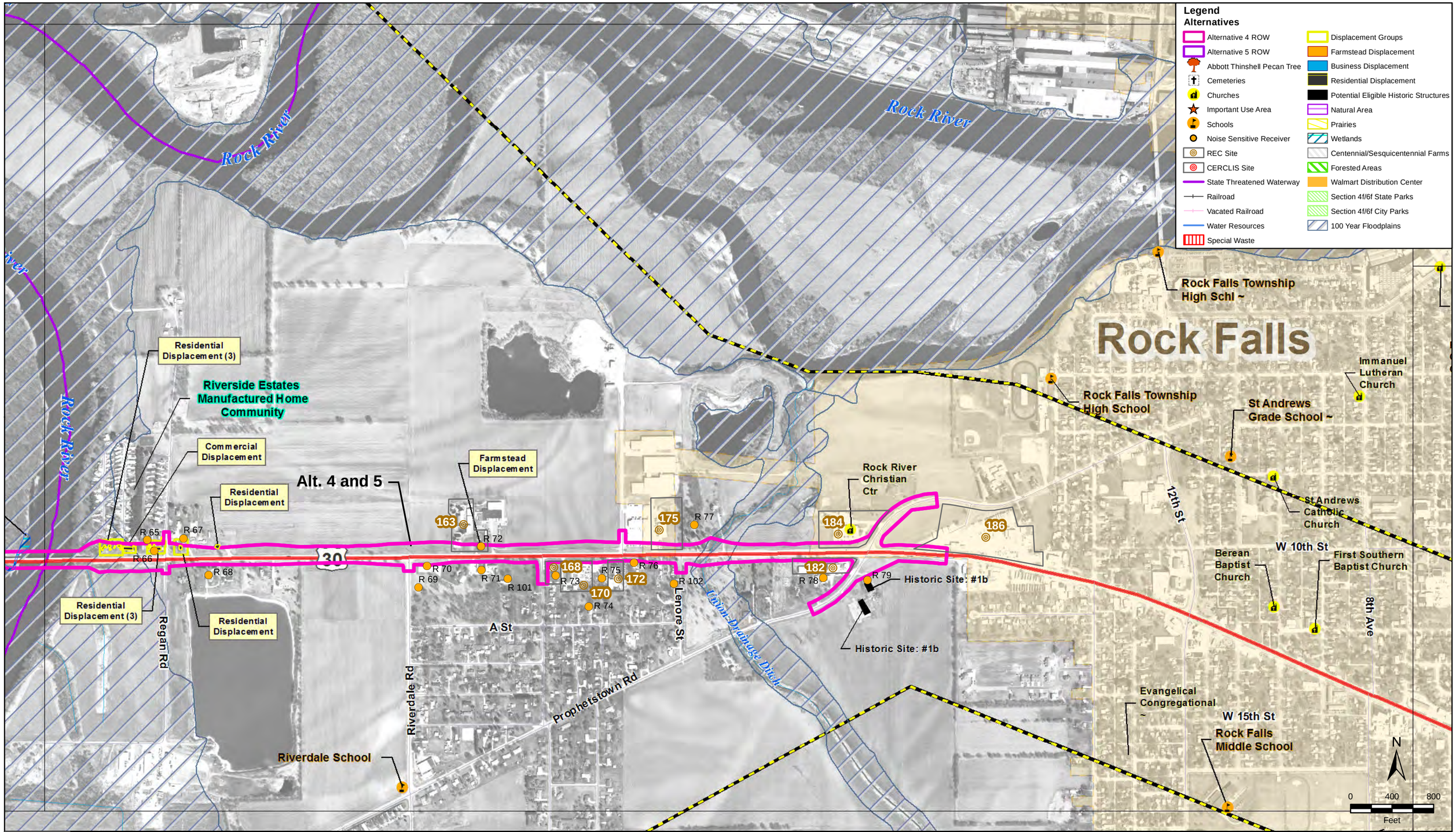

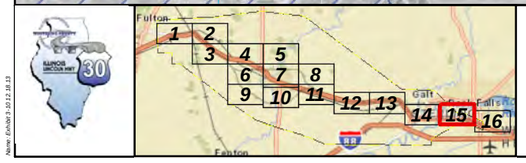

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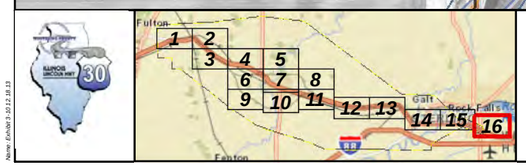
Methodist
Congregational Church
Church
Seventh-Day Adventist Church ~
W 4th St
Thome Elementary School
First Christian Church
Merrill School
East Coloma School District 12 ~
Harvest Time Bible Church
E 7th St
Rock Falls School District
Galt Ave
40
Rock Falls
W 10th St
E 10th St
W 14th St
Alt. 4 and 5
30
40
30
N
0 400 800
Feet

Legend
Alternatives

- Alternative 4 ROW
- Alternative 5 ROW
- Abbott Thinshell Pecan Tree
- Cemeteries
- Churches
- Important Use Area
- Schools
- Noise Sensitive Receiver
- REC Site
- CERCLIS Site
- State Threatened Waterway
- Railroad
- Vacated Railroad
- Water Resources
- Special Waste
- Displacement Groups
- Farmstead Displacement
- Business Displacement
- Residential Displacement
- Potential Eligible Historic Structures
- Natural Area
- Prairies
- Wetlands
- Centennial/Sesquicentennial Farms
- Forested Areas
- Walmart Distribution Center
- Section 4f/6f State Parks
- Section 4f/6f City Parks
- 100 Year Floodplains



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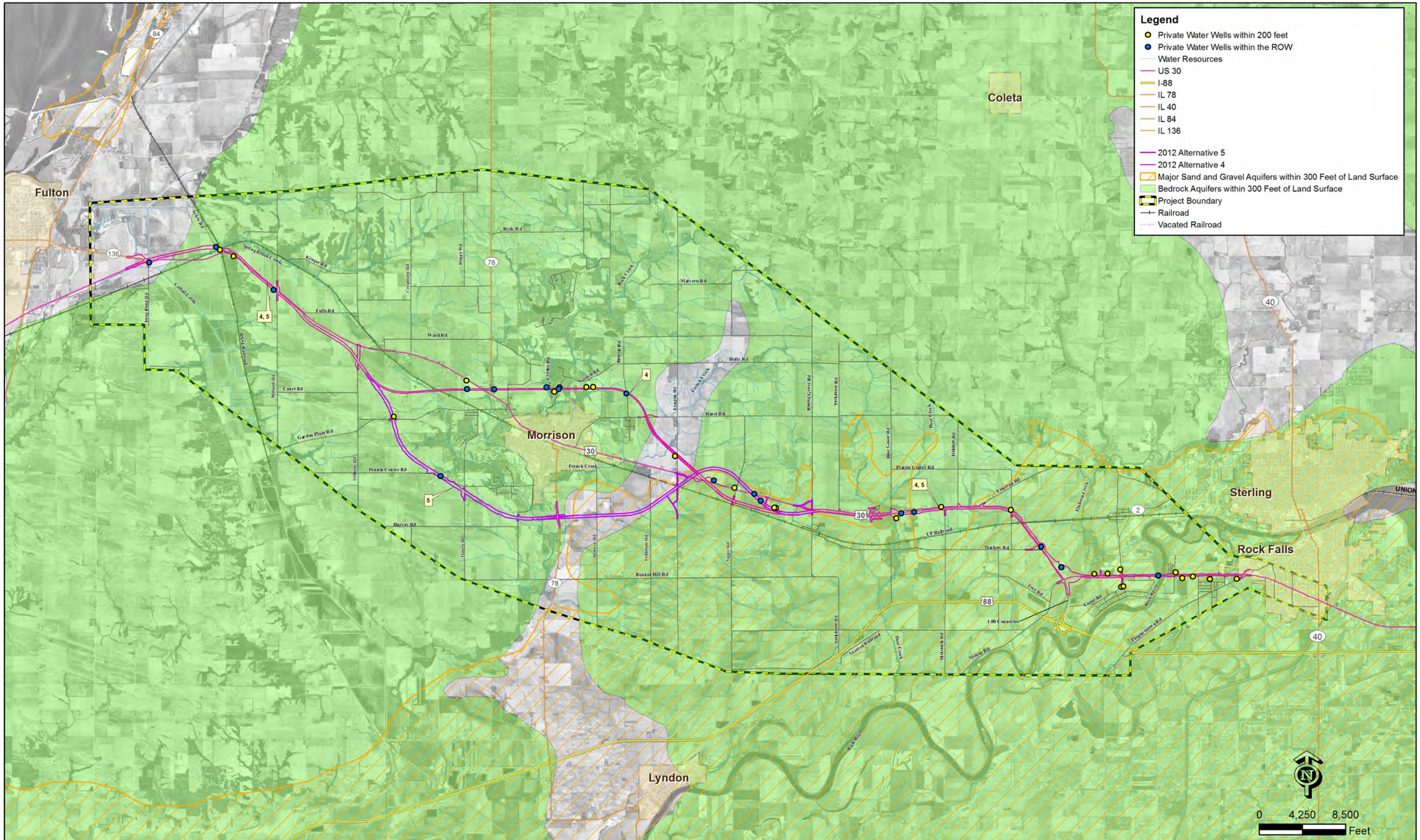

Exhibit 3-11
Water Wells within 200 feet of the Build Alternatives
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Whiteside County, Illinois

Chapter 4

Agency Coordination and Public Involvement

4.0 Agency Coordination and Public Involvement

The purpose of this chapter is to provide an overview of the coordination that has taken place for the proposed project with the environmental regulatory agencies, including those that are Cooperating (CA) and Participating Agencies (PA). In addition, this chapter gives a summary of the public involvement effort associated with this project that was achieved utilizing IDOT's CSS process and FHWA Section 6002 Guidance.

4.1 Compliance with Federal Coordination Legislation

Per SAFETEA-LU Section 6002, the joint lead agencies for this project are FHWA and IDOT. As joint lead agencies, FHWA and IDOT are responsible for preparing the EIS and providing opportunities for the public and the Participating and Cooperating Agencies to be involved with the decision making for the proposed project. **Table 4-1** lists the coordination activities undertaken during the project to comply with Section 6002 requirements.

Table 4-1: Section 6002

Section 6002 Requirement	Description of Activity	Dates Completed
Identify Participating Agencies (PA) and Cooperating Agencies (CA) and place notification letters on PA and CA status in project file.	Invitation Letters sent as project's early coordination effort/Documented in Stakeholder Involvement Plan (SIP)	07-23-07 (*PA Letters)*
Determine and document lead/joint lead agency status.	Documented in SIP	08-30-07 (*SIP)*
Develop coordination plan with PAs and file.	Utilized Community Advisory Group (CAG) to engage PAs in coordination plan (SIP)/Documented in SIP	08-30-07 (*SIP)*
Identify schedule for environmental review process with PAs and file.	Utilized CAG to include PAs in process/Documented in SIP	08-30-07 *(SIP)*
Give opportunity for PAs and the public to provide input during development of Purpose and Need and document involvement.	Utilized CAG and NEPA/404 Merger meeting to seek input from the PAs; utilized CAG to seek input from the public/Documented in SIP and meeting minutes.	05-08-08 *(CAG)* 09-04-08 *(404/Merger)* 01-29-09 *(PIM)*
Give opportunity for PAs and the public to provide input during development of range of alternatives and document involvement.	Utilized CAG and NEPA/404 Merger meeting to seek input from the PAs; utilized CAG and Public Informational meeting to seek input from the public/Documented in SIP and meeting minutes.	01-29-09 *(PIM)* 02-03-09 *(404/Merger)* 06-10-09 *(CAG)*
Coordinate with PAs to identify appropriate methodology to be used and level of detail required in analysis and document.	Utilized CAG and NEPA/404 Merger meeting to seek input from the PAs/Documented in SIP and meeting minutes.	02-03-09 *(404/Merger)* 06-10-09 *(CAG)*

4.1.1 Cooperating/Participating Agencies

Cooperating Agencies. A CA is invited by the lead agencies to be a sponsor of an EIS (see **Appendix C** for invitation letters). A CA is any Federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. A State or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe may, by agreement with FHWA and IDOT be a CA. Cooperating Agencies assume responsibility for developing information and preparing environmental analyses for topics which they have special expertise. Furthermore, they may adopt, without re-circulating, a lead agencies' NEPA document when after an independent review of the document, they conclude that their comments and suggestions have been satisfied. The USACE is the only Federal agency that is serving as a CA for the proposed U.S. 30 project. The responsibilities of the USACE as a CA for this project are as follows:

- Identify as early as possible any issues of concern regarding the project's potential environmental and socioeconomic impact
- Communicate issues of concern formally in the EIS scoping process
- Provide input and comment on the project's Purpose and Need
- Provide input and comment on the procedures used to develop alternatives or analyze impacts
- Provide input on the range of alternatives to be considered
- Provide input and comment on the sufficiency of environmental impact analyses

The USACE has fulfilled all aspects of these responsibilities by being a member of thePSG in addition to attending the NEPA/404 Merger meetings. Through these two (2) avenues of interaction, the USACE has been able to provide input on the project's Purpose and Need, procedures used to develop alternatives, and on a range of reasonable alternatives and their associated impacts.

Participating Agencies. According to SAFETEA-LU Section 6002, a PA is any Federal, State, tribal, regional, or local government agency that may have an interest in the project. By definition, all CAs for a project will also be considered PAs. However, not all PAs will serve as CAs. Invitations soliciting PA participation are included in **Appendix C**. A non-Federal agency must formally accept the invitation in order to be considered a PA. If an agency declines, its response should state the reason for doing so. If the agency chooses not to participate, the agency may still comment on the process at public/stakeholder involvement venues (community advisory groups, stakeholder meetings, public meetings, etc.). A non-Federal agency that does not respond to the invitation will not be considered a PA. Two (2) agencies declined and 25 that did not respond are considered to have declined. A list of PAs that accepted the invitation and their roles and responsibilities can be found in **Table 4-2**.

Table 4-2: Participating Agencies		
Agency Name	**Other Project Roles**	**Responsibilities**
City of Fulton	CAG	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
City of Morrison	CAG	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
City of Prophetstown	CAG	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Illinois Department of Agriculture	NEPA/404 Merger Meeting Attendee	Agricultural Land. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Illinois Historic Preservation Agency	NEPA/404 Merger Meeting Attendee	Archaeological & historic resources. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Natural Resource Conservation Service	N/A	Prime farmland; erosion & sediment control. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Union Grove Township	CAG	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Whiteside County Board	CAG	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Whiteside County Highway & Public Works Department	CAG	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative

As with the USACE, the PAs have been able to fulfill all aspects of their responsibilities by either being a member of the CAG or by attending the NEPA/404 Merger meetings. Once again, through these two (2) avenues of interaction, the PAs have been able to provide input on the project's Purpose and Need, procedures used to develop alternatives, and on a range of reasonable alternatives and their associated impacts.

4.2 State and Federal Agency Coordination

4.2.1 NEPA/404 Process

The U.S. 30 project has been presented at a NEPA/404 Merger meeting three (3) times. The federal agencies that were involved in the NEPA/404 Merger process for the project are as follows:

- Federal Highway Administration (FHWA)

- U.S. Environmental Protection Agency (USEPA)
- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)

The first presentation of the proposed project occurred in May 2007, prior to the official start of the EIS. The purpose of this presentation was to introduce the project to the environmental regulatory agencies.

The second presentation occurred on September 8, 2008, at which the project's Purpose and Need Statement was presented and received concurrence from the environmental regulatory agencies.

The third presentation occurred on February 3, 2009. The purpose of this meeting was to update the environmental regulatory agencies on the progress of the project. The presentation included the development of corridors, a summary of the Public Informational Open House held on January 29, 2009, and the next steps of the project.

On August 18, 2010, the FHWA and IDOT received concurrence from the agencies involved in the NEPA/404 Merger process, that the overall impacts of the U.S. 30 project on wetlands would not require an Individual 404 Permit. Therefore, the U.S. 30 project is no longer required to be carried through the NEPA/404 Merger process.

4.3 Public Involvement/Context Sensitive Solutions

The following paragraphs include information taken directly from the IDOT CSS website in order to provide a concise explanation of this in-depth public involvement process.

The mission of the IDOT is to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment. This is accomplished by making safety, usability, multimodalism, environment, and community the focus of every project. To ensure that the mission is met, IDOT elected to implement their CSS process into the proposed U.S. 30 overall project process.

CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost effective transportation facilities which fit into the project's surroundings or its "context". Through early, frequent, and meaningful communication with stakeholders, along with a flexible and creative approach to design, the resulting project(s) should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass. In regard to this project, U.S. 30 in Whiteside County is designated as a national scenic byway and has provided one of many reasons to incorporate the CSS approach as part of the project process.

The CSS approach provides stakeholders with the tools and information they require to effectively participate in the study process, including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the CSS process

should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

The CSS efforts for the U.S. 30 project are led by the PSG which is a combined group of individuals from IDOT, FHWA, USACE, and the consultant team. The PSG serves as a clearinghouse for which community issues and concerns are presented and addressed as the project moves forward.

To aid with the PSG efforts, the group has formed several advisory groups, including such groups as the CAG and the Technical Advisory Group (TAG). Members of both advisory groups serve as interest groups responsible for assisting the PSG with identifying key community issues that pose a potential impact, developing a Problem Statement, and disseminating information to their interest groups.

For more information on IDOT CSS guidelines, please visit the IDOT CSS website at www.dot.il.gov/css/home.html.

4.3.1 Stakeholder Involvement Plan (SIP)

The SIP is a document that is used as a blueprint for defining methods and tools to educate and engage the public and others throughout the project development process. In addition, it is used to fulfill the CSS guidelines of the project. The SIP, by its nature, is a work in progress and thus subject to revision by the PSG anytime events warrant. The SIP also sets the framework for how the joint lead agencies will develop the project and how the stakeholders and the public will interact with the joint lead agencies to provide input for the success of the project. The SIP identifies the list of potential stakeholders in the project study area and the potential cooperating and participating agencies. This list may change as the project advances and additional stakeholders are identified. The SIP for the U.S. 30 project can be found in the **Public Involvement Document**.

4.3.1.1 Illinois Lincoln Highway Coalition

The Illinois Lincoln Highway Coalition oversees the Lincoln Highway National Scenic Byway in Illinois. This organization was coordinated with because the existing U.S. 30 roadway in Whiteside County is part of the Lincoln Highway National Scenic Byway. The Illinois Lincoln Highway Coalition coordination is specifically referenced because the IDOT must abide by the National Scenic Byways Program's restriction of outdoor advertising signs, which are large outdoor signs with which the advertising changes frequently.

4.3.2 Project Study Group (PSG)

The PSG is a multi-disciplinary team that guides the development of the U.S. 30 project. The PSG primarily is composed of IDOT and FHWA employees. The disciplines included in the PSG are based on the context of the project. The membership of the PSG is not static, but may change as the understanding of the project's context evolves. The primary objectives of the PSG include:

- Expediting the project development process.
- Identifying project development issues.
- Providing guidance to developing solutions to issues identified.
- Promoting partnership with stakeholders to address identified project needs.
- Rendering ultimate recommendations based on consensus of stakeholders and engineering judgment.

Based on the initial project scope and its apparent context components, the members of the PSG for the U.S. 30 EIS and Phase I Design Report are listed in the SIP.

Since its formation, the PSG has met on several occasions in order to keep the project moving forward by assessing engineering, technical, and environmental impacts and addressing stakeholder issues and concerns that are significant to reaching project milestones. All minutes of the PSG Meetings can be found in the **Public Involvement Document**.

PSG Meeting #1. The first PSG meeting took place on June 20, 2007. The purpose of the meeting was to explain IDOT's CSS process and to define the roles and responsibilities of the PSG in that process. The PSG was informed about the various aspects of implementing the CSS process via the formation of a CAG, conducting stakeholder meetings, public informational open houses, and distributing newsletters to engage the community surrounding the U.S. 30 project.

The PSG members received the following materials at the PSG meeting:

- Project Overview and Maps,
- BDE Procedure Memo 48-06,
- Project Study Group Roles and Responsibilities,
- List of PSG Members, and
- Draft Stakeholder Involvement Plan

PSG Meeting #2. During the second PSG Meeting on July 12, 2007, it was established that the Notice of Intent (NOI) for the start of the EIS would be published in August 2007. Also, a draft SIP had been completed and distributed to members of the PSG for their review. The CSS process was further defined at this meeting and included the following:

- CSS definition,
- Stakeholder definition (including examples of stakeholders),

- PSG and PSG Roles & Responsibilities,
- Community Advisory Group (CAG) and CAG Roles and Responsibilities,
- Consensus Building definition,
- Technical Advisory Group (TAG) Roles and Responsibilities,
- Stakeholder Meetings definition,
- How Representation is Assured, and
- Proposed Stakeholder Advisory Group Meeting Schedule (available in the SIP)

There were also discussions about the relevance of implementing a Corridor CAG and at this point no one knew if this was actually necessary but that it should be tested out and included in the SIP document. The first Public Informational Open House was scheduled for July 25, 2007 and the agenda and displays were discussed with the PSG for their input and approval. The PSG meeting #2 concluded with discussions on preparing an outline for the development of the project website, scheduling the first newsletter to be distributed after the Public Informational Open House, and briefing packets to be delivered to legislators by July 20, 2007 regarding the project's progress.

PSG Meeting #3. The third PSG Meeting took place on August 7, 2007. The main purpose of this meeting was to highlight the results from the first Public Informational Open House, identify potential CAG members, discuss the number of CAG groups to develop, and decide if the Corridor CAG would serve the same purpose as the CAG. PSG members agreed upon where CAG meetings would be held and the date and time of the meetings. The first CAG meeting agenda was discussed and revised as well as the outline for the first newsletter and the timeframe of distribution. The meeting adjourned with a discussion on the outline for the website that was drafted and presented for the PSG's review.

PSG Meeting #4. The focus of the fourth PSG Meeting held on October 10, 2007, was to discuss the draft Problem Statement developed by the CAG as well as concerns voiced by CAG members regarding under representation of certain groups i.e. bicyclist groups.

The PSG was also given a summary of the results gathered from the Community Context Audit and was asked to review the Purpose and Need outline. Another important item of discussion was the process in which to present the corridor alternatives to the CAG for their input and comments.

The meeting adjourned with the PSG receiving information about stakeholders meetings that were scheduled.

PSG Meeting #5. The fifth PSG meeting took place on April 11, 2008. Many milestones had been achieved before this meeting which included:

- CAG Meeting conducted on October 17, 2007
- Traffic Analysis completed in February 2008

- Crash Analysis submitted and being revised to address IDOT comments
- Stakeholder Involvement Plan (SIP) submitted and awaiting FHWA approval
- EIS Timeframe approved by FHWA. The completion of Phase I is projected for Fall 2011
- Draft Purpose and Need submitted to IDOT and will be sent to FHWA for their first round of comments

The PSG discussed the Draft Purpose and Need Statement, the project timeline, and the corridor screening process. After identifying issues and concerns, the PSG examined consensus building tools to be implemented at the next CAG meeting scheduled for May 2008.

PSG Meeting #6. The sixth PSG meeting was held on September 18, 2008. An overview was given of the events that occurred at the last CAG meeting and four (4) new members were introduced to the CAG to balance representation. These new members represented Friends of the Park/Illinois Bicyclists, Natural Land Institute, Whiteside County Natural Area Guardians, and the Management and Planning Programs Involving Nonmetropolitan Group (MAPPING).

A project logo had been selected for the project and presented to the members. Through the engineering process, corridor alternatives were established and the corridor screening process was explained and agreed upon by the CAG.

The PSG also discussed the screening matrix that was based on 23 criteria and was approved by IDOT, BDE, and FHWA to use as a process of narrowing down the 16 corridors previously identified by the CAG. The corridor screening process would ultimately aid in determining which corridors would be carried forward for further consideration. The meeting concluded with discussions of the next CAG meeting (#4) and the next steps for the project.

PSG Meeting #7. The seventh meeting was held on December 16, 2008. The PSG received the CAG meeting #4 comments and suggestions regarding which corridors they recommended for further consideration. The PSG discussed, in detail, the comments and recommendations received by the CAG and agreed to use the screening matrix for preliminary evaluation of the alignments within the project corridors. Environmental impacts were also discussed at this meeting.

PSG Meeting #8. The eighth meeting was held on May 14, 2009. The focus of this meeting included the public acceptance memo, environmental maps, matrix rankings, information summary spreadsheets, and alternative maps. A summary of the second Public Informational Open House was presented informing the PSG of the public's main concerns of the corridors that were selected for further consideration. It was discussed how the list of 16 proposed corridor alternatives were going to be narrowed down to six (6) alignments based upon the screening matrix and research. Before the conclusion of the meeting, a revised project timeline was given to all PSG members.

PSG Meeting #9. The ninth PSG meeting took place on April 27, 2010. The PSG discussed the project's progress to date, the six (6) alternatives considered after adjustments, and the

stakeholder meeting with the business community. It was determined that Alternatives 4 and 5 were the frontrunners.

It was also discussed and agreed upon to host a CAG meeting in early June 2010. Two (2) new members representing local businesses were added to the CAG based upon the stakeholder meeting with the city of Morrison business community. A revised project timeline was distributed.

PSG Meeting #10. The tenth PSG meeting took place on November 16, 2010. The PSG discussed the comments received from the CAG and the public on the six (6) reasonable alternatives. Based on these comments (see **Public Involvement Document** for meeting minutes), it was concluded that the primary concerns were to utilize the existing U.S. 30 roadway to the extent possible, minimize agricultural and property impacts, and minimize residential displacements. It was determined by the PSG that Alternatives 4 and 5 best addressed the public's concerns and gave their concurrence on these alternatives to be carried forward for further study in the DEIS as the Build Alternatives.

PSG Meeting #11. The eleventh PSG meeting took place on May 24, 2011 and was utilized as a dry run for the June 15, 2011 public hearing. The PSG members were able to view and comment on the materials that had been prepared for the hearing. These materials included: a loop presentation, aerial displays, and property owner maps.

PSG Meeting #12. The twelfth PSG meeting took place on June 28, 2012. The topics discussed with the group included: comments received as a result of the public hearing and comments made by the regulatory agencies on the DEIS, the FEMA's floodplain modernization in Whiteside County, the associated expansion of the 100-year French Creek floodplain, and the necessary revisions to the Build Alternatives as a result of the floodplain modernization. The group was also informed that meetings were held on May 8, 2012 with the CAG and May 22, 2012 with the Whiteside County Engineer and Township Road Commissioners. The purpose of the two (2) meetings was to inform these groups of the revisions to the Build Alternatives and the initiation of the SDEIS.

4.3.3 Community Advisory Group (CAG)

As dictated by the NNEPA and in conjunction with IDOT's CSS process, giving numerous opportunities for the public to "GET INVOLVED" and "STAY INVOLVED" have been implemented through advisory groups and public and stakeholder meetings.

One of the key focus groups formed for this project has been the CAG. Individuals who form the CAG are key stakeholders identified by the PSG who represent a special interest group in the areas surrounding the U.S. 30 project, as well as those individuals or groups expressing an interest in serving on the committee. This group represents a diverse cross section of the community that includes residents, public officials, farmers, business leaders, environmentalists,

and special interest groups. Currently there are 40 members that serve on the U.S. 30 CAG. **Table 4-3** lists the CAG representation.

Table 4-3: CAG Representation		
City of Fulton	City of Morrison	City of Rock Falls
City of Sterling	Local Area Chamber of Commerce	Local Area Development Corporation Agencies
Historical Societies	Morrison-Rockwood State Park	Whiteside County Farm Bureau
Whiteside County Government	Rotary Clubs	Kiwanis Club
U.S. 30 Coalition	Iowa-Illinois Highway Partnership	Local School Districts
Morrison Institute of Technology	Local Business Owners	Home Owners
Farmers	Whiteside County Natural Area Guardians	Illinois League of Bicyclist
The MAPPING Group	Friends of the Park	Natural Land Institute
Land Developers	Illinois Lincoln Highway Coalition	Illinois Lincoln Highway Association

Throughout the design and planning phase of this project, CAG members have been required to participate in a number of evening meetings that include workshop-style exercises developed to solicit input and garner consensus on project milestones.

CAG meetings were held in coordination with the PSG meetings. The PSG, being an agency leadership consortium, provided the guidance necessary in determining the focus of the CAG meetings.

CAG Meeting #1. The first CAG meeting was held on September 12, 2007 at the Odell Community Center in Morrison. The purpose of this meeting was three-fold. The first was to explain the CSS process, the SIP, as well as highlight the role, responsibilities, and ground rules of the CAG. The second was to assist the team with identifying key issues associated with the project, establish context for the communities within the project study area, and begin developing a Problem Statement which states the key issues in a concise manner. The third and final purpose was to begin discussions about a project logo to be used for identifying the project throughout the remaining phases of the project.

After the roles, responsibilities, and ground rules of the CAG were presented, each member was asked to sign a Partnership Agreement that explained the group's mission and to show proof that each member agreed to abide by the governance stated.

Each member of the CAG was then provided a Community Context Audit form to complete prior to attending the meeting. The purpose of the Community Context Audit form was to assist with identifying various community characteristics that make each transportation project location unique to its residents, its businesses, and the public in general. This information was used to help define the Purpose and Need of the proposed transportation improvements based upon

community goals and local plans for future development. The audit was designed to take into account the community's history or heritage, present conditions, and anticipated needs.

Another task performed by the CAG was to identify and categorize key issues of the project. These issues were presented to the PSG and narrowed down to five (5) categories in developing the Problem Statement. The five (5) categories included:

- Social Economics
- Safety
- Access
- Agricultural
- Roadway Characteristics

The Problem Statement is defined as a draft statement used to identify transportation and infrastructure problems in the area. The Problem Statement is developed to be realistic under the constraints of engineering considerations, available funding, and geographic limitations. Once the Problem Statement was defined, it aided the PSG in developing the project's Purpose and Need Statement.

CAG Meeting #2. The second CAG meeting was hosted on October 17, 2007 at the Odell Community Center in Morrison. The purpose of the meeting was to review and garner consensus on the results from the Community Context Audit, as well as review and discuss the revised Problem Statement. The Problem Statement was developed after the first CAG meeting by the PSG. In addition, the CAG identified potential corridor alternatives, and finally, presented conceptual ideas of a project logo.

After some discussion, consensus was garnered on the following Problem Statement:

"The problem with U.S. 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 access, economic development, and accessibility to the region while preserving agricultural and environmentally significant areas."

The second exercise for the CAG was to share with the project study team their conceptual ideas of a logo. The project study team had been given a homework assignment at the first CAG meeting that required members to design artistic drawings and be prepared to share and discuss their ideas with the committee. The CAG was also given the opportunity to review and comment on several logo concepts, however, due to a strong desire to have a logo that encompassed Whiteside County, the project study team decided to take their comments into consideration and present a final logo concept at the next CAG Meeting.

The final group exercise was for CAG members to begin developing corridor alternatives based on knowledge shared amongst the CAG members in addition to the engineering and environmental constraints within the project study area that are fatal flaws which could eliminate

a corridor during the screening process. CAG members were then given a project map along with tracing paper to begin drawing potential corridor alternatives. The corridor alternatives gathered from this exercise were used for further study by the PSG.

CAG Meeting #3. The third CAG meeting was held on May 8, 2008 at the Odell Community Center in Morrison. An overall project progress report was given which highlighted the last CAG and PSG meetings, the revised SIP that was approved by FHWA, an overview of the Draft Purpose and Need Statement, and the corridor screening process.

CAG members were informed of the efforts completed by the PSG to keep the project moving forward. Several key benchmarks were reached such as the submission of the draft Purpose and Need Statement to FHWA, the completion of the Problem Statement, refining of the SIP, reviewing the 16 corridors proposed during the October 2007 CAG meeting, developing a corridor screening process to be approved by the PSG and FHWA, completing the Traffic Analysis Report, and finalizing conceptual designs for a project logo based on the CAG's comments.

CAG members were then asked to review project logo choices that were designed based upon their comments, suggestions, and a desire to have a logo that maintained a regional and county feel within the project study area. After careful review and some discussion, the CAG chose a project logo. The project logo is exhibited in the top right hand corner of each page of this document.

The PSG informed the CAG of the multiple-level corridor screening process that will be used to evaluate the 16 corridors identified as well as the next steps for the project.

CAG Meeting #4. The fourth CAG meeting took place on November 6, 2008 at the Morrison Institute of Technology (MIT) in Morrison. It was announced that the Draft Purpose and Need Statement had been approved by IDOT and FHWA and was now posted on the U.S. 30 project website. CAG members were then informed of the results of the first step in the corridor screening process which involved the corridors meeting the conditions in the approved Purpose and Need. Those corridors that ranked well in the screening process conducted by the PSG were then presented to the CAG for their input regarding the PSG recommendations. The CAG was assured that their comments would be shared with the PSG to assist with the selection of preferred corridor alternatives.

CAG Meeting #5. The fifth CAG meeting took place on June 10, 2009 at the Odell Community Center in Morrison. During this meeting, the CAG was updated on the Public Informational Open House that took place on January 29, 2009, results from the environmental survey, alignment adjustments and evaluation results, potential environmental impacts, and the next steps for the project.

The project study team informed the CAG that 237 people attended the Public Informational Open House and were able to view and comment on the 16 corridors that the CAG identified. The public's main concerns were impacts to agricultural land, development, and environmental disturbance.

The CAG was presented with the six (6) alignments created based on engineering and environmental assessments, technical input from the CAG and PSG, as well as public comments gathered from the Public Informational Open House. The CAG was informed that these six (6) alignments were created by avoiding or minimizing as many impacts to properties, the environment, and historically significant structures. Although the six (6) alignments were screened against 23 criteria, the CAG was assured that the project study team will continue to evaluate the six (6) alignments to determine the preferred alignment.

CAG Meeting #6. The sixth CAG meeting took place on June 2, 2010 at the Odell Community Center in Morrison. The CAG was introduced to the new IDOT Project Liaison for the U.S. 30 project as well as two (2) new CAG members. The purpose of this meeting was to update the CAG on the progress of the U.S. 30 EIS and Phase I Design Report and to gather input regarding the six (6) alternatives identified for analysis.

The CAG was informed that since the last time they met, concerns had been expressed by Morrison's 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 15, 2010 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 DEIS as part of the overall socio-economic analysis of the project.

The CAG was then engaged in a group exercise that included reviewing the six (6) alignments identified by the PSG and evaluating them, for discussion purposes, against environmental categories such as agricultural, wetlands, forests, historic properties, and other factors. After the exercise, the CAG members shared their comments, concerns, and opinions. This list was summarized into the following and was shared with the PSG to assist in determining which alternatives will be considered for further study.

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

CAG Meeting #7: The seventh CAG meeting took place on June 8, 2011 at the Odell Community Center in Morrison. The purpose of the meeting was to provide the CAG with the information that would be presented at the June 15, 2011 public hearing and to gather input on the DEIS and its proposed alternatives.

The CAG members were divided into groups and provided aerial maps illustrating Alternatives 4 and 5 and their associated environmental impacts and displacements. The CAG members were asked to discuss these alternatives and their impacts amongst their group and then share their comments, concerns, and opinions with the entire CAG. 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**

CAG Meeting #8: The eighth CAG meeting took place on May 8, 2012 at the United Methodist Church in Morrison. The purpose of the meeting was to discuss the results of the June 15, 2011 public hearing, the FEMA floodplain modernization, the revised Build Alternatives, and the Supplemental DEIS. The CAG was informed that in February of 2011, 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 was the expansion of the floodplain associated with French Creek, which is located just outside of Morrison's eastern city limits. The Build Alternatives were developed prior to the FEMA's issuance of the revised floodplain mapping within the project study area. Subsequent to the approval of the DEIS, it was determined that the Build Alternatives would have longitudinal encroachments on the revised floodplains within the project study area and also could indirectly promote future development within the 100-year floodplain. Alternatives with longitudinal impacts cannot be approved if a reasonable alternative with more limited floodplain impacts is available. Consequently, efforts were directed toward partial realignment of Build Alternatives 4 and 5 outside of the French Creek floodplain while retaining the basic nature of the original alignments. As a result, it was determined that a SDEIS was necessary to document these changes and the associated impacts.

4.3.4 Stakeholder Meetings

The purpose of the stakeholder meetings is two-fold. First, the meetings are designed to share information regarding the project status and next steps. The second is to build consensus and gather input.

In an ongoing effort to afford the opportunity for all stakeholders in the region, who have a vested interest in the U.S. 30 project, to be heard and their comments considered; the PSG proactively meets with community stakeholders such as concerned citizens, local organizations, public officials, and special interest groups to engage and solicit their input. The meetings/briefings may be one-on-one or may be conducted with several regional leaders.

The first round of stakeholder briefings was held **in July** 2007 **followed by a second round in the months of August, September and October in 2007**. These meetings were held with State Legislators, Federal Legislators, City Councils, Mayors, City Managers, Economic Development Directors, Chamber of Commerce Representatives, State and Federal Resource Agencies and any local, regional, statewide, or national groups with potential interest in the project.

A third and fourth round of stakeholder meetings **were** held **in January and February of** 2009 **and June** 2009. **These meetings were held** to present a project progress report, share comments and concerns conveyed during the first **and second** round of meetings, and to gather input from the stakeholders.

On April 15, 2010 and May 24, 2011, meetings were held with the Morrison Business Advisory Group (MBAG). The purpose of the meetings was to discuss the concerns of the businesses of Morrison in regard to a potential bypass of Morrison with the construction of U.S. 30.

On September 13, 2010, a meeting was held with the Whiteside County Farm Bureau. At this meeting, IDOT was able to provide information as it pertained to the Whiteside County Farm Bureau in regard to the U.S. 30 project and gather input form the Farm Bureau Board.

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. The result of the meeting was the County and Townships will coordinate with each other and provide IDOT with a list of issues and concerns for both alternatives. A letter was received from the Whiteside County Highway Engineer on October 3, 2012 on behalf of the Highway Department and the Township Roadway Commissioners. The letter provided their summary of the concerns associated with the U.S. 30 proposed alternatives. IDOT sent a response letter on November 2, 2012 addressing their concerns and stating that on-going coordination will continue as the project moves forward.

A complete list of all stakeholder meetings, **the associated minutes, and correspondence** are located in the **Public Involvement Document (Pubic Involvment CD located in the back of the document)**.

4.3.5 Public Informational Open Houses

Informal open house meetings and hearings were and will be scheduled to allow the general public an opportunity to view various displays and learn more about the project status, provide input, and interact with the planning and design team as the project moves forward.

A total of two (2) Public Informational Open Houses were held. A copy of the meeting summaries which include the handouts, displays, and the comments received are located in the **Public Involvement Document.**

Public Informational Open House #1. The first Public Informational Open House Meeting was held on July 25, 2007 at the Odell Community Center in Morrison with 252 people in attendance. The purpose of the meeting was to present the results from the 2006 U.S. 30 Corridor Study, highlight the next steps of project development, interact with the public, and explain the public involvement process known as CSS. The meeting was set up as an open house format, allowing participants the opportunity to visit display boards at various stations and to interact with representatives from IDOT as well as the consulting team from Volkert, Inc., H.R. Green Company, Kaskaskia Engineering Group, and Hudson and Associates, LLC.

There were a total of 13 open house stations. The first station was the Welcome Station which was designed to greet all attendees and explain the meeting process. Attendees were asked to sign in and given a welcome brochure, project map, and other project related materials to view. The next 11 stations provided the public with project information. Study team members manned each station and were available to provide further information and address questions as needed. A thirteenth station was setup for the public to fill out a comment form or record their comments on a tape recorder.

Three (3) key issues emerged out of the comments received: environmental issues, economic development, and opposition to a bypass of the city of Morrison. **In response, IDOT continued their efforts in minimizing the environmental and economic impacts of the proposed alternatives as they were developed. In turn, these efforts were repeatedly shared with the public and input sought via the project website, CAG meetings, and various stakeholder meetings. These stakeholder meetings included such groups as the Whiteside County Natural Area Guardians, all of the project study area communities, rotary clubs, and the development organizations.**

Public Informational Open House #2. The second Public Informational Open House was held on January 29, 2009 at the United Methodist Church in Morrison with 237 people in attendance. The purpose of the meeting was to present the corridors in which alternatives would be developed and to gather public input. The format of this meeting was identical to the first Public Informational Open House allowing participants to interact with the project study team and view display boards that were strategically placed at various stations. There were a total of seven (7) stations manned by IDOT staff and/or a representative from the consultant team.

Each station provided information that was developed to inform the public of the process and project findings. The Welcome Station was designed to greet all attendees and explain the meeting process. Attendees were instructed to sign-in, given a welcome/introduction brochure that explained the purpose of the open house, and a public comment form to complete. Participants then visited the next five (5) stations where they viewed a map that showed 16 proposed corridors developed by the PSG and the CAG; an environmental map that highlighted environmental resources and issues; a map that showed focus areas for alignment studies, as

well as exhibits that explained the project timeline and next steps. A seventh station was set up for the public to fill out a comment form to submit their feedback to the PSG. Study team members were available to provide further information and address any questions.

Attendees were also given the opportunity to correspond via email, postal mail, or by contacting the project hotline (1-866-ROUTE 30) within ten (10) days of the January 29, 2009 meeting.

In total, 63 comment forms were collected.

The following information was requested on the comment form:

- Respondent Profile. Whether the attendee is a homeowner, business owner, farmland owner, belong to a special interest, or a combination of any of these categories
- Potential cultural or community impacts that may be associated with the corridors identified
- Comments/Issues/Questions regarding the corridors developed by the PSG and the CAG
- Knowledge and understanding of the corridor evaluation process
- Interest in being included on the Stakeholder List
- Respondent's opinions on whether IDOT is coordinating and/or communicating effectively with the public

Three (3) key issues emerged out of the comments received: concern regarding farmland/environmental issues, preference for a southern corridor but with some opposition to the southern corridor, and some opposition to a northern corridor. **In response, IDOT continued their efforts in minimizing the environmental and economic impacts of the proposed alternatives as they were developed. In turn, these efforts were once again shared with the public and input sought via the project website, CAG meetings, and various stakeholder meetings. These stakeholder meetings included meeting with organizations for a second time, such as the Whiteside County Natural Area Guardians and all of the project study area city councils, in addition to meeting with Whiteside County Farm Bureau and the Morrison Business Advisory Group.**

***Public Hearing*. A public hearing was held on June 15, 2011 at the United Methodist Church in Morrison with 212 people in attendance. The purpose of the hearing was to afford the public with an opportunity to view and comment on the DEIS document, discuss their concerns regarding the project with the project team, and provide comments on the two (2) proposed Build Alternatives and the No-Build Alternative. Attendees were able to provide written comments or speak to a court reporter at the meeting. Attendees were also given the opportunity to provide comments by mail, through the project website, or by leaving a message on the project hotline by July 29, 2011. The information in the DEIS and comments received from the public hearing will**

be used to select a preferred alternative. This selection process will be documented in the Final EIS.

An open house format was used to present information to the public at the hearing. There were a total of nine (9) stations manned by IDOT staff and/or a representative from the consultant team. Each station provided information that was developed to inform the public of the process and project findings. The Welcome Station was designed to greet all attendees and explain the meeting process. Attendees were instructed to sign-in, given a public hearing brochure that included project details, a map of the Build Alternatives, and a comment form. Participants then visited the next station where they viewed a PowerPoint presentation that highlighted the purpose of the meeting, the project's history and process to date, the DEIS process and the next steps of the project. The next two (2) stations provided exhibits illustrating the proposed typical sections and an aerial map that illustrated the proposed Build Alternatives 4 and 5 which highlighted environmental resources, property lines and business and residential displacements. Station five (5) provided an opportunity for the public to meet and discuss their issues and concerns about the project with members of the CAG. Stations six (6) and seven (7) provided the public an opportunity to view the DEIS and maps that showed property owner impacts of Build Alternatives 4 and 5. The last two (2) stations were set up for the public to fill out a comment form or speak to a court reporter.

Eighty-eight comments were received at the public hearing or submitted before July 29, 2011 for official inclusion in the public record. The most common concerns stated were regarding farmland preservation, safety, economic development and impacts to businesses, property, and the environment. In response, IDOT continued their efforts in minimizing the environmental and economic impacts of the proposed alternatives as they were developed. In turn, these efforts were once again shared with the public and input sought via the response letters sent to the individuals who provided comment, the project website, CAG meetings, and various stakeholder meetings. These stakeholder meetings included meeting with organizations for a second time, such as the Morrison Business Advisory Group, and included first time meetings with the Whiteside County Engineer and the Township Roadway Commissioners.

On the public hearing comment form, respondents were asked to select the stakeholder type that best described them: homeowner, farmer/farmland owner, business owner, developer, and/or other. Respondents that identified themselves as "other" are individuals that represent either special interest groups, elected officials or other entities. Approximately 22 percent of those that provided a comment did not identify themselves with a category, but of those who did, homeowners and "other" were the largest groups with 24 percent each.

Respondents were also asked to indicate their preference for either a Build Alternative (Alternative 4 or 5) or the No-Build Alternative. Thirty-eight percent of homeowners and 50 percent of farmers/farmland owners preferred the No-Build Alternative. A majority of

business owners (37.5 percent) and those that identified themselves as "other" (76.2%) preferred Build Alternative 5.

In summary of the 88 comments received, 63 of these comments contained an identified singular alternative preference by the respondent. Of the 63, approximately 59 percent of the respondents preferred Build Alternative 5 (37) followed by the No-Build Alternative (23), and Build Alternative 4 (3).

4.3.5.1 Comments Received on DEIS From State and Federal Agencies

Four (4) regulatory agencies provided comments on the DEIS: two (2) Federal agencies and two (2) State agencies. Their comments and IDOT's responses are summarized below.

U.S. Department of the Interior – National Park Service (NPS). The NPS stated a concern that the Rock River is on the NRI. IDOT provided a response stating 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 (USEPA). A summary of the USEPA comments and IDOT responses are as follows:

- **Comment: Recommend considering a Morrison west side bypass extending from IL 78 north to IL 78 south.**
  - **Response: IDOT stated that this does not meet the Purpose and Need Statement and is not supported by the 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: IDOT stated that benching adjacent to the channel does not provide a 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: IDOT stated 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 (IDOA). The IDOA stated they would have no objection to the use of either Alternative for the proposed highway improvements. They consider such an action to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act. IDOT did not provide a response because one was not warranted.

Illinois Department of Natural Resources (IDNR). The IDNR had the following comments:

- **Concern about the impacts to the State Threatened Black Sandshell mussel in Rock River and Elkhorn Creek.**
- **Potential impacts to the Black Sandshell mussel will require a Conservation Plan for an Incidental Taking of a Threatened Species, an ITA Permit to be acquired one year prior to construction, and relocating any mussels in harm's way.**
- **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.**

IDOT did not provide a response because one was not warranted.

The agency comment letters and IDOT response letters can be found in Appendix D.

4.3.6 Project Newsletters

Newsletters were published and distributed to all stakeholders listed in the project database and everyone who had indicated interest in receiving project updates as the project meets major milestones.

Newsletter #1. The first newsletter was published in the fall of 2007 after the first Public Informational Open House in July 2007. This newsletter addressed the concerns of the public regarding potential environmental and property impacts as well as informed the public about how they could get involved and stay involved. The newsletter also gave an overview of the project explaining the need, scope, limitations, and schedule, as well as policies, procedures, and processes of the project. The newsletter contained information about the CSS process and the importance of public input. Other alternatives on how to remain updated with the project were also available in the newsletter.

Newsletter #2. The second newsletter was published in the winter of 2008 and highlighted the first two (2) CAG meetings and the next steps for the project. The newsletter announced the development of the Problem Statement and the efforts of the PSG to meet with stakeholders in the project study area to ensure that their concerns were addressed. The newsletter also briefly explained roles and responsibilities of the CAG as well as their mission and ground rules.

Newsletter #3. The third newsletter was published in early 2009 which highlighted the major milestones accomplished by the PSG while moving the project forward. One (1) of the major milestones included the approval of the Purpose and Need Statement by FHWA with concurrence from State and Federal regulatory and resource agencies. The newsletter briefly explained the process of choosing a logo for the U. S. 30 project as well as the screening process the CAG implemented in defining corridors to be evaluated by the PSG. The newsletter also announced the second Public Informational Open House as well as addressed frequently asked questions (FAQs) that were developed from various comments and concerns received from the public and stakeholders.

Newsletter #4. The fourth newsletter was published in the fall of 2009 after the second Public Informational Open House and the fifth CAG meeting. The newsletter highlighted the six (6) alignments developed based on the Purpose and Need of the project, engineering feasibility, avoidance of environmental resources, and public input. The newsletter also contained information about environmental resources that IDOT is committed to enhancing and improving. There were also references to project terminology and their definitions to assist the public in better understanding certain aspects of the project.

Newsletter #5. The fifth newsletter was published in the summer of 2010. The newsletter highlighted the project study team meeting with the Morrison business owners, the sixth CAG meeting, and a detailed description of the six (6) proposed alternatives. In addition, the main purpose of this newsletter was to solicit input from the public on the six (6) proposed alternatives, therefore, a comment form, along with a map of the six (6) alternatives, was provided.

A total of 67 comments were received through postal mail or email via the project website. Key issues that have been identified previously as the public's concerns were once again restated:

- impacts on agricultural ground and activity,
- potential negative economic impact of a bypass on the city of Morrison,
- displacement of residential property, residences, and businesses,
- want use of the existing U.S. 30 roadway to the extent possible, and
- oppose project overall

The comments received can be found in the **Public Involvement Document**.

Newsletter #6. The sixth newsletter was published in the fall of 2012. The newsletter highlighted the results of the 2011 public hearing, the FEMA floodplain modernization, the revised Build Alternatives, the SDEIS, and included a map illustrating the old and revised Build Alternatives. The newsletter also featured meetings held in May 2012 with the CAG and the Whiteside County Engineer and Township Road Commissioners. The purpose of the CAG meeting was to discuss the revisions of the Build Alternatives and the initiation of the SDEIS. The Whiteside County Engineer and Township Road Commissioners meeting discussed the revised Build Alternatives as well as how each alignment would affect access for the various side roads crossed.

All copies of the newsletters are located in the **Public Involvement Document.**

4.3.7 Website

A project website was activated in November 2007. The project website allows stakeholders to keep up to date on the project as well as members of the public who are unable to attend meetings. The website allows the public to submit their contact information to receive newsletters and other project information. The site showcases project status/updates, timelines, FAQs, project maps, contact information, email, and space for the public to submit comments.

The website is also used to announce public meetings. The website address is www.dot.il.gov/us30/index1.html.

4.3.8 Project Hotline

A project hotline was activated in July 2007. The number is **1-866-ROUTE30 (1-866-768-8330)**. The hotline is another avenue for the public to voice their comments or concerns. Messages left on the hotline number are transcribed to a hotline form and forwarded to the appropriate consultant team member that can address the context of the comment or concern rendered. This process is designed to have a response to the message originator within 72 hours.

4.3.9 Letters and Emails

Letters and emails are another public involvement tool for stakeholders to submit their comments and concerns. Once received by the project study team, every effort is made to address these comments and concerns with a written response in a timely manner.

4.4 Summary

The public involvement process has continued to be welcomed during the project development. As with public outreach, the team is looking for the public's knowledge and input in making the project safe, functional, and conducive for the residents, businesses, and traveling public. Public involvement seeks to be the consensus building pipeline between all parties involved. As a requirement of SAFETEA-LU in conjunction with IDOT's CSS policy, it is imperative that the public is given multiple opportunities to voice their concerns and interests to the PSG. To ensure that the CSS process is implemented, public involvement and stakeholder outreach was applied using specific techniques, tools, and forums to engage the communities impacted by the U.S. 30 project. Data collected from the various forums was used to aid the PSG in gaining a better understanding of the public's interests and concerns as the project progresses. Such activities included stakeholder and special interest group meetings, PSG meetings, CAG meetings, Public Informational Meetings, the project hotline and website.

Chapter 5

References

5.0 References

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Chapter 6

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6.0 List of Preparers

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APPENDIX A

QUANTITATIVE DATA SPREADSHEETS & OPINION OF PROBABLE COST

US Route 30 - Whiteside County
Corridor Evaluation
Information Summary

Corridor Section Alternative Screening: PSG (9-18-08) and CAG (11-6-08) 1400 FOOT FOOTPRINT

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 Year 2033 within Segment (points)	5	1	3	3	4	3	2	1	3	2	3	3	5	3	2	2
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	33	39	40	40	40	30	29	39	30	41	40	42	40	30	21
Environmental Sensitivity - Social and Economic Criteria																		
Property Impacts	Evaluate potential property impacts	Commercial / Industrial (acres)	4.65	1.18	7.51	28.00	53.35	19.20	6.43	18.69	17.34	0.00	24.59	22.32	46.01	19.20	13.54	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)	987.22	1,006.81	727.07	2,742.76	2,085.90	2,909.02	2,832.05	1,435.58	2,940.78	2,305.79	2,562.45	2,713.98	2,275.84	2,905.21	2,873.57	2,715.49
		Residential (acres)	25.47	14.58	23.95	51.51	201.44	47.50	72.30	117.47	75.89	78.04	103.27	58.17	149.69	55.74	53.59	44.75
		Total (acres)	1,017.34	1,022.57	758.53	2,822.27	2,340.68	2,975.73	2,910.78	1,573.88	3,034.00	2,384.71	2,692.44	2,794.47	2,477.47	2,980.15	2,940.69	2,760.24
Agricultural Land Severance	Evaluate corridors relative to Farm Severance	Number of farms severed = longitudinal	7	0	7	11	10	7	12	22	12	37	9	5	7	4	7	2
		Number of farms severed = diagonal	32	37	32	52	61	58	46	39	57	15	66	61	72	63	60	57
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	2	6	5	23	6	1	7	6	0	7	5	9	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	2	0	0	2	0	2	0	0	0
		Farmsteads (each)	3	32	19	22	22	24	51	21	41	31	16	15	17	38	45	26
		Residential (each)	3	10	15	28	100	30	32	51	49	53	32	32	46	32	33	34
		Total (each)	8	44	40	55	145	60	84	81	96	84	57	52	74	75	79	60
Centennial Farm Impacts	Evaluate corridors relative to disturbance of centennial farms	Area of centennial farms affected (acres)	38.07	0.00	0.00	45.48	0.00	67.78	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	4	5	4	3	1	2	2	4	4	4	4	4	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	4	2	0	2	2	4	2	0	0
Section 4f/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	72.88	65.51	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	61.26	88.79	107.16	14.35	0.00	0.00	88.79	88.79	154.62	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	9	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)	0.16	0.73	0.10	18.34	27.44	10.47	10.91	10.03	10.79	3.16	22.90	19.94	20.12	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)	51.37	69.61	120.32	1.11	116.53	0.00	1.33	87.18	3.56	6.00	95.85	21.13	64.27	1.33	24.69	11.12
Prairies	Evaluate potential impact on prairies	Area of sites affected (acres)	78.28	26.02	138.77	12.45	88.96	2.67	54.04	149.45	61.83	74.95	93.18	26.69	96.30	16.23	176.14	82.95
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types	Area of sites affected (acres)	137.88	100.74	278.44	14.46	231.51	2.67	55.60	242.85	67.83	102.52	200.38	48.26	165.91	17.57	205.49	102.08
Cost																		
Construction Cost	Opinion of probable construction cost	Total Construction Cost	$51,600,000	$82,100,000	$44,300,000	$97,400,000	$100,500,000	$98,300,000	$82,600,000	$62,700,000	$111,000,000	$90,900,000	$128,800,000	$104,400,000	$140,100,000	$98,800,000	$77,900,000	$73,900,000
Land Acquisition Cost	Opinion of probable land acquisition cost	Single Family Homes	$55,485	$128,304	$190,642	$647,459	$3,814,432	$626,801	$595,327	$1,471,312	$627,567	$640,190	$774,954	$740,072	$1,451,830	$734,480	$607,563	$691,520
		Farm Buildings	$127,437	$161,300	$204,374	$209,643	$385,061	$286,525	$299,952	$334,340	$300,364	$226,098	$239,537	$186,062	$370,405	$333,960	$398,566	$416,747
		Commercial Buildings	$50,944	$50,944	$71,032	$118,603	$614,011	$118,603	$11,289	$130,013	$133,037	$0	$124,772	$107,314	$137,798	$118,603	$23,492	$0
		Residential Property Impacts	$50,659	$27,838	$41,650	$107,565	$480,705	$92,237	$104,615	$262,010	$107,081	$119,098	$198,241	$123,087	$292,309	$112,525	$109,119	$90,985
		Agricultural Property Impacts	$140,869	$120,761	$68,534	$394,830	$397,167	$450,165	$414,177	$266,338	$497,706	$376,993	$407,299	$385,652	$395,118	$419,635	$408,566	$356,555
		Commercial Property Impacts	$5,963	$2,981	$8,745	$31,282	$67,827	$24,825	$6,939	$29,376	$18,310	$0	$31,076	$25,191	$42,261	$24,825	$11,450	$0
		Total Land Acquisition cost	$248,434	$202,523	$189,960	$652,281	$1,559,710	$685,831	$537,021	$687,737	$756,134	$496,091	$761,387	$641,245	$867,486	$675,588	$552,626	$447,540
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	32.28	33.95	33.80	30.01	36.15	38.08	36.28	33.54	36.45	33.40	32.96	28.48
		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	6.29	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

Scoring for Non-Measurable Criteria:
1 = Zero benefit; high adverse impact
2 = Low benefit; moderate-high adverse impact
3 = Moderate benefit; moderate adverse impact
4 = Moderate-high benefit; low adverse impact
5 = High benefit; no impact

High Value is Desirable for this Criterion
Low Value is Desirable for this Criterion

US Route 30 - Whiteside County
Corridor Evaluation
Information Summary

1400 FOOT FOOTPRINT

Evaluation Factor	Definition/Clarification	Indicators	3B	3C	3D	3E	3G
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
Corridor Utilization	Improve LOS along existing US 30 in design year.	Existing Roadway LOS in Year 2033 within Segment (points)	5	5	3	3	3
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	49	50	30	30	30
Environmental Sensitivity - Social and Economic Criteria							
Property Impacts	Evaluate potential property impacts	Commercial / Industrial (acres)	96.47	87.66	75.62	75.62	83.15
		Public Facilities (acres)	77.09	151.25	5.59	5.59	87.34
		Agricultural Ground (acres)	1,420.00	1,273.08	1,559.52	1,599.90	1,488.88
		Residential (acres)	99.67	99.31	23.16	19.64	110.37
		Total (acres)	1,693.23	1,611.31	1,663.89	1,700.74	1,769.74
Agricultural Land Severance	Evaluate corridors relative to Farm Severance	Number of farms severed = longitudinal	8	11	47	37	19
		Number of farms severed = diagonal	55	50	0	16	33
Displacements	Evaluate potential displacements	Churches (each)	0	0	0	0	0
		Commercial / Industrial (each)	43	1	1	1	13
		Schools (each)	0	0	0	0	0
		Public Facilities (each)	0	2	0	0	0
		Farmsteads (each)	12	10	60	27	37
		Residential (each)	12	3	22	11	68
		Total (each)	67	16	83	39	118
Centennial Farm Impacts	Evaluate corridors relative to disturbance of centennial farms	Area of centennial farms affected (acres)	67.36	57.89	0.00	0.00	3.12
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	Requires ROW from Enterpise Zone (acres)	0.00	0.00	0.00	0.00	0.00
		Brings roadway closer to Enterprise Zone (Rank 1 to 5)	N/A	N/A	N/A	N/A	N/A
Environmental Sensitivity - Additional Criteria							
Special Waste	Evaluate potential impact on special waste sites.	Number of sites affected (each)	0	6	0	0	0
Section 4f/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
Floodplain	Evaluate potential impact on floodplains.	Area of floodplain affected - longitudinal (acres)	6.12	6.13	0.00	0.00	0.00
		Area of floodplain affected - diagonal (acres)	0.00	0.00	0.00	0.00	0.00
Natural Area	Evaluate potential impact to Natural Area	Number of sites affected (each)	0	0	0	0	0
Nature Preserve	Evaluate potential impact to Nature Preserve	Number of sites affected (each)	0	0	1	1	1
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
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)	10	10	9	8	5
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)	1.83	1.82	0.00	0.00	0.00
Threatened & Endangered Species and/or habitat	Evaluate potential impacts to T&E species by type	State Threatened - Number of sites affected	0	0	0	0	0
		State Endangered - Number of sites affected	0	0	0	0	0
		Federal Theatened - Number of sites affected	0	0	0	0	0
		Federal Endangered - Number of sites affected	0	0	0	0	0
		Total	0	0	0	0	0
Forest Areas	Evaluate potential impact on forested areas	Area of sites affected (acres)	4.23	63.60	0.00	36.03	93.18
Prairies	Evaluate potential impact on prairies	Area of sites affected (acres)	16.01	173.24	14.68	88.74	150.78
Wildlife Habitat	Evaluate potential impacts to high quality wildlife cover types	Area of sites affected (acres)	21.57	244.41	14.68	131.21	260.20
Cost							
Construction Cost	Opinion of probable construction cost	Total Construction Cost	$52,300,000	$57,400,000	$37,800,000	$36,000,000	$37,300,000
Land Acquisition Cost	Opinion of probable land acquisition cost	Single Family Homes	$238,823	$137,252	$119,924	$78,085	$855,704
		Farm Buildings	$186,853	$196,198	$220,383	$297,421	$328,302
		Commercial Buildings	$12,380,405	$12,342,122	$12,342,122	$12,342,122	$12,388,407
		Residential Property Impacts	$178,410	$171,914	$35,752	$28,316	$202,328
		Agricultural Property Impacts	$260,866	$229,529	$304,148	$317,701	$285,718
		Commercial Property Impacts	$140,787	$133,692	$123,032	$123,032	$135,220
		Total Land Acquisition cost	$12,960,467	$12,877,257	$12,805,054	$12,811,171	$13,011,673
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)	29.53	29.24	27.06	27.85	28.61
		Length of resulting existing alignment not in corridor (lane mi.)	4.12	0.00	14.46	14.46	13.55
		Total Length (lane miles)	33.65	29.24	41.51	42.31	42.16

Scoring for Non-Measurable Criteria:
1 = Zero benefit; high adverse impact
2 = Low benefit; moderate-high adverse impact
3 = Moderate benefit; moderate adverse impact
4 = Moderate-high benefit; low adverse impact
5 = High benefit; no impact

High Value is Desirable for this Criterion
Low Value is Desirable for this Criterion

US Route 30 - Whiteside County
Information Summary

INITIAL ALTERNATIVES

IMPACTS IN THIS SPREADSHEET WERE ASSESSED WITH A 200 FOOT WIDE FOOTPRINT

THE DATA IN THIS SPREADSHEET DOES NOT INCLUDE THE EAST END OF THE PROJECT FROM MOLINE ROAD TO IL 40

Evaluation Factor	Definition/Clarification	Indicators	ALTERNATIVES					
			1A-EB	2A-WB	3A-WB	4A-EB	5A-WB	6A-WB
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)	9.10	11.86	1.79	11.18	11.15	1.08
		Public Facilities (acres)	23.79	24.06	0.59	23.75	24.07	0.62
		Agricultural Ground (acres)	448.10	516.20	522.01	397.23	464.87	465.76
		Residential (acres)	47.59	26.34	25.80	48.56	24.03	21.97
		Total (acres)	**528.58**	**578.46**	**550.19**	**480.71**	**524.12**	**489.44**
Agricultural Land Severance	Evaluate alternatives relative to Farm Severance	Number of farms severed = longitudinal	18	10	10	12	2	6
		Number of farms severed = diagonal	21	33	32	9	28	26
Displacements	Evaluate potential displacements	Churches (each)	0	0	0	0	0	0
		Commercial / Industrial (each)	1	4	1	4	3	0
		Schools (each)	0	0	0	0	0	0
		Public Facilities (each)	0	0	0	0	0	0
		Farmsteads (each)	13	10	7	16	12	13
		Residential (each)	19	9	6	21	8	7
		Total (each)	**33**	**23**	**14**	**41**	**23**	**20**
Centennial Farm Impacts	Evaluate alternatives re: disturbance to centennial farms	Area of centennial farms affected (acres)	3.38	7.79	12.07	6.58	13.50	17.22
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	Requires ROW from Enterpise Zone (acres)	15.66	20.44	2.35	15.66	20.43	2.37
		Brings roadway closer to Enterprise Zone (Rank 1 to 5)	5	1	1	1	1	1
Environmental Sensitivity - Additional Criteria								
Special Waste	Evaluate potential impact on special waste sites.	Number of sites affected (each)	2	2	0	3	2	0
Section 4f/6f Properties	Evaluate potential impact on 4(f)/6f properties (parkland, recreational land, historic sites).	Number of sites affected (each)	3	3	1	5	2	0
Floodplain	Evaluate potential impact on floodplains.	Area of floodplain affected - longitudinal (acres)	2.66	0.00	0.00	2.55	0.00	14.91
		Area of floodplain affected - diagonal (acres)	27.95	37.44	40.55	31.95	40.85	28.88
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	18	13	16	17
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	2.40	1.11	0.47	1.48	0.21
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 Theatened - 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	26.04	31.59	16.43	7.84	17.39
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	39.24	44.72	25.80	20.12	29.48
Cost								
Construction Cost	Opinion of probable construction cost	Total Construction Cost	$219,925,000	$253,748,000	$240,851,000	$238,198,000	$247,395,000	$235,394,000
Land Acquisition Cost	Opinion of probable land acquisition cost	Single Family Homes	$1,529,160	$533,850	$546,447	$1,712,193	$599,496	$782,415
		Farm Buildings	$797,100	$556,120	$251,050	$1,419,970	$996,630	$858,450
		Commercial Buildings	$60,264	$190,086	$60,264	$232,986	$129,822	$0
		Residential Property Impacts	$240,239	$121,404	$112,373	$261,796	$123,955	$113,166
		Agricultural Property Impacts	$2,240,485	$2,580,995	$2,610,054	$1,986,141	$2,324,334	$2,328,820
		Commercial Property Impacts	$38,128	$49,214	$4,328	$53,132	$47,123	$2,261
		Total Land Acquisition cost	**$4,905,376**	**$4,031,669**	**$3,584,517**	**$5,666,218**	**$4,221,360**	**$4,085,112**
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	86.47	83.90	78.51	81.84	79.07
		Length of resulting existing roadway not in alternative (lane mi.)	19.13	21.14	37.99	11.52	15.72	32.88
		Total Length (lane miles)	**99.41**	**107.61**	**121.89**	**90.03**	**97.56**	**111.95**

Scoring for Non-Measurable Criteria
1= No adverse impact -or- High benefit
2 =Low adverse impact -or- Moderately high benefit
3 =Moderate adverse impact -or- Moderate benefit
4 = Moderately high adverse impact -or- Low benefit
5 = High adverse impact -or- Zero benefit

High Value is Desirable for this Criterion
Low Value is Desirable for this Criterion

U.S. 30
OPINION OF PROBABLE COST

ALTERNATIVES 4 & 5
DECEMBER 2012

THESE NUMBERS ARE NOT TO BE USED FOR ACTUAL COSTS

PRELIMINARY COST OF ALTERNATIVES			
COSTS		**ALTERNATIVES**	
		Alt 4	**Alt 5**
Land Acquisition Cost	Single Family Homes	**$1,822,980**	**$1,299,585**
	Farm Buildings	**$3,435,150**	**$2,809,755**
	Commercial Buildings	**$407,070**	**$521,892**
	Residential Property Impacts	**$297,795**	**$239,077**
	Agricultural Property Impacts	**$4,644,320**	**$4,763,680**
	Commercial Property Impacts	**$18,340**	**$18,086**
	Total Land Acquisition Cost	**$10,625,655**	**$9,652,075**
Preliminary Cost Estimate (East End of Project -Moline Rd. to Prophetstown Rd.) where all Alternatives are the same and includes widening only		**$62,123,000**	**$62,123,000**
Preliminary Cost (2020 Dollars) includes Construction Costs & Land Acquisition Costs		**$437,004,000**	**$404,625,000**

Illinois Department of Transportation

APPENDIX B

PROJECT INITIATION LETTER
&
NOTICE OF INTENT

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

RE: FAP 309 (U.S. Route 30)
Section (20-1, 17R, 16, 15, 110)PE-1
Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07, P-92-106-07
Whiteside County, Illinois

Notification of Project Initiation

July 13, 2007

Mr. Norman Stoner
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62704

Attn: Mr. Matt Fuller

Dear Mr. Stoner:

The Illinois Department of Transportation (IDOT), in accordance with 23 U.S.C. 139(e), is formally notifying the Federal Highway Administration (FHWA)-Illinois Division that IDOT has initiated the project planning process for the U.S. Route 30 Environmental Impact Statement.

General Location of the Proposed Project:
The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the U.S. Route 30/IL Route 136 intersection and extends to the U.S. Route 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the U.S. Route 30 Corridor Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

Type of Work:
The project involves new construction/major rehabilitation on U.S. Route 30. New construction consists of a 4-lane roadway on new alignmentbetween U.S. Route 30/IL Route 136 intersection eastward to the Rock River. Major rehabilitation on U.S. Route 30 from the Rock River to the U.S. Route 30/IL Route 40 intersection in Rock Falls is proposed. The corridor is approximately 19 miles in length. It is anticipated that the environmental review process will begin in July of 2007 with the publication of the Notice of Intent. The project will follow the IDOT/FHWA negotiated time frames agreement for Environmental Impact Statements. Potential Cooperating Agencies include the U.S. Army Corps of Engineers (USACOE), U.S. Environmental Protection Agency (USEPA) and U.S. Fish and Wildlife Services (USFWS). While potential Participating Agencies include the Illinois Department of Agriculture (IDOA), Illinois Environmental Protection Agency (IEPA), and the Illinois Department of Natural Resources (IDNR).

Potential Environmental Impacts:
The project study area consists of primarily agricultural land. Issues pertaining to severance of farmland and access for farm equipment will require in-depth examination and coordination with members of the agricultural community. In regard to Section 4(f) there are parks and publicly-owned lands within the project study area. A potential Section 6(f) property occurs near Rock Falls on the eastern end of the project study limits. This property has received State funding under the Open Space Land Acquisition and Development Grant program. An initial site survey of the project area did identify a number of structures older than fifty years that could qualify as eligible for inclusion on the National Register of Historic Places. The project area also contains habitat for Federal and State Threatened & Endangered. State designated Natural Areas and Nature Preserves also occur within the project study area. There are seven stream crossings, the largest being the Rock River. FEMA 100-year floodplains are associated with some of the streams, the largest being the floodplain of the Mississippi River on the western edge of the study area. Forested, scrub/shrub, and emergent wetlands are found throughout the project study area.

Additional Anticipated Federal Approvals Required:
Given the number of stream, creek, and river crossings within the project area, it is anticipated that a Section 404 permit will be required.

Should you have any questions or need additional information regarding this project initiation notification, please feel free to contact Ross E. Monk, Program Development Engineer, District Two (815)284-5307 or Barbara H. Stevens, Environmental Section Chief, Bureau of Design & Environment (217)785-4245.

Sincerely,

Eric E. Harm
Acting Bureau Chief of Design & Environment

cc: Paul Niedernhofer – IDOT, BDE
Tim Craven – IDOT, B&S
Mark Nardini – IDOT, District 2
Dawn Perkins – IDOT District 2

depicted on a noise exposure map submitted under § 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the NEMs to resolve questions concerning, for example, which properties should be covered by the provisions of § 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR Part 150 or through FAA's review of NEMs. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under § 47503 of the Act. The FAA has relied on the certification by the airport operator, under 14 CFR 150.21, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program amendment for Springfield-Beckley Municipal Airport, also effective on June 25, 2007. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program amendment. The formal review period, limited by law to a maximum of 180 days, will be completed on or before December 21, 2007.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR 150.33. The primary considerations in the evaluation process are whether the proposed amendment measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the NEMs, the FAA's evaluation of the maps, and the proposed noise compatibility program amendments are available for examination at the following locations:

Federal Aviation Administration Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174.

City of Springfield, Office of the City Manager, 76 E. High Street, Springfield, Ohio 45502.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Romulus, Michigan: June 25, 2007.

Jack Delaney,

Acting Manager, Detroit Airports District Office, Great Lakes Region.

[FR Doc. 07–3884 Filed 8–8–07; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Whiteside County, IL

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for proposed transportation improvements between U.S. Route 30 and IL Route 136 intersection near Fulton, Illinois eastward to the U.S. Route 30 and IL Route 40 intersection in Rock Falls, Illinois.

FOR FURTHER INFORMATION CONTACT: Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492–4600. George F. Ryan, P.E., Deputy Director of Highways, Region Two Engineer, Illinois Department of Transportation, 819 Depot Avenue, Dixon, Illinois 61021, Phone: (815) 284–2271.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), will prepare an environmental impact statement (EIS) on potential transportation improvements along an approximately 24-mile long corridor of U.S. Route 30 in Whiteside County, Illinois. Improvements to the corridor are considered necessary to enhance mobility and improve system continuity.

Primary environmental resources that may be affected are: agricultural land, wetlands, floodplains, and streams. Compatibility with the regional land use plans and context sensitivity will also be important considerations.

Alternatives to be evaluated will include (1) Taking no action: (2) widening portions of the existing two-lane highway to four lanes; and (3) constructing a four-lane limited access highway on new location.

To help ensure that a full range of issues related to this proposed project are identified and addressed, a comprehensive public involvement program is underway. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and private organizations and citizens who have previously expressed or are known to have interest in this project. A series of public informational meetings are being held and additional meetings will be held with community advisory groups, local and State officials, and public interest groups. A project web site and project hotline are established. Comments or questions concerning this proposed action and the EIS are invited from all interested parties and should be directed to the FHWA at the address provided above. A public hearing will be held after the draft EIS is published and made available for public and agency review. Public notice will be given of the time and place of meetings and the public hearing.

(Catalog of Federal of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program).

Issued on: August 2, 2007.

Norman R. Stoner,

Division Administrator, Springfield, Illinois.

[FR Doc. 07–3874 Filed 8–08–07; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket Nos. FMCSA–98–3637, FMCSA–98–4334, FMCSA–99–5748, FMCSA–00–7006, FMCSA–00–7363, FMCSA–00–7918, FMCSA–00–8203, FMCSA–00–8398, FMCSA–01–9258, FMCSA–02–13411, FMCSA–03–14223, FMCSA–03–14504, FMCSA–05–20027, FMCSA–05–20560]

Qualification of Drivers; Exemption Renewals; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of final disposition.

SUMMARY: FMCSA previously announced its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety

Illinois Department of Transportation

APPENDIX C

COOPERATING & PARTICIPATING AGENCY INVITATION, ACCEPTANCE, AND DECLINE LETTERS

U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

April 28, 2008

Refer To: HPER-IL

Mr. Barry Cooper, Great Lakes Regional Administrator, AGL-1
Federal Aviation Administration Great Lakes Region Headquarters
O'Hare Lake Office Center
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. Cooper:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S Route 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the U.S. Route 30/IL Route 136 intersection and extends to the U.S. Route 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the U.S. Route 30 Corridor/Feasibility Study.

The general purpose of the project, as currently defined, is to improve regional mobility, accommodate land use planning goals, and address local system deficiencies. Improvements to the corridor will accommodate the projected growth in travel demand within the project study area and also help to alleviate truck traffic through the City of Morrison. Compatibility with the local development plans and context sensitivity are important considerations.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

The FHWA and IDOT identified the Federal Aviation Administration (FAA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the FAA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the U.S. Route 30 project. The designation does not imply that your agency supports the proposal.

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The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to June 2, 2008. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

April 28, 2008

Refer To: HPER-IL

Mr. Edward G. Buikema, Regional Administrator
Federal Emergency Management Agency, Region V
536 South Clark Street, 6th Floor
Chicago, IL 60605

Dear Mr. Buikema:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S Route 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the U.S. Route 30/IL Route 136 intersection and extends to the U.S. Route 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the U.S. Route 30 Corridor/Feasibility Study.

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The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

The FHWA and IDOT identified the Federal Emergency Management Agency (FEMA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite FEMA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the U.S. Route 30 project. The designation does not imply that your agency supports the proposal.

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U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

April 28, 2008

Refer To: HPER-IL

Mr. John Betker, Project Manager
U.S. Army Corps of Engineers, Rock Island District
1 Clock Tower Building
Rodman Avenue
Rock Island, IL 61201-2004

Dear Mr. Betker:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S Route 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the U.S. Route 30/IL Route 136 intersection and extends to the U.S. Route 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the U.S. Route 30 Corridor/Feasibility Study.

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The FHWA and IDOT identified the U.S. Army Corps of Engineers (USACE) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite USACE to become a *participating agency* and a *cooperating agency* in the development of the EIS for the U.S. Route 30 project. The designation does not imply that your agency supports the proposal.

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U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

April 28, 2008

Refer To: HPER-IL

Mr. Kenneth Westlake
Supervisor, NEPA Implementation
U.S. Environmental Protection Agency, Region 5
77 West Jackson Boulevard
Mailcode (E-19J)
Chicago, IL 60604-3590

Dear Mr. Westlake:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S Route 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the U.S. Route 30/IL Route 136 intersection and extends to the U.S. Route 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the U.S. Route 30 Corridor/Feasibility Study.

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The FHWA and IDOT identified the U.S. Environmental Protection Agency (USEPA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite USEPA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the U.S. Route 30 project. The designation does not imply that your agency supports the proposal.

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U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

April 28, 2008

Refer To: HPER-IL

Ms. Heidi Woeber
U.S. Fish and Wildlife Service
Ecological Services Field Office
1511 47th Avenue
Moline, IL 61265

Dear Ms. Woeber:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S Route 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the U.S. Route 30/IL Route 136 intersection and extends to the U.S. Route 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the U.S. Route 30 Corridor/Feasibility Study.

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The FHWA and IDOT identified the U.S. Fish and Wildlife Service (USFWS) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite USFWS to become a *participating agency* and a *cooperating agency* in the development of the EIS for the U.S. Route 30 project. The designation does not imply that your agency supports the proposal.

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Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2007

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Daniel L. Bitler, Supervisor
Albany Township
608 Sycamore Street
Albany, IL 61230

Dear Mr. Bitler:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

The general purpose of the project, as currently defined, is to improve regional mobility, accommodate land use planning goals and address local system deficiencies in this northwest region of Illinois. Improvements to the corridor will accommodate the projected growth in travel demand within the project study area and also help to alleviate truck traffic through the city of Morrison. Compatibility with the local development plans and context sensitivity are important considerations.

Your agency has been identified as one that may have an interest in the project because of the potential human and natural environmental impacts. With this letter, FHWA and IDOT, the joint lead agencies for the project, extend your agency an invitation to become a participating agency in the development of the EIS for US 30. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. FHWA and IDOT suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward and the methodologies and level of detail required in the alternatives analysis;

2. Participate in coordination meetings and joint field reviews, as appropriate; and

3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to FHWA and IDOT in writing with an acceptance or denial of the invitation prior to September 24, 2007. This response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a federal agency that chooses to decline the invitation must specifically state that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; or
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss the project or our agencies' respective roles and responsibilities during the preparation of this EIS in more detail, please contact JD Stevenson, FHWA Planning, Environment and Right-of-Way Team Leader at (217) 492-4638 or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Eric E Harm

Eric E. Harm, P.E.
Interim Engineer of Design and Environment

Attachment

cc: George F. Ryan - IDOT Deputy Director, Region 2 Engineer
Norman Stoner - FHWA IL Division Administrator

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2007

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Honorable Lametta K. Wynn
Mayor of Clinton
611 South Third Street
Clinton, IA 52732

Dear Mayor Wynn:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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Your agency has been identified as one that may have an interest in the project because of the potential human and natural environmental impacts. With this letter, FHWA and IDOT, the joint lead agencies for the project, extend your agency an invitation to become a participating agency in the development of the EIS for US 30. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2007

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Honorable Howard Van Zuiden
Mayor of Fulton
415 11th Avenue
Fulton, IL 61252

Dear Mayor Van Zuiden:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2007

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Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Honorable Roger Drey
Mayor of Morrison
300 East Park
Morrison, IL 61270

Dear Mayor Drey:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2007

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Honorable Bud Thompson
Mayor of Prophetstown
339 Washington Street
Prophetstown, IL 61277

Dear Mayor Thompson:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2007

FAP Route 309 (US 30)
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Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Honorable David Blanton
Mayor of Rock Falls
603 West 10th Street
Rock Falls, IL 61070

Dear Mayor Blanton:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Honorable Amy Viering
Mayor of Sterling
212 Third Avenue
Sterling, IL 61081

Dear Mayor Viering:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

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Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Ms. Sue Gravort, Supervisor
Clyde Township
18388 Round Grove Road
Morrison, IL 61270

Dear Ms. Gravort:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2007

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Ms. Debra Burke, Supervisor
Coloma Township
1200 Prophet Road
Rock Falls, IL 61270

Dear Ms. Burke:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Ms. Laverne Sterenberg, Supervisor
Garden Plain Township
15585 Sand Road
Fulton, IL 61252

Dear Ms. Sterenberg:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Allen K. Johnson, Supervisor
Hopkins Township
P.O. Box 16
Sterling, IL 61081

Dear Mr. Johnson:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Ms. Susan Shea, Director
Illinois Department of Transportation
Division of Aeronautics
1 Langhorne Bond Drive
Springfield, IL 62707-8415

Dear Ms. Shea:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Gary R. Clark, Director
Illinois Department of Natural Resources
Office of Water Resources
One Natural Resources Way, 2nd Floor
Springfield, IL 62702

Dear Director Clark:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Sam Flood, Acting Director
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

Dear Director Flood:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Charles Hartke, Director
Illinois Department of Agriculture
State Fairgrounds
P.O. Box 19281
Springfield, IL 62794-9281

Dear Director Hartke:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Brett Hanson, Regional Coordinator
Illinois Environmental Protection Agency
4302 North Main Street
Rockford, IL 61103

Dear Mr. Hanson:

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Ms. Anne Haaker
State Historic Preservation Officer
Illinois Historic Preservation Agency
#1 Old State Capitol Plaza
Springfield, IL 62701-1507

Dear Ms. Haaker:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. John Nelson, Coordinator
Illinois Nature Preserve Commission
Moraine Hills State Park
1501 South River Road
McHenry, IL 60051

Dear Mr. Nelson:

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Michael E. Ransom, Supervisor
Lyndon Township
18499 Moline Road
Lyndon, IL 61261

Dear Mr. Ransom:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Elwin R. Schmitt, Supervisor
Montmorency Township
3005 Star Road
Rock Falls, IL 61071

Dear Mr. Schmitt:

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Mark Kaiser, District Conservationist
USDA - Natural Resources Conservation Service
Whiteside County
16255 Liberty Street
Morrison, IL 61270

Dear Mr. Kaiser:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. B. Craig Gray, Supervisor
Mount Pleasant Township
210 West Morris Street
Morrison, IL 61270

Dear Mr. Gray:

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Richard A. Gebhardt, Supervisor
Sterling Township
1406 Parkview Road
Sterling, IL 61081

Dear Mr. Gebhardt:

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P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Rick Deter, Supervisor
Union Grove Township
13653 Shelly Drive
Morrison, IL 61270

Dear Mr. Deter:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

The general purpose of the project, as currently defined, is to improve regional mobility, accommodate land use planning goals and address local system deficiencies in this northwest region of Illinois. Improvements to the corridor will accommodate the projected growth in travel demand within the project study area and also help to alleviate truck traffic through the city of Morrison. Compatibility with the local development plans and context sensitivity are important considerations.

Your agency has been identified as one that may have an interest in the project because of the potential human and natural environmental impacts. With this letter, FHWA and IDOT, the joint lead agencies for the project, extend your agency an invitation to become a participating agency in the development of the EIS for US 30. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2007

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Scott Bechtel, Supervisor
Ustick Township
22146 Smaltz Road
Fulton, IL 61252

Dear Mr. Bechtel:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

The general purpose of the project, as currently defined, is to improve regional mobility, accommodate land use planning goals and address local system deficiencies in this northwest region of Illinois. Improvements to the corridor will accommodate the projected growth in travel demand within the project study area and also help to alleviate truck traffic through the city of Morrison. Compatibility with the local development plans and context sensitivity are important considerations.

Your agency has been identified as one that may have an interest in the project because of the potential human and natural environmental impacts. With this letter, FHWA and IDOT, the joint lead agencies for the project, extend your agency an invitation to become a participating agency in the development of the EIS for US 30. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2007

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Tony Arduini, County Board Chairman
Whiteside County Board
200 East Knox Street
Morrison, IL 61270

Dear Mr. Arduini:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

The general purpose of the project, as currently defined, is to improve regional mobility, accommodate land use planning goals and address local system deficiencies in this northwest region of Illinois. Improvements to the corridor will accommodate the projected growth in travel demand within the project study area and also help to alleviate truck traffic through the city of Morrison. Compatibility with the local development plans and context sensitivity are important considerations.

Your agency has been identified as one that may have an interest in the project because of the potential human and natural environmental impacts. With this letter, FHWA and IDOT, the joint lead agencies for the project, extend your agency an invitation to become a participating agency in the development of the EIS for US 30. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2007

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos: P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07,
P-92-106-07
Whiteside County, Illinois

RE: Invitation for Participating Agency

Mr. Steve Haring, County Engineer
Whiteside County
18819 Lincoln Road
Morrison, IL 61270

Dear Mr. Haring:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for proposed transportation improvements to US 30. The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois (please see attached map). The western study limits are just west of the US 30/IL 136 intersection and extend to the US 30/IL 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006 as part of the US 30 Corridor/Feasibility Study. These study limits could potentially be modified slightly through the Context Sensitive Solutions (CSS) process and discussions with the FHWA to determine logical termini.

The general purpose of the project, as currently defined, is to improve regional mobility, accommodate land use planning goals and address local system deficiencies in this northwest region of Illinois. Improvements to the corridor will accommodate the projected growth in travel demand within the project study area and also help to alleviate truck traffic through the city of Morrison. Compatibility with the local development plans and context sensitivity are important considerations.

Your agency has been identified as one that may have an interest in the project because of the potential human and natural environmental impacts. With this letter, FHWA and IDOT, the joint lead agencies for the project, extend your agency an invitation to become a participating agency in the development of the EIS for US 30. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

May 8, 2008

Refer To: HDA-IL

Mr. John Miller
Chair
Pokagon Band of Potawatomi Indians
58620 Sink Road
Dowagiac, MI 49047

Dear Mr. Miller:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S. Route 30 (US 30). The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the US 30/IL Route 136 intersection and extends to the US 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006, as part of the US 30 Corridor/Feasibility Study.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Pokagon Band of Potawatomi Indians as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Pokagon Band of Potawatomi Indians tribe to become a *participating agency* and a *Section 106 consulting party* in the development of the US 30 EIS. The designation does not imply that the Pokagon Band of Potawatomi Indians supports the proposal.

MOVING THE
AMERICAN
ECONOMY

The FHWA and IDOT propose that your role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Participate and comment on appropriate Section 106 documentation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to June 10, 2008. Pursuant to SAFETEA-LU Section 6002, a non-Federal agency must accept in writing to be a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

May 8, 2008

Refer To: HDA-IL

Mr. Kenneth Meshiguad, Chairperson
Hannahville Indian Community
N14911 Hannahville Boulevard Road
Wilson, MI 49896

Dear Mr. Meshiguad:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S. Route 30 (US 30). The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the US 30/IL Route 136 intersection and extends to the US 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006, as part of the US 30 Corridor/Feasibility Study.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified Hannahville Indian Community as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Hannahville Indian Community to become a *participating agency* and a *Section 106 consulting party* in the development of the US 30 EIS. The designation does not imply that the Hannahville Indian Community supports the proposal.

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AMERICAN
ECONOMY

U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

May 8, 2008

Refer To: HDA-IL

Mr. Philip Shopodock
Chairman, Executive Council
Forest County Potawatomi Community
P. O. Box 340
Crandon, WI 54520

Dear Mr. Shopodock:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S. Route 30 (US 30). The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the US 30/IL Route 136 intersection and extends to the US 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006, as part of the US 30 Corridor/Feasibility Study.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Forest County Potawatomi Community as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Forest County Potawatomi Community to become a *participating agency* and a *Section 106 consulting party* in the development of the US 30 EIS. The designation does not imply that the Forest County Potawatomi Community supports the proposal.

MOVING THE
AMERICAN
ECONOMY

U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

May 8, 2008

Refer To: HDA-IL

Mr. John A. Barrett
Chairperson, Business Committee
Citizen Band Potawatomi Tribe
1901 S. Gordon Cooper Drive
Shawnee, OK 74801

Dear Mr. Barrett:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S. Route 30 (US 30). The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the US 30/IL Route 136 intersection and extends to the US 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006, as part of the US 30 Corridor/Feasibility Study.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Citizen Band Potawatomi Tribe as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Citizen Band Potawatomi tribe to become a *participating agency* and a *Section 106 consulting party* in the development of the US 30 EIS. The designation does not imply that the Citizen Band Potawatomi Tribe supports the proposal.

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AMERICAN
ECONOMY

U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

May 8, 2008

Refer To: HDA-IL

Ms. Fredia Perkins
Chairperson
Sac & Fox Nation of Missouri
305 N. Main Street
Reserve, KS 66454

Dear Ms. Perkins:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S. Route 30 (US 30). The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the US 30/IL Route 136 intersection and extends to the US 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006, as part of the US 30 Corridor/Feasibility Study.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Sac & Fox Nation of Missouri as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Sac & Fox Nation of Missouri to become a *participating agency* and a *Section 106 consulting party* in the development of the US 30 EIS. The designation does not imply that the Sac & Fox Nation of Missouri supports the proposal.

MOVING THE
AMERICAN
ECONOMY

U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

May 8, 2008

Refer To: HDA-IL

Ms. Kay Rhoades
Sac & Fox Nation
Rt. 2 Box 246
Stroud, OK 74079

Dear Ms. Rhoades:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S. Route 30 (US 30). The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the US 30/IL Route 136 intersection and extends to the US 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006, as part of the US 30 Corridor/Feasibility Study.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified Sac & Fox Nation as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Sac & Fox Nation to become a *participating agency* and a *Section 106 consulting party* in the development of the US 30 EIS. The designation does not imply that the Sac & Fox Nation supports the proposal.

MOVING THE
AMERICAN
ECONOMY

U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

May 8, 2008

Refer To: HDA-IL

Mr. Jonathan Buffalo
Historic Preservation Coordinator
Sac & Fox Tribe of the
Mississippi in Iowa
3137 F Avenue
Tama, IA 52339

Dear Mr. Buffalo:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S. Route 30 (US 30). The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the US 30/IL Route 136 intersection and extends to the US 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006, as part of the US 30 Corridor/Feasibility Study.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Sac & Fox Tribe of the Mississippi in Iowa as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Sac & Fox Tribe of the Mississippi in Iowa to become a *participating agency* and a *Section 106 consulting party* in the development of the US 30 EIS. The designation does not imply that the Sac & Fox Tribe of the Mississippi in Iowa supports the proposal.

MOVING THE
AMERICAN
ECONOMY

U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

May 8, 2008

Refer To: HDA-IL

Mr. Rey Kitchkumme
Vice Chair, Tribal Council
Prairie Band of Potawatomi
14880 K Road
Mayetta, KS 66509

Dear Mr. Kitchkumme:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) is initiating an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S. Route 30 (US 30). The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The western study limits are just west of the US 30/IL Route 136 intersection and extends to the US 30/IL Route 40 intersection in Rock Falls to the east. These limits were based on the results of the Origin-Destination Study that was completed in August 2006, as part of the US 30 Corridor/Feasibility Study.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Prairie Band of Potawatomi as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Prairie Band of Potawatomi tribe to become a *participating agency* and a *Section 106 consulting party* in the development of the US 30 EIS. The designation does not imply that the Prairie Band of Potawatomi supports the proposal.

MOVING THE
AMERICAN
ECONOMY

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
16255 Liberty Street
Morrison, IL 61270

Ph: (815)772-2124 Fax: (815)772-7973
Website: www.il.nrcs.usda.gov

September 18, 2007

OCT 2007
Received
IDOT
DIST. TWO

JD Stevenson
Federal Highway Administration – Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Barbara H. Stevens
Bureau of Design and Environment
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

RE: Whiteside County US Route 30 FAP Route 309 (US 30)

This is in response to the letter (enclosed) dated August 24, 2007 that I received from Eric E. Harm, interim engineer, regarding USDA's – Natural Resources Conservation Service (NRCS) involvement in the Environmental Impact Statement (EIS) for the Whiteside County US Route 30 project.

NRCS is a federal agency of the United States Department of Agriculture that has no regulatory authority in respect to this project. However, we can offer our expertise in supplying relevant information in regards to the soil and water resources of Whiteside County that this project may impact.

We will accept the invitation to participate based on the natural resource information that we can provide to the involved groups and units of government so they can make informed decisions regarding this project.

Sincerely,

Mark K. Kaiser

Mark K. Kaiser
District Conservationist

CC: US 30 file
Bob Dean, ASTC, NRCS
Mark Besse, Chairman Whiteside SWCD

RECEIVED
SEP 20 2007
ENVIRONMENT SECTION

Illinois Department of Agriculture
Rod R. Blagojevich, Governor • Chuck Hartke, Director

Bureau of Land and Water Resources
State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0993

September 4, 2007

Mr. Eric E. Harm
Bureau of Design and Environment
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764-0002

Re: Invitation for Participating Agency
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos. P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07, P-92-106-07
Whiteside County, Illinois

Dear Mr. Harm:

Thank you for your August 24, 2007 correspondence notifying the Illinois Department of Agriculture (IDOA) that the Federal Highway Administration, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Impact Statement for the proposed transportation improvements to US 30.

The project study area is in Whiteside County and extends from Fulton, Illinois to Rock Falls, Illinois. The general purpose of the project as currently defined is to improve regional mobility, accommodate land use planning goals and address local system deficiencies in this northwest region of Illinois. Improvements to the corridor will accommodate the projected growth in travel demand with the project study area and also help to alleviate truck traffic through the city of Morrison.

The IDOA accepts your invitation to become a participating agency in the development of the Environmental Impact Statement.

Sincerely,

Steven D. Chard

Steven D. Chard, Acting Bureau Chief
Bureau of Land and Water Resources

SDC:TS

cc: Agency Project File

RECEIVED
SEP 06 2007
ENVIRONMENT SECTION

DOE

Illinois Historic Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos. P-92-107-07, P-92-103-07, P-92-104-07, P-92-105-07, P-92-106-07

October 17, 2007

Eric Harm
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Mr. Harm:

We have received your invitation to be a participating agency in the FAP Route 309 (US 30) project. We accept the invitation and look forward to consulting with the Federal Highway Administration and your office.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

Prophetstown

PRACTICALLY PERFECT.

Bud Thompson
Mayor

September 14, 2007

Mr. Eric E. Harm
Interim Engineer of Design and Environment
Illinois Department of Transportation
Springfield, IL.

Dear Mr. Harm:

Our community is twelve miles south of Morrison on Illinois Route 78. Even so, we believe the proposed widening of Highway U.S. 30, will be of benefit to our citizens. Both in an economic way and in the improvement of highway safety.

I, as Mayor, wish to participate in future meetings.

Sincerely,

Bud Thompson

Bud Thompson
Mayor

RECEIVED REGION 2

D-2	D-3	
✓		PROGRAM DEVELOPMENT
		PROJECT IMPLEMENTATION
		OPERATIONS
		ADMINISTRATIVE SERVICES
		LOCAL ROADS

SEP 18 2007

	REGION ENGINEER
	Confer with Region Engineer
	Correspondence for RE signature
	Correspondence for your signature

CITY OF PROPHETSTOWN, ILLINOIS 61277 • FOUNDED IN 1882
City Hall, 339 Washington Street, P.O. Box 85 • Prophetstown, IL 61277
Phone: (815) 537-5598 Fax : (815) 537-2388
www.prophetstown.il.gov

RECEIVED
SEP 17 2007
ENVIRONMENT SECTION

COUNTY OF WHITESIDE

Whiteside County Courthouse ◆ 200 East Knox Street ◆ Morrison, Illinois 61270
Voice: 815 / 772 - 5100 ◆ Fax: 815 / 772 - 7673
www.whiteside.org

COUNTY BOARD — TONY ARDUINI, CHAIR

STANDING COMMITTEES

EXECUTIVE
Tony Arduini
William McGinn
Sue Britt
James C. Duffy
Glenn A. Frank
Eugene L. Jacoby
John "Jack" McMillin
Glenn C. Truesdell

COUNTY OFFICES
James C. Duffy
William E. Nice
Scott M. Mohr
Ruth M. Stanley

PUBLIC WORKS
Glenn A. Frank
William McGinn
John Espinoza
Gerald "Jerry" Kelly
Lawrence A. Sikkema

HEALTH & SOCIAL SERVICES
Eugene L. Jacoby
Sarah McNeill
Ronald Marlier
Merritt W. Pitcher
Kyle D. Wagenecht

PUBLIC SAFETY
Sue Britt
Terry Woodard
Paul A. Hoffmiller
Orin J. Peterson

JUDICIARY
John "Jack" McMillin
Myron Hofmeister
Keith B. Frederick
William "Bill" Milby

FINANCE
Glenn C. Truesdell
Karen Nelson
William Abbott
Richard "Dick" Cox

September 6, 2007

RECEIVED REGION 2
D-2 ✓ D-3
PROGRAM DEVELOPMENT
PROJECT IMPLEMENTATION
OPERATIONS
ADMINISTRATIVE SERVICES
LOCAL ROADS
SEP 18 2007
REGION ENGINEER
Confer with Region Engineer
Correspondence for RE signature
Correspondence for your signature

Eric E. Harm
Interim Engineer of Design and Environment
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Re: US 30 Four-lane Study

Dear Mr. Harm:

Whiteside County is very much interested in participating in the process of the US 30 Four-lane study. Whiteside County Highway Engineer, Steve Haring and Whiteside County Economic Development Director, Betty Steinert along with myself as Whiteside County Board Chairman will be your contacts on behalf of the county. Steve will be very beneficial to the process on the environmental impacts portion and Betty will be very beneficial in the socioeconomic impacts.

If you should have any questions and for contact information please see below. You may contact any one of us if you should have any questions.

Sincerely,

Tony Arduini, Chair
Whiteside County Board

cc: Steve Haring, Whiteside County Highway Eng.
Betty J. Steinert, Whiteside County ED Director

Steve Haring, County Eng.
18819 Lincoln Road
Morrison, IL 61270
P: 815-772-7651 Ext. 104
Email: sharing@whiteside.org

Betty J. Steinert, ED Director
200 East Knox Street
Morrison, IL 61270
P: 815-772-5247
Email: bsteinert@whiteside.org

City Of fulton ILLINOIS

Phone 815.589.2616
Fax 815.589.4421

www.cityoffulton.us

415 11th Avenue
Fulton, IL 61252

August 28, 2007

Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764
Att: Eric Harm

Re: Invitation for Participating Agency/Whiteside County

Dear Eric:

The City of Fulton accepts the invitation to be a participating agency in the development of the EIS for US 30. We understand our obligations and that our contributions to the study, review and comments on the pre-environmental document are needed. We look forward to participating in coordination meetings and field reviews as needed.

We believe this study to be very important so that we can continue with US 30 improvements from our community to Interstate 88. We will also consider that you will forward this response to the FHWA.

Respectfully,

Howard Van Zuiden
Mayor, City of Fulton

RECEIVED
SEP 04 2007
ENVIRONMENT SECTION

STEVE J. HARING, P. E.
COUNTY ENGINEER

WHITESIDE COUNTY HIGHWAY & PUBLIC WORKS DEPARTMENT
18819 LINCOLN ROAD
MORRISON, IL 61270
PHONE: (815) 772-7651
FAX: (815) 772-4870

August 29, 2007

I.D.O.T.
2300 South Dirksen Parkway
Springfield, IL 62764

Attn: Eric E. Harm
Interim Engineer of Design and Environment

RE: FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Whiteside County
Invitation for Participating Agency

Dear Sir:

We received the above-mentioned invitation earlier this week and would like to inform you that Whiteside County does accept the invitation to participate in the project named above and agrees to become a participating agency in the development of the EIS for US 30.

Please feel free to contact this office if you feel we can be of assistance with the proposed project.

Very truly yours,

Steve J. Haring

Steve J. Haring, P.E.
County Engineer

SJH/ad

Cc: JD Stevenson – FHWA IL Division Administrator

RECEIVED
SEP 04 2007
ENVIRONMENT SECTION

CITY OF MORRISON

200 West Main Street
Morrison, Illinois 61270-2400
Phone 815 / 772-7657

Roger K. Drey • Mayor

August 31, 2007

Re: FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE-1
Job Nos: P-92-107-07, P-92-103-07, P-92-104-07,
P-92-105-07, P-92-106-07
Whiteside County , Illinois

Re: Invitation for Participating Agency

Eric E. Harm
Interim Engineer of Design and Environment
IDOT
2300 South Dirksen Parkway
Springfield, Illinois 62764

Dear Mr. Harm,

I am sending this e-mail in response to a letter that I received from you, in regards to FAP Route 309 (US 30), in Whiteside County, Illinois. The letter asks that we respond, in writing as to whether we wish to participate with input, or wish to decline the invitation for participation.

The City of Morrison would like to be an active participant in the process. The US 30 project does affect our community and we want to be involved. Notices have been sent to Mr. George Ryan and Mr. Norman Stoner, as well.

Sincerely,

Roger Drey, Mayor
City of Morrison

RECEIVED
SEP 04 2007
ENVIRONMENT SECTION

UNION GROVE TOWNSHIP
13653 Shelly Drive
Morrison, IL 61270

Barbara H. Stevens
Bureau of Design and Environment
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, Illinois 62764

September 17, 2007

OCT 2007
Received
IDOT
DIST. TWO

Dear Ms. Stevens,

I received a letter from Mr. Eric E. Harm requesting my input in the form of comments and suggestions on various proposed alternatives to the improvement of US Route 30 through Union Grove Township. This letter is to advise that I accept the invitation and along with consideration from our highway commissioner and trustees I will try to provide your agency with meaningful and relevant support.

Sincerely,

Rick Deter

Rick Deter
Supervisor

RECEIVED
SEP 20 2007
ENVIRONMENT
SECTION

RICHARD A. GEBHARDT
Supervisor

ELIZABETH M. HALL
Town Clerk

JAMES L. LOPEZ
Highway Commissioner

MARSHA FRANCIS
Assessor

STERLING TOWNSHIP

108 Fourth Ave. - Suite #2
STERLING, ILLINOIS 61081
Phone (815) 625-3990
Fax (815) 625-3193

Trustees:
GERALD A. KELLY
RUTH M. STANLEY
WILLIAM C. McGINN
THOMAS AUSMAN

August 31, 2007

Illinois Department of Transportation
2300 So. Dirksen Parkway
Springfield, Illinois 62764

Attention: Eric E. Harm
Interim Engineer of Design and Enviroment

Dear Mr. Harm,

We are in denial of your invitation as a participating agency in proposed transportation improvements to US 30.

Our Township has no jurisdiction or authority with respect to this project.

Yours truly,

Richard A. Gebhardt,
Supervisor
Sterling Township

RECEIVED
SEP 04 2007
ENVIRONMENT SECTION

Illinois Department of
Natural Resources
One Natural Resources Way • Springfield, Illinois 62702-1271
http://dnr.state.il.us

Rod R. Blagojevich, Governor
Sam Flood, Acting Director

OCT 2007
Received
IDOT
DIST. TWO

September 21, 2007

SUBJECT: US 30 Corridor Project
Fulton to Rock Falls
Whiteside County

JD Stevenson
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Barbara H. Stevens
Bureau of Design and Environment
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, Illinois 62764

Dear Mr. Stevenson and Ms. Stevens:

Thank you for the August 24, 2007 invitation to the Illinois Department of Natural Resources, Office of Water Resources to become a participating agency in the development of the EIS for the subject project.

Since we would have little information to add to the EIS effort that could not be obtained from FEMA flood mapping or our Part 3700 Floodway Construction and Part 3704 Public Water Regulation Rules, we decline the invitation. However, if questions arise concerning the application of the rules to the project, please feel free to contact Mike Diedrichsen or Mark McCauley of our Downstate Regulatory Programs Section (217/782-3863) for clarification.

Thank you again for the invitation.

Sincerely,

Gary R. Clark, Director
Office of Water Resources

GRC:MLD:crw

RECEIVED
SEP 25 2007
ENVIRONMENT
SECTION

U.S. Department
of Transportation
**Federal Aviation
Administration**

RECEIVED
JUN 04 2008
ILLINOIS
DIVISION

Great Lakes Region
2300 E. Devon Avenue
Des Plaines, IL 60018

MAY 30 2008

Mr. Matt Fuller
Environmental Programs Engineer
Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Dear Mr. Fuller:

This is in response to your April 28, 2008 letter regarding initiation of an Environmental Impact Statement (EIS) for the proposed transportation improvements to U.S. Route 30 in the area around Morrison, IL. Your letter invited the FAA to become a *participating agency* and a *cooperating agency* in the development of the EIS for this project.

Since there are no airports impacted by or near this highway project, we have no authority with respect to the project. We also have no information relevant to the project and we do not intend to submit comments on the project. We appreciate being notified about the project and invited to participate but must decline your invitation to be a *participating agency* and a *cooperating agency*.

If you need further assistance, please feel free to call Michael Landon of my staff at (847) 294-7294.

Sincerely,

Barry D. Cooper
Regional Administrator
Great Lakes Region

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Rock Island Field Office
1511 47th Avenue
Moline, Illinois 61265
Phone: (309) 757-5800 Fax: (309) 757-5807

IN REPLY REFER TO:
FWS/RIFO

RECEIVED
MAY 27 2008
ILLINOIS DIVISION

May 21, 2008

Mr. Matt Fuller
Environmental Programs Engineer
U.S. Department of Transportation
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Fuller: Refer to: HPER-IL

This responds to your letter of April 28, 2008, requesting our comments on plans for the proposed transportation improvements to U.S. Route 30, Whiteside County, Illinois. Thank you for the opportunity to review the proposed plans and provide information concerning threatened and endangered species.

Threatened and Endangered Species

To facilitate compliance with Section 7(c) of the Endangered Species Act of 1973, as amended, Federal agencies are required to obtain from the U.S. Fish and Wildlife Service (Service) information concerning any species, listed or proposed to be listed, which may be present in the area of a proposed action.

As of August 9, 2007, the bald eagle is no longer included on the list of threatened and endangered species. It remains protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. For more information go to http://www.fws.gov/midwest/eagle/guidelines/index.html

Habitat Descriptions for Federal Threatened and Endangered Species in Whiteside County, Illinois

The **eastern prairie fringed orchid** *(Platanthera leucophaea)* is listed as threatened and considered to potentially occur statewide in Illinois based on its historical records and habitat distribution, but we are unaware of any record for Whiteside County. It occupies mesic to wet

grassland habitats. There is no critical habitat designated for this species. Federal regulations prohibit any commercial activity involving this species or the destruction, malicious damage, or removal of this species from Federal land or any other lands in knowing violation of State law or regulation, including State criminal trespass law. Growth of the prairie fringed orchid begins in May and flowering occurs in July. This species should be searched for whenever wet prairie remnants or other wet meadows are encountered.

The **prairie bush clover** (*Lespedeza leptostachya*) is listed as threatened and considered to potentially occur statewide in Illinois based on its historical records and habitat distribution, but we are unaware of any record for Whiteside County. It occupies dry to mesic prairies with gravelly soil. There is no critical habitat designated for this species. Federal regulations prohibit any commercial activity involving this species or the destruction, malicious damage, or removal of this species from Federal land or any other lands in knowing violation of State law or regulation, including State criminal trespass law. This species should be searched for whenever prairie remnants are encountered.

The endangered **Indiana bat** (*Myotis sodalis*) is known to occur in several Illinois counties, but we are unaware of any record for Whiteside County. Potential habitat for this species occurs statewide, therefore, Indiana bats are considered to potentially occur in any area with forested habitat.

Indiana bats migrate seasonally between winter hibernacula and summer roosting habitats. Winter hibernacula include caves and abandoned mines. Females form nursery colonies under the loose bark of trees (dead or alive) and/or cavities, where each female gives birth to a single young in June or early July. A single colony may utilize a number of roost trees during the summer, typically a primary roost tree and several alternates. The species or size of tree does not appear to influence whether Indiana bats utilize a tree for roosting provided the appropriate bark structure is present.

During the summer, the Indiana bat frequents the corridors of small streams with riparian woods as well as mature upland forests. It forages for insects along stream corridors, within the canopy of floodplain and upland forests, over clearings with early successional vegetation (old fields), along the borders of croplands, along wooded fencerows, over farm ponds, and in pastures.

Suitable summer habitat in Illinois is considered to have the following characteristics within a ½ mile radius of a project site:

1) forest cover of 15% or greater;
2) permanent water;
3) one or more of the following tree species: shagbark and shellbark hickory that may be dead or alive, and dead bitternut hickory, American elm, slippery elm, eastern

cottonwood, silver maple, white oak, red oak, post oak, and shingle oak with slabs or plates of loose bark;

4) potential roost trees with 10% or more peeling or loose bark

If the project site contains any habitat that fits the above description, it may be necessary to conduct a survey to determine whether the bat is present. In addition, search for this species should be made prior to any cave-impacting activities. If habitat is present or Indiana bats are known to be present, they must not be harmed, harassed, or disturbed, and this field office should be contacted for further assistance.

The endangered **Higgins eye pearlymussel** (*Lampsilis higginsii*) is listed for the Mississippi River north of Lock and Dam 20, so it may potentially occur in Whiteside County. This species prefers sand/gravel substrates with a swift current and is most often found in the main channel border or an open, flowing side channel.

The State of Illinois has also designated certain mussel refuge areas that contain this species. Their regulations would affect the commercial harvest of mussels on these refuges. If project is located near a known Higgins eye mussel bed, it may be necessary to conduct a survey to determine the presence of the species.

The project lies within the range of the freshwater **sheepnose mussel** (*Plethobasus cyphyus)* that is declining throughout its national range and is currently a Federal Candidate species. It is known to occur in Whiteside County. Significant declines relative to its historical distribution and its small isolated remaining populations continue to be threatened due to habitat loss and degradation. Your proactive efforts to conserve these species now may help avoid the need to list the species under the Endangered Species Act in the future. We encourage early project coordination to avoid potential impacts to this mussel and its habitat.

The sheepnose mussel is primarily a larger-stream species occurring mainly in shallow shoal habitats with moderate to swift currents over coarse sand and gravel but includes mud, cobble, and boulders as well. This includes larger rivers with deep runs, while those specimens found in streams occur mainly in stable flow refuges with little sediment turbidity.

At a minimum, project evaluations should contain delineations of whether or not sheepnose mussel habitat occurs within project boundaries. In cases where the species is known to occur or potential habitat is rated moderate to high, surveys may be necessary. Please contact this office for further information should this species or their habitat be suspected.

Wetlands

Because wetlands are vital as flood water retention areas and for groundwater retention and filtration and also because they provide habitat for many plants and animals, we recommend that project plans include efforts to minimize impacts to wetland areas and instead enhance and

incorporate the wetland areas into the design. Priority consideration should be given to avoid impacts to these wetland areas. Any future activities in the study area that would alter these wetlands may require a Section 404 permit. Unavoidable impacts will require a mitigation plan to compensate for any losses of wetland functions and values. The U.S. Army Corps of Engineers, Clock Tower Building, P.O. Box 2004, Rock Island, Illinois 61204-2004, should be contacted for information about the permit process.

These comments provide technical assistance only and do not constitute the report of the Secretary of the Interior on the project within the meaning of Section 2(b) of the Fish and Wildlife Coordination Act, do not fulfill the requirements under Section 7 of the Endangered Species Act, nor do they represent the review comments of the U.S. Department of the Interior on any forthcoming environmental statement. If you have questions, please contact Heidi Woeber of my staff at extension 209.

Sincerely,

for Richard C. Nelson
Field Supervisor

cc: ILDNR (Hamer)

S:\Office Users\Heidi\techassUS30WhitesideCOhighway.doc

Illinois Department of Transportation

APPENDIX D

AGENCY ENVIRONMENTAL RESPONSES

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Rock Island Field Office
1511 47th Avenue
Moline, Illinois 61265
Phone: (309) 757-5800 Fax: (309) 757-5807

IN REPLY REFER TO:

Felecia Hurley
Illinois Department of Transportation:

Electronic Mail
March 5, 2014

We have reviewed your letter dated February 26, 2014, for the BDE Seq. No. 11116 and A – FAP 309 (US 30) - Whiteside County, Illinois, and have the following comments. The proposed project is being processed as an Environmental Impact Statement and currently has three alternatives to improve US 30 from IL 146 to IL 40 in Whiteside County. The three alternatives are the No Build, Build Alternative 4 (northern), and Build Alternative 5 (southern). The U.S. 30 Draft Environmental Impact Statement (DEIS) was signed in April 2011. A Supplemental DEIS is currently being prepared to disclose the alignment shifts of Build Alternatives 4 and 5 just east of the city of Morrison due to the changes in the 100 year mapped floodplains.

The April 2011 signed DEIS states that this project has no effect on federally listed species. On October 2, 2013, the Northern long eared bat was proposed for listing as federally endangered. A mist net survey had previously been conducted for this project in July/August of 2007. While no Indiana bats were captured; one adult female, post lactating Northern long eared bat was captured. Build Alternatives 4 and 5will impact a total of 9.7 and 6.4 acres of forested area, respectively. Most of the areas impacted are classified as edge habitat rather than forest interior, or core habitat, which provides the highest quality of habitat for forest interior species. Based on field observation, Build Alternative 4 would impact 8.54 acres of forested area containing core habitat, compared to 1.03 acres impacted by Build Alternative 5.

A tree clearing date restriction will be included to avoid direct impacts to this species. Tree clearing will be minimal and will not change the character of the remaining forested habitat. Trees will be replaced in accordance with Departmental Policy D&E-18. ILDOT has determined that, with these conservation measures in place, the project may affect, but is not likely to adversely affect the Northern long eared bat. We concur with your determination that the project is not likely to adversely affect this species with the tree clearing restriction in place.

The DEIS adequately addresses the potential impacts of the project alternatives on fish and wildlife resources and federally listed threatened and endangered species in the project area.

This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. Should this project be modified or new information indicate endangered species may be affected, consultation should be initiated.

Heidi Woeber
Fish and Wildlife Biologist
Ecological Services
U.S. Fish and Wildlife Service
1511 47th Avenue
Moline, IL 61265
309/757-5800, ext. 209
309/757-5807 Fax
heidi_woeber@fws.gov

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 26, 2014

CONCUR
By Steve Hamer
Division of Impact Analysis
~~IDOC~~ IDNR
3-5-2014

Re: FAP 309 (US 30)
Job No. P-92-107-07
Whiteside County
BDE Seq. No. 11116 and A

Mr. Richard Nelson
U.S. Fish and Wildlife Service
1511 47th Avenue
Moline, IL 61265

Dear Mr. Nelson:

The proposed project is being processed as an Environmental Impact Statement and currently has three alternatives to improve US 30 from IL 136 to IL 40 in Whiteside County. The three alternatives are the No Build, Build Alternative 4 (northern), and Build Alternative 5 (southern). USFWS is a participating agency for this project. The U.S. 30 Draft Environmental Impact Statement (DEIS) was signed in April 2011. A Supplemental DEIS is currently being prepared to disclose the alignment shifts of Build Alternatives 4 and 5 just east of the city of Morrison due to the changes in the 100 year mapped floodplains.

The April 2011 signed DEIS states that this project has no effect on federally listed species. On October 2, 2013 the Northern long eared bat was proposed for listing as federally endangered. A mist net survey had previously been conducted for this project in July/August of 2007. While no Indiana bats were captured; one adult female, post-lactating Northern long eared bat was captured. The results can be found in Table 6-1, page 91, of the 2008 INHS final report. Please follow the link to view the report. http://www.dot.il.gov/desenv/Environment/309/INHS_2007_Report-WebVersion.pdf.

Build Alternatives 4 and 5, impact a total of 9.7 acres and 6.4 acres of forested area, respectively. Most of the areas impacted are classified as edge habitat, rather than forest interior, or core habitat, which provides the highest quality habitat for forest interior species. Based on field observation, Build Alternative 4 would impact 8.54 acres of forested area containing core habitat, compared to 1.03 acres impacted by Build Alternative 5.

In order to protect the Northern long eared bat no tree removal shall occur between April 1 and September 30 of any given year. This office concludes that this project may affect, not likely to adversely affect the Northern long eared bat.

COSIM 4.0 PRE-SCREEN MODELING RESULTS

10-29-13
09:53 AM
US 30; IL 136 to Il 40 EIS

Performed by:	**Nardini**
Intersection Location:	**Whiteside County**
Intersection Name:	**US 30 & Emerson Rd (NW Quadrant)**
Highest Approach Volume:	**762 vph**
Closest Receptor:	**132 feet**

Pass

Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest design-year approach volume on the busiest leg of the intersection
is less than 5,000 vph or 62,500 ADT.

Please include the following statement in the project report or NEPA document:

In accordance with the IDOT-IEPA Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects, this project is exempt from a project-level carbon monoxide air quality analysis because the highest design-year approach volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT.

ILLINOIS STATE
GEOLOGICAL SURVEY
PRAIRIE RESEARCH INSTITUTE

615 E. Peabody Drive
Champaign, IL 61820

August 28, 2013

Mr. James Curtis, P.G.
Chief, Geologic & Special Waste Unit
Illinois Department of Transportation
Bureau of Design & Environment, Room 330
2300 South Dirksen Pkwy
Springfield, IL 62764

Dear Mr. Curtis,

Information in this letter pertains to the following project:

Project name:	FAP 309 (US 30) from the Mississippi River to I-88
County:	Whiteside
District:	2
Sequence #:	11116C
Job No.:	P92-107-07
ISGS Project:	1454V
Survey Target Date:	October 9, 2013
Design Date:	NA

This letter report is submitted in response to your request, received by the ISGS on April 12, 2013, to conduct a *site inspection letter report only* of a corridor for a new four-lane expressway for US 30 from the Mississippi River to I-88, Fulton, Morrison, Sterling, and Rock Falls, Whiteside County (see Attachment 1). **This letter contains the findings of the site inspections. A full PESA is not anticipated at this time. A site reconnaissance visit has been conducted, and the USEPA CERCLIS and RCRA-CORRACTS databases have been reviewed where applicable, but no other regulatory databases were reviewed. In addition, no personal interviews with local residents and city officials were conducted.** Acquisition of additional ROW or easements, excavation or subsurface utility relocation, and railroad ROW involvement are expected. In-stream work is not anticipated for this project. In the project area, US 30 is known as Clinton Road west of Frog Pond Road, Fulton; Lincoln Road between Frog Pond Road, Fulton and Moline Road, Sterling; and Rock Falls Road east of Moline Road, Sterling. IL 136 is known as Fulton Road west of US 30, Fulton. IL 78 is known as Carroll Road north of US 30 and as Crosby Road south of US 30, Morrison. These roads will be referred to by their local road names throughout this report.

This historical review was performed in compliance with the IDOT-ISGS PESA Manual (Erdmann et al., 2012) and not with the All Appropriate Inquiries environmental assessment standard (40 CFR Part 312) that took effect on November 1, 2006, or with the ASTM standard E1527-05.

Man-Made Hazards

The project area is primarily under commercial, agricultural, industrial, and residential use. The project area will be described from west to east along the project route. Attachment 1 contains project location maps. Attachment 2 contains maps of all sites discussed in this report. The versions of the USEPA's CERCLIS database and USEPA's RCRA-CORRACTS database utilized for this report were dated August 16, 2013 and August 14, 2013, respectively.

This project intersects ISGS PESA #333, which was submitted to IDOT on October 29, 1993, at the intersection of US 30 and Galt Road in Sterling. This project intersects ISGS PESA #715, which was submitted to IDOT on December 1, 1995, at US 30 and Prophetstown Road in Rock Falls. This project intersects ISGS PESA #1315, which was submitted to IDOT on December 10, 2001, at US 30 and Carroll Road in Morrison. This project intersects ISGS PESA #1370, which was submitted to IDOT on May 22, 2002, between Crosby Road and Sawyer Road approximately 2.01 km (1.25 mi) south of US 30 in Morrison. This project intersects ISGS PESA #1454, which was submitted to IDOT on July 11, 2003, throughout the project area. This project intersects ISGS PESA #1454A, which was submitted to IDOT on August 31, 2007, throughout the project area. This project intersects ISGS PESA #1454B, which was submitted to IDOT on February 7, 2008, between Carroll Road and Lyndon Road approximately 1.6 km (1 mi) north of US 30 in Morrison. This project intersects ISGS PESA #1912, which was submitted to IDOT on October 1, 2009, at the intersection of US 30, IL 136, and Frog Pond Road in Fulton. This project intersects ISGS PESA #2335, which was submitted to IDOT on March 8, 2011, along US 30 between Yager Road in Morrison and Emerson Road in Sterling. No information from these earlier projects will be discussed in this report.

Summary

The following site in the project area appears on the USEPA CERCLIS database: 81.

The following sites in the project area appear on the USEPA RCRA-CORRACTS database: None.

The following sites in the project area contain RECs: 5, 7, 8, 21, 25, 26, 29, 34, 38, 40, 41, 61, 65, 70, 71, 75, 76, 79, 81, 83, 86, 88, 92, 93, 94, 97, 98, 108, 111, 125, 126, 127, 136, 141, 145, 163, 168, 170, 172, 175, 182, 184, 186, 188, 189, 192, 197, 198, 201, 213, 214, and 215.

Project Sites

Site 1454V-1 (1912-1). Agricultural land, 6800 block of Fulton Road and 7000-8400 blocks of Clinton Road and Lincoln Road, Fulton (north side of Fulton Road west of the intersection of Lincoln Road and Fulton Road, north of Lincoln Road between Fulton Road and Acker Road, and southeast and southwest corners of Clinton Road/Lincoln Road and Frog Pond

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

March 20, 2012

Re: Draft Environmental Impact Statement
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Job No. P-92-107-07
Whiteside County
IL 136 to IL 40

Mr. Kenneth A. Westlake
Chief, NEPA Implementation Section
United States Environmental Protection Agency
Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3590

Dear Mr. Westlake:

Thank you for your comments in review of the US Route 30 Draft Environmental Impact Statement (DEIS). We appreciate your agency's coordination with this project. The responses provided below are organized according to your comments.

Please note that subsequent to the publication of the DEIS, IDOT and FHWA became aware that the floodplain encroachment at French Creek involved a greater area than previously analyzed due to recently published FEMA maps. The longitudinal encroachment of this floodplain was determined to be unacceptable, as there were other alternatives that avoided this type of impact. Therefore, Alternates 4 and 5 are being revised to avoid any encroachment into the French Creek floodplain. Because of this change, it is anticipated that the Department will develop a Supplemental DEIS.

Alternatives

In your comment you indicated that it was not clear how the east-west bypass alternatives will fully address the traffic congestion in Morrison caused by the north-south IL 78 truck traffic. Because of the relatively low traffic volume on the north-south IL 78 route, the project team did not identify the north-south traffic as the primary cause of congestion in Morrison. The 2009 traffic counts on US 30 through Morrison showed an average annual daily traffic (AADT) volume of 11,000 vehicles per day (vpd) which included 1,250 trucks. The traffic volume on IL 78 south of Morrison was measured at 2,150 vpd (with 195 trucks) and IL 78 north of Morrison was found to have an AADT of 1,400 vpd (with 185 trucks). Therefore, the truck traffic on IL 78 through Morrison only accounted for approximately 15% of the total truck traffic in Morrison. Other contributing factors to the congestion in Morrison included traffic from unmarked state or county highways intersecting with US 30 in Morrison, as well as other intersecting township roads and local traffic circulating within the local street system.

The traffic congestion in Morrison will significantly decrease as a result of either of the two recommended US Route 30 bypass alignments included in the DEIS. The Level of Service (LOS) of the existing route through town was reviewed and is projected to have a LOS of C or D following a US Route 30 bypass. This is considered an acceptable LOS, based on AASHTO policy, because the designation of the existing route through Morrison will no longer be a primary arterial highway, but will likely change to an unmarked local collector.

You noted that the Purpose and Need discussion on safety identified eight roads which intersect with US Route 30 that had substandard angles of 75 to 90 degrees, and indicated that the DEIS was not clear on how the proposed alternatives address these conditions or how they will be addressed by the project. The Supplemental DEIS will include how the proposal will improve safety by either removing traffic from the subject intersections, or by improving the geometrics at the intersections that will remain along the proposed improvement.

You commented that the north-south traffic on the west side of Sterling-Rock Falls creates safety and congestion problems, specifically at three non-standard intersections (Emerson Rd., Prophetstown Rd., and Agnew Rd.). Two of the intersections (Emerson Rd. and Prophetstown Rd.) will be addressed by improving the geometrics of these intersections. The intersection of Agnew Rd. with US 30 will be eliminated.

Air Quality

You recommended that the Department commit to a construction diesel emissions reduction plan for this project in order to reduce and mitigate the known construction emissions to the degree feasible. The Department will add the six options to consider in a diesel emissions reduction plan to Section 3.20, "Summary of Measures to Minimize Harm for Noise and Air", in the Supplemental DEIS.

Streams and Floodplains

Your premise indicates that "although a longitudinal transportation project by its nature fragments open space and severs habitat connections, they can be designed and constructed with some accommodations". We would not consider this project to be characterized as a "longitudinal transportation project". The project crosses most natural resources at a transverse (perpendicular) angle, which minimizes environmental impacts to these natural resource features (rivers, streams, wetlands, forests, riparian corridors, and floodplains). The dominant cover type in the project area is cropland, which makes up 82% of the study area. The next common cover types are residential/urban, pasture/hayland, and forest, which account for 9%, 3%, and 3% of the project area respectively. The remaining 18 cover types make up the remaining 3% of the project area and include wetlands, streams, and non-native grasslands. Many of the natural resources (forests, wetlands, riparian habitat) within the project area have been reduced in size, have limited distribution, and low natural quality. The project makes use of the existing infrastructure to minimize environmental impacts and reduce the potential for impacts to wildlife connectivity. The DEIS did not directly consider wildlife connectivity. Section 3.13.2.2, "Wildlife Impacts", will be revised in the Supplemental DEIS to discuss this issue in greater detail.

You recommended that the project provide habitat connectivity by widening the stream and floodplain crossings. The stream banks should be modified by creating a stepped plateau, which provides a more stable bank and incorporates better flood control than narrow buttressed channels. By using this design the flood control function is expanded and wildlife connectivity is provided on the stepped portion of the floodplain. It is indicated that this design also reduces or eliminates scouring. Benching or excavation of the overbank adjacent to the channel beneath a structure does not provide a permanent waterway opening. The additional waterway opening is temporary because the benched area silts in over time. For those rare projects where we do bench the overbanks at the highway crossing, the IDNR requires a contract stating IDOT will maintain the as-built opening. IDNR also requires vertical and horizontal transitions both upstream and downstream from the structure. Modifying the bank by excavation, i.e., reducing the bank height below natural levels, does not necessarily provide a more stable bank. At crossings where the stream meanders or bends beneath the structure, reducing bank height as prescribed here would have the opposite effect. Regarding scour, benching will not eliminate local or general scour.

You recommended that the floodplain crossings be redesigned to take into account forecast climate change and recent flooding history within the project area. The recent flooding history within the project area has been taken into account through the use of the updated FEMA floodplain maps (Effective February 18, 2011). The effect of climate change on flow patterns and volumes of particular streams cannot be predicted with a reasonable degree of certainty. Floodplain crossing designs should and will be based on current conditions.

If you have any questions regarding this project, please contact Cassandra Rodgers (815/284-5455, Cassandra.Rodgers@illinois.gov) or Mark Nardini (815/284-5460, Mark.Nardini@illinois.gov) of my staff.

Thank you for your comments.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

jjw-0238/sb

Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
http://dnr.state.il.us

Pat Quinn, Governor
Marc Miller, Acting Director

February 2, 2012

Mr. Eric S. Therkildsen, P.E.
Illinois Department of Transportation
Deputy Director of Highways, Region 2 Engineer
819 Depot Ave.
Dixon, Illinois 61021

RE: FAP 309 (US 30)
Draft EIS
Numerous Counties
INDR #0712998
ATTN: Cassandra Rodgers

Dear Mr. Therkildsen:

This letter is in response to the above referenced project that was reviewed by the Illinois Department of Natural Resources. Based on the results of further review, this project has potential for impacts to resources that occur in the project area for which surveys were performed by the Illinois Natural History Survey.

Based on those surveys requested, no state listed plants were found in the project corridor and no listed fish species were identified. The mussel surveys did identify in both the Rock River and Elkhorn Creek the presence of the state threatened black sandshell (Ligumia recta). As identified in the Draft EIS in Chapter 3, section 3.14.2.2, the Illinois Department of Transportation will make application for an Incidental Take Authorization (ITA) to the Illinois Department of Natural Resources one year prior to construction. This coordination effort should be addressed to Mr. Robert Szafoni, Endangered Species Project Manager, Division of Natural Heritage, One Natural Resources Way, Springfield, Illinois 62702-1271. It is important that this process be implemented in a timely manner to assure the project meet the impending construction schedule. Based on the referenced ITA application in the DEIS, consultation is closed on this project.

If you have any questions on the above, please contact me at 217-785-4862.

Sincerely,

Steve Hamer

Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

cc: Robert Szafoni, IDNR/ORC; Charles Perino, IDOT; John Betker, USACOE; Heidi Woeber, USFWS
file

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ENVIRONMENT SECTION

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Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
Studies and Plans/Environment Section
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110)PE1
Job No. P-92-107-07
Whiteside County
IL 136 to IL 40 in Rock Falls

September 22, 2011

Hector Santiago
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, Nebraska 68102

Dear Mr. Santiago:

The Illinois Department of Transportation is undertaking a study of U.S. 30 which involves the proposed construction of a four lane limited access expressway between Rock Falls/Sterling west to the U.S. 30/IL 136 intersection east of Fulton, a distance of approximately 24 miles (Exhibit 1-1). Approximately 60% of the proposed roadway will be on existing alignment; the remaining 40% will be on new alignment (a north or south bypass of Morrison). The project is being processed as an Environmental Impact Statement (EIS). Coordination with the U.S. Department of the Interior (letter attached) indicated the requirement to coordinate with your office.

The project crosses the Rock River approximately 2 miles west of Rock Falls. The segment of the Rock River from Sterling/Rock Falls to Oregon, a distance of 29 river miles, is listed on the National Rivers Inventory (NRI). The stream's Outstandingly Remarkable Value (ORV) is its recreational attribute. The river is identified in the NRI listing as "a broad interstate river flowing out of Wisconsin and through a very intensively farmed portion of Illinois. Well wooded banks and slow current offer an interesting and leisure canoe trip. The River provides for a moderate fishing use". There are two dams, a mile apart, on the Rock River at Sterling/Rock Falls. These dams can be portaged on the east side of the river and there are public launching areas available. Downstream of Sterling/Rock Falls the Rock River flows through low farmland. U.S. Route 30 is approximately 4 river miles downstream from the last of these dams. Canoe use in this section of the river is not known. The best fishing is in the tailwater below the dams and the pools above the dams.

Both alternatives 4 and 5, which were carried forward into the EIS cross the Rock River at the existing U.S. Route 30 bridge site (Exhibit 3-10, Pages 14 & 15). The Rock River is approximately 500 feet in width at this site. Aquatic habitat consists of a wide and moderately deep channel with gravel bars and a wooded island on the west bank. The surrounding land uses are composed of residential areas, agricultural land, and forested land. These features are depicted on the attached photographs.

Fish and mussel surveys at the bridge site were completed in 2007. With 27 fish species present, the Rock River at the U.S. Route 30 bridge site represented one of the most diverse sites sampled in the current study. However, that high level of diversity, when compared to other sites in the project corridor, may be due more to its large catchment size rather than habitat quality. Large rivers are difficult to collect with standard techniques and, given the long channel width (approximately 260 feet) and depth (greater than 5 feet), the results may not accurately represent the total fish fauna present at the site. It is likely that at least 15-20 other species may occur at the site in small numbers. Shallow gravel riffles lacking silt accumulation are present on and along the west bank indicating that habitat quality is good. The dominant fish species consisted of spotfin shiner, sand shiner, gizzard shad, and freshwater drum, which represented 20%, 20%, 15%, and 9% of the catch respectively. The presence of three intolerant species (bullhead minnow, smallmouth bass, and banded darter) in high numbers supports a higher quality habitat designation for this site. These intolerant species represented 13% of the catch.

Six man-hours were spent during the survey for mussels at the U.S. Route 30 bridge site. An area of 3500 square meters was sampled over a river substrate of predominantly silted sand/gravel with small patches of silted rip-rap. Catch-per-unit-effort was 15.3 individuals per hour. A total of 92 individuals representing 10 species were found alive. The most abundant mussels included the Pink Heelsplitter (24 individuals), Fragile Papershell (17 individuals), Mapleleaf (13 individuals), and the Three horned Wartyback (13 individuals). The site also contained 5 individuals of the state-listed Black Sandshell.

Water quality information from the Illinois EPA "Integrated Water Quality Report and Section 303 (d) List (2010)" indicates that this segment of the Rock River is in full support of its aquatic life, primary contact (swimming), and secondary contact (boating) designated uses. It is in nonsupport of its fish consumption designated use, and therefore is considered an impaired stream. This impairment is caused by mercury and PCB sediment contamination from atmospheric deposition (toxics) and unknown sources. The aesthetic quality designated use has not been assessed by Illinois EPA.

Construction activities at the Rock River crossing will consist of the following activities: The existing bridge is approximately 1100 feet in length, has six piers within the river, and bridges the 100-year floodplain. A new bridge, similar in length and pier number, will be constructed adjacent to and upstream of the existing bridge. After the new bridge is completed, the existing bridge will be reconstructed at its current location. The piers will be constructed using steel sheet piling. Once the piling is in place, the water within it will be pumped out into the river. The bottom material will be disposed of at an upland site. Placement of the piers would displace 1155 square feet of river bottom. Temporary stone work pads/causeways will be used on each structure of the river crossing. These work pads/causeways will consist of clean aggregate material and will be properly culverted to maintain low flow. The purpose of these temporary structures is to allow construction equipment access to the piers and the bridge superstructures. These work pads/causeways will temporarily affect approximately 10,000 square feet of river bottom. After construction, the aggregate material will be removed and disposed of at an upland location.

As proposed, the project will have temporary affects on the stream's recreational Outstandingly Remarkable Value (ORV) due to the construction activities mentioned in the preceding paragraph. Though the Illinois DNR has no information on the recreational usage of the river, canoeing does occur. There are access points above (Sterling/Rock Falls) and below (Prophetstown State Park) the U.S. Route 30 crossing. During the construction and reconstruction of the two bridges, access under the bridges will not be available. This condition is expected to last approximately 3 years. Portage of the construction site may not be possible because of construction activity on the bridge approaches. Once construction of the bridges has been completed, the river will be open to canoeing.

The following procedures will be in place during construction of the Rock River bridges: Erosion and sediment control practices will be used to minimize water quality impacts at the construction site. Construction at the Rock River will be conducted at low to normal flow periods and will comply with all Corps of Engineers 404 permit conditions, Illinois EPA water quality conditions, and NPDES Construction permit conditions.

It is estimated that approximately 1.38 acres of trees will be removed from the riparian corridor of the river for construction of the new bridges. The dominant tree species are silver maple (*Acer saccharinum*) and box elder (*Acer negundo*). After construction, the disturbed riparian corridor will be seeded with native herbaceous species and replacement riparian species of trees. The trees will be replaced at a rate of 125 trees per acre. Therefore, approximately 173 trees will be planted within the riparian corridor as mitigation for these impacts. The replacement trees will consist of riparian species such as swamp white oak (*Quercus bicolor*), pin oak (*Quercus palustris*), sycamore (*Platanus occidentalis*), and pecan (*Carya illinoensis*).

Based on the above considerations, we believe that the project as described will not have an adverse affect on the river's water quality, change the free flow characteristics of this reach of the Rock River, change the long term recreational use of the River, or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System at some future date.

If you have any questions regarding this project please contact Cassandra Rodgers (815/284-5455, cassandra.rodgers@illinois.gov) or Mark Nardini (815/284-5460, mark.nardini@illinois.gov) of my staff.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

Env/cr-0738/sb

c: Michael T. Chezik, USDI
Jim Allen, FHWA
Barbara Stevens, IDOT BDE

Enclosures
Exhibit 1-1, Map of Project Area
Exhibit 3-10, Pages 14 & 15. Aerial Photo of Rock River Crossing
Photographs of Project Area
Letter from the U.S. Department of Interior

Illinois Department of Agriculture

Pat Quinn, Governor
Thomas E. Jennings, Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0993

July 29, 2011

Mr. Eric S. Therkildsen, P.E.
IDOT / Division of Highways / District 2
819 Depot Avenue
Dixon, Illinois 61021-3500

Re: Draft Environmental Impact Statement
U.S. 30 (FAP 309) from IL 136 to IL 40 - 678 acres
Whiteside County, Illinois

Dear Mr. Therkildsen:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with the improvements to ±24 miles of original U.S. 30 from IL 136/Frog Pond Road to IL 40 in Whiteside County. The IDOA conducted a Study of Agricultural Impacts (copy enclosed) associated with the request in accordance with the rules governing the state's Farmland Preservation Act (505 ILCS 75/1 et seq.).

The project involves the construction of an expressway facility. Both alternatives share similar impacts to 12 miles of roadway. Alternative 4 requires an additional 13 miles for a total length of 25 miles, while Alternative 5 requires an additional 14 miles for a total length of 26 miles. Both alternatives require almost identical acreage for final construction, the final total being dependent upon the selection of the north or south bypass around Morrison.

Based upon our study, the IDOA would have no objection to the use of either Alternative for the proposed highway improvements. The IDOA would consider such an action to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act.

Should you have any questions regarding our review of this road improvement or our study, please contact Terry Savko of my staff at 217-785-4458.

Sincerely,

Steven D. Chard

Steven D. Chard, Acting Chief
Bureau of Land and Water Resources

SDC:TS
Enclosure

cc: Governor Pat Quinn
Sen. John Cullerton
Sen. Christine Radogno
Rep. Michael Madigan
Rep. Tom Cross
Sen. Tim Bivins
Sen. Mike Jacobs
Rep. Jerry Mitchell
Rep. Richard Mortland
Shari West, IDOA
Jared Thornley, IDOA
Jeff Williams, IDOA
Inter-Agency Committee
Dave Harrison, Whiteside Co. SWCD
Kevin Rund, Illinois Farm Bureau
Agency Project File

ILLINOIS DEPARTMENT OF AGRICULTURE
STUDY OF AGRICULTURAL IMPACTS

FAP 309 (US Route 30)
Section (20-1,17R,16,15,110)PE1
Whiteside County, Illinois

The Illinois Department of Agriculture (IDOA) conducted a study of agricultural impacts on the proposal by the IDOT District 2 to improve 24 miles of U.S. 30 from IL 136 to IL 40 in Whiteside County with a four-lane expressway. The project is needed to address existing capability deficiencies and traffic congestion, increasing transportation demand, lack of roadway continuity and the overall safety of the roadway within the US 30 project study area. The scope of work includes its construction as a 4-lane expressway with either a north or south bypass around Morrison. The results of our study are as follows:

- **New right-of-way** – Total area converted to right-of-way (ROW) for both alignments is almost identical, affecting 682 acres and 676 acres for Alternate 4 and Alternate 5, respectively. Converted agricultural acres total 614 acres to 625 acres, respectively. In addition, ROW takes will impact 149 adjoining farm operations versus to 154 adjoining farm operations, respectively.

- **Land use** – Approximately 90 percent of Alternative 4's proposed ROW is presently in agricultural use. Alternative 5's alignment has approximately 92 percent of its proposed ROW in agricultural use.

- **Prime farmland status** – According to the Whiteside Soil Survey that was prepared by the USDA Natural Resources Conservation Service, Alternative 4 has 434 acres of ROW comprised of Prime soils, 150 acres are Important soils, and 30 acres contain soils that are neither Prime nor Important. Alternative 5 has 419 acres of ROW comprised of Prime soils, 168 acres are Important soils, and 38 acres contain soils that are neither Prime nor Important.

- **Minimum design standards** – This project has been designed to minimize agricultural impacts as it addresses capacity deficiencies and traffic congestion along the entire scope of the construction project.

- At this time, an unknown quantity of **landlocked parcels**, **severed parcels**, **uneconomical remnants** and **adverse travel** will be created. However, field access will be addressed so that all essential farm fields will be accessible to landowners and/or tenant farmers. In addition, Alternatives 4 and 5 will jointly impact 2 Centennial Farms. The north bypass will not affect any other Centennial Farms, while the south bypass will impact one more.

- **Relocations** – Seven farmsteads will be displaced by both Alternatives 4 and 5. When including the bypass impacts, Alternative 4 displaces 11 farmsteads while Alternative 5 displaces 8.

- **Secondary agricultural land conversion** – No agricultural land will be used for wetland mitigation, tree replacement, or floodplain compensatory storage.

- **Field entrances** – All field entrances will be rebuilt to meet the new grade line of the road and widened, if necessary, to accommodate new, wider farm equipment now in use.

- **Drainage impacts** – All tile and drainage systems will be retained, with new outlets being provided for any tile that currently empty into the ditch system of the highway.

- **Agricultural Conservation and Protection Area** - None of the parcels are located in a County-designated Ag Area. However, use of Alternate 4 with the north bypass will affect 2 Centennial Farms while Alternative 5 with the south bypass will impact 3 Centennial Farms.

- **Loss of gross agricultural receipts** - The conversion of all agricultural land within the Alternative 4 ±25 mile corridor would result in a potential annual loss of **$365,330** cash receipts from crops and livestock based upon statistics from the *Illinois Agricultural Statistics 2010 Annual Bulletin.* ***(Whiteside County Total Cash Receipts) ÷ (Land in Farms in Whiteside County) = ($595/ac) x (614 ac in ag use.)*** Alternative 5's ±26 mile corridor would result in the potential loss of **$371,875** cash receipts from crops and livestock based upon statistics from the Illinois Agricultural Statistics 2010 Annual Bulletin. ***(Whiteside County Total Cash Receipts) ÷ (Land in Farms in Whiteside County) = ($595/ac) x (625 ac in ag use.)***

IDOA Opinion - The U.S. 30 improvement project has been designed to address existing capability deficiencies and traffic congestion, its increasing transportation demand, the lack of roadway continuity as well as the overall safety of the roadway. The final alignment will utilize ±47% of existing right-of-way (ROW) and land adjacent to the existing ROW.

Both Alternative 4 and 5 have been designed to minimize the amount of new ROW needed. Both will cause similar farmland conversion impacts. Also, use of existing ROW will significantly reduce the amount of agricultural land that potentially would be converted to highway use.

We believe the final alignment, when selected, coupled with the measures to be employed to minimize adverse impacts to agriculture, will result in the project achieving compliance with IDOT's Agricultural Land Preservation Policy and the Illinois Farmland Preservation Act.

72911
TS

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUL 29 2011

AUG 2011
Received
IDOT
DIST. TWO

REPLY TO THE ATTENTION OF:

E-19J

Norman Stoner, P.E.
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Re: **Comments on the Draft Environmental Impact Statement for US 30 from Fulton to Rock Falls, Whiteside County, IL, CEQ# 20110162**

Dear Mr. Stoner:

In accordance with Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the U.S. Environmental Protection Agency has reviewed the proposed Draft Environmental Impact Statement (DEIS) for US 30 from the IL 136 intersection at Fulton to the IL 40 intersection in Rock Falls, in Whiteside County, Illinois. This is at the northwestern edge of Illinois near the Mississippi River, just north of the Quad Cities and running east-west parallel to the I-80 interstate highway. The project proposes to improve traffic capacity, reduce congestion, improve safety, anticipate increased travel demands, and bring this segment of US 30 into system continuity with segments further west in Iowa.

EPA has participated briefly in the NEPA process for this project, which includes providing early scoping comments on May 29, 2007 and concurrence with Purpose and Need on September 4, 2008, both at merged NEPA / Clean Water Act Section 404 (NEPA / 404) meetings. This project was subsequently withdrawn from the merged NEPA / 404 process in July 2010 because wetland impacts for all alternatives being considered were reduced to a level not requiring a 404 Wetland Permit. On November 30, 2010, we agreed to be a Cooperating Agency for this project.

Two build alternatives are presented in the DEIS as the result of much public involvement, but a preferred alternative is not selected. Both build alternatives would utilize a four lane divided expressway configuration, as opposed to a freeway design which would limit local accessibility. The difference between the two proposals is that one bypasses the City of Morrison on the north side and the other would bypass the city on the south side. Other alternatives considered but rejected as not meeting Purpose and Need included the No Build Alternative, several Transportation Demand Management possibilities, and a Transportation System Management Alternative.

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We have reviewed the DEIS and in keeping with our responsibilities under NEPA, give the document a rating of **EC-2, Environmental Concerns - insufficient information**, see the attached Summary of Rating Definitions for clarification. The following sections outline our observations regarding the proposed Purpose and Need, Alternatives, Environmental Impacts, and Proposed Mitigation of Unavoidable Impacts. Some of these points are discussed in greater detail in the attachment: Concerns Regarding the DEIS Proposed Project for US 30 in Whiteside County, Illinois.

PURPOSE AND NEED

We previously concurred with the Purpose and Need (P&N) statement because it adequately states the conditions to be addressed by this project. However, we note three parts of the P&N discussion are significant factors contributing to existing conditions which should be addressed by this project's alternatives, but are not. We will discuss these further under Alternatives and in the attached discussion.

ALTERNATIVES

It is not clear how any bypass with only an east-west consideration, such as the two retained alternatives, will fully address the traffic congestion in Morrison caused by the north-south IL 78 truck traffic. We recommend future NEPA documents consider an alternative that includes a Morrison west side bypass extending from IL 78 on the north side to IL 78 south of the city. A portion of the dismissed Alternative A-I accomplished this, connecting IL 78 north to south. This north-south portion of A-I could either be incorporated as part of a full southern bypass alternative or as a spur bypass on just the western side of the city.

One safety issue noted in the Purpose and Need discussion, Chapter 1 page 7 and Table 1-4, is that eight roads intersect with US 30 at less than the State Design Standard of 75 to 90 degree angles. It is not clear that the proposed alternatives address these conditions or how they will be addressed by this project. The future NEPA documents should clarify how this proposal meets this component of the P&N.

The north-south traffic on the west side of Sterling - Rock Falls creates safety and congestion problems specifically at three of the above non-standard intersections. We recommend consideration of an alternative that consolidates this north-south traffic, perhaps on a westside collector, and eliminates these non-standard intersections.

ENVIRONMENTAL IMPACTS

>>AIR QUALITY

The DEIS correctly presents that this project location does not require conformity with a State Implementation Plan for Air Quality. Although modeling Mobile Source Air Toxics (MSATs) is

a developing field of science, we commend the qualitative assessment of these potential impacts in this DEIS for alternative impacts. We recommend that Illinois Department of Transportation (IDOT) commit to a construction diesel emissions reduction plan for this project to reduce and mitigate the known construction emissions to the degree feasible. Although not required by EPA regulations, similar projects have included commitments to some or all of the following reduction methods.

Options to consider in a diesel emissions reduction plan include:

(a) retrofitting off-road construction equipment including repower or engine upgrades
(b) using ultra-low-sulfur fuels for all equipment
(c) limiting the age of on-road vehicles in construction projects to 1998 and newer and 1996 and newer for off-road equipment
(d) diesel particulate traps and oxidation catalysts
(e) using existing power sources or clean fuel generators rather than temporary power generators
(f) encouraging the use of off-road equipment that meets the Tier 3 standards.

>>STREAMS AND FLOODPLAINS

Although a longitudinal transportation project by its nature fragments open space and severs habitat connections, they can be designed and constructed with some accommodations for connectivity. One area for such consideration is at water and floodplain crossings. Fourteen streams could potentially be crossed by one or both of the proposed alternatives (DEIS Table 3-39). The associated floodplains (DEIS Table 3-46) to seven of these streams widens their potential natural habitat area. The DEIS notes that only the Rock River has an associated floodway designation which must be kept open to accommodate a possible 100-year flood event. We recommend that to provide habitat connectivity and promote the recovery of natural areas within the project area, the stream and floodplain crossings be widened. Most of the stream banks pictured in the DEIS have steep sides and would be subject to erosion. Modification of such stream banks by creating a stepped plateau provides a more stable bank and incorporates better flood control than narrow buttressed channels. To create such a stepped bank, the original river bed is retained up to the high water level. At that height, the bank is stepped back a distance of 10 to 50 feet, creating a local floodplain. This plateau is planted with native species having deep root systems which stabilizes the soil when flooded. By using a stepped bank construction at stream crossings the flood control function is expanded and wildlife connectivity is provided on the created plateau. This design also reduces or eliminates scouring.

We commend IDOT for alignment adjustments made to reduce impacts to streams and floodplains. We note that design features are routinely being planned for a 50-year flood level. In addition to the above stepped bank design, we recommend these floodplain crossings be redesigned taking forecast climate change and recent flooding history into consideration. We believe these considerations may warrant using a 100-year or even 500-year flood level reference in designing protection and bridging structures.

We recognize the state's best management practices for erosion control measures, but recommend consideration be given to utilizing compost blankets, berms, and socks at points where rapid regrowth cover and long term utility are appropriate . Please refer to http://cfpub.epa.gov/npdes/stormwater/menuofbmps/index.cfm?action=browse&Rbutton=detail &bmp=119&minmeasure=4 and related adjacent EPA websites.

MITIGATION of UNAVOIDABLE IMPACTS

Many other impacts are appropriately addressed in the DEIS, including mitigation proposals. Table 2-8 is very useful in identifying the possible impacts of the project build alternatives. We recommend that a similar summary table be included in future NEPA documents, clarifying each impact within categories, and provide sufficient information for each specific impact and associated mitigation to be identified and understood as to location, nature of what is impacted (i.e. size, quality, description, etc.), and the specifics concerning mitigation for that impact. Where appropriate, indicate any commitments to mitigation monitoring and maintenance, including goals and managers of proposed adaptive management mitigation.

We appreciate the opportunity to review this document. If you have any questions, or wish to discuss our comments further, please contact me or Norm West of my staff at (312)-353-5692 or at west.norman@epa.gov.

Sincerely,

for, Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc: Eric S. Therkildsen, IDOT

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS sate, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alterative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information
The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

Concerns Regarding the DEIS Proposed Project for US 30 in Whiteside County, Illinois

INTRODUCTION

The Region 5 office of U.S. Environmental Protection Agency, has reviewed the proposed Draft Environmental Impact Statement (DEIS) for US 30 from the IL 136 intersection near Fulton to the IL 40 intersection in Rock Falls, in Whiteside County, Illinois. We were involved in the project early-on in the scoping stage and developing the Purpose and Need statement for the project. When the project was withdrawn from the Illinois merged NEPA / 404 process, we had only briefly seen a large number of early alternative corridors of possible consideration.

When reading the DEIS, we note that a significant amount of the discussion supporting the P&N focuses on three conditions which do not seem to be addressed by the proposal alternatives. A key problem identified in the P&N is a segment of US 30 within Morrison which is joined by Illinois Route 78 (IL 78). Specifically, trucks moving north and south along IL 78 must negotiate several geometric tight turns and narrow roadway conditions, multiple closely spaced traffic intersections and stoplights, and a high volume of local traffic on this main street of the city. Another part of the P&N discussion indicated a robust business and commuting traffic that is generated by industries in Sterling and accesses and then leaves US 30 at several points, creating north-south "crossing-traffic" temporarily on US 30. This "crossing traffic" must deal with several safety conditions caused by roadway and intersection substandard geometry and is coincident with local high-truck-traffic areas, e.g. Wal-Mart, steel and hardware industries, landfill traffic, and others. The third P&N concern is substandard intersection geometry which creates safety issues in this area. Intersections of side roads with US 30 having intersection angles less than 75 degrees (6 intersections near Sterling - Rock Falls and 4 intersections further west) create line-of-sight problems and greater risk turning movements.

MORRISON and ILLINOIS 78

The DEIS notes that safety concerns in Morrison and other locations exist due to changing road characteristics and would be resolved by providing US 30 system conformity so drivers can correctly anticipate what to expect in various circumstances. Because these corrections cannot be made along the existing US 30 in the City of Morrison, it is appropriate to realign the roadway around the city so the new alignment can be constructed consistent with recently upgraded segments of the system further west in Iowa. This would clearly avoid the geometric constraint problems in Morrison for those traveling on US 30.

However, traffic congestion within Morrison is described as due partly to north-south truck traffic on IL 78. This truck traffic apparently consists of longer tractor trailer vehicles that come into Morrison both from the south and north on IL 78. For approximately one mile, IL 78 joins US 30 in Morrison, which is the city's main street and thus carries significant local traffic. Historic development of the city along this major roadway both limits widening the street and creates multiple street changes that are inconsistent with IDOT standards. Section 3.2.2.6.1 assumes trucks will use a bypass of the city and thus the problem is solved, but the proposed

bypasses are not reasonable routes for the IL 78 trucks to follow around the city. While the proposed alternatives solve the US 30 congestion by going around the problem, it leaves Morrison with the north-south traffic problem unresolved.

The early alternative A-I (Exhibit 2-3) comes eastward from Fulton, west of Morrison, and indicates a potential intersection with IL 78 on the north. A modification of this western portion of the A-I alternative closer to the proposed alternate 4 and 5 paths could still arrive at an IL 78 northern intersection. The road then would carry US 30 along with IL78 south along the west side of Morrison and swing eastward to intersect with IL 78 on the south side. Because this alternative did not extend east from this intersection it was dropped. If the segment of alternative A-I connecting IL 78 north to IL 78 south were to continue eastward along the alternate 5 proposed path, the Morrison by-pass would then meet the P&N. We recognize this alternative would increase some impacts, but further consideration of this concept is important to more fully meet the project P&N in this area. .

CROSSING TRAFFIC WEST of STERLING - ROCK FALLS

Our understanding of the project P&N discussion for the eastern end of the corridor indicates the interaction of multiple traffic flows on non-uniform / non-standard roadways which include high risk geometry situations. One source of traffic in this section of US 30 comes from the interstate I-88. This traffic gets off and on I-88 at both Illinois Route 40 (IL 40) on the east side of Rock Falls and at a newly constructed "connector road" exit on the west side of Rock Falls. A significant percentage of this traffic is large trucks servicing local industries, so it gets on US 30 to move east or west a distance and then turns north (or perhaps occasionally south) to reach Rock Falls and Sterling businesses, noted above. A second flow of traffic is comprised of local businesses and residents who utilize US 30 as a local street, which its geometry indicates it is at most points in this section. A third traffic flow is comprised of a commuting population coming to and from the industries and businesses in Rock Falls and Sterling. Some of this group come from I-88 but a component of this group are arriving and departing along local country roads that come into Rock Falls and Sterling on the south and west side. They are required to make turns onto and off of US 30 to reach their destinations. The current road grid design thus causes US 30 to not only serve as an east-west arterial, but to also provide north-south crossing traffic access to their destinations by traveling a short distance (approximately 1 to 3 miles) on US 30. We recommend consideration of alternatives that addresses this truck and commuter traffic as north-south cross traffic. The current proposals do not meet the need of these cross flows and therefore does not meet the project P&N.

NON-STANDARD INTERSECTIONS

Table 1-4 in the DEIS lists eight roads that have less than 75 degree angles of intersection with US 30. The western most intersection at Illinois Route 136 (IL 136) was not included in this list but clearly could be. Recent reconstruction described extending a turning lane but said nothing of correcting the intersection angle. Matthew Road, adjacent to the Wal-Mart Distribution Center is mentioned elsewhere in the DEIS and should probably be on this list. We further note that most of these intersections are identified as having higher volume or high truck traffic and safety concerns (Exhibits 1-5A to 1-6C). Although discussion suggests other state projects

would address some of these conditions and further studies will consider other additional intersections, this proposal does not solve these problems in a clear definitive manner. It is a reasonable expectation that a major roadway rebuilding project such as the one proposed would resolve all geometric inconsistencies of this nature in order to achieve its P&N. We recommend that by addressing the above "crossing traffic" on the west side of Sterling - Rock Falls, some of these problematic intersections, up to six (6), could be reconfigured to resolve their safety concerns.

CONCLUSION

The solutions proposed in this DEIS represent a misunderstanding of the Context Sensitive Solutions concept (CSS). It apparently assumes that having public input bestows CSS benefits on the project. By this proposal solving the US 30 problems while sidestepping the congestion causing conditions in Morrison, the north-south traffic issues at Morrison and Sterling-Rock Falls, and the safety conditions at deficient angled intersections, the proposal bypassed CSS. As presented, the proposal has left these concerns for Whiteside County or other local authorized agencies to contend with and solve in light of the new US 30 configuration. The very nature of the new US 30 expressway configuration makes such solutions much more difficult to achieve and finance after the fact.

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

In reply refer to

July 25, 2011

9043.1
ER 11/475

Mr. Norman Stoner
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

As requested, the Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (EIS) (Section 4(f) Evaluation) for the U.S. 30 Transportation Improvement Project (From IL-136 to IL-40), Federal Aid Primary Route 309, Whiteside County, Illinois. The Department offers the following comments and recommendations for your consideration:

Section 4(f) Comments

This document considers effects to identified properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)) associated with the proposed reconstruction of U.S. 30 from IL-136 to IL-40 in Whiteside County, Illinois. The proposed reconstruction would provide improved traffic capacity, reduced congestion, improved safety, and address the anticipation for an increase in transportation demand.

This evaluation, prepared by the Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA), considered the impacts to 7 recreational properties; no cultural resource sites eligible for consideration as 4(f) resources will be affected. All 7 recreational properties will be avoided by the project and there will be no direct or indirect effect on any 4(f) resource. The Department would concur with the FHWA and the IDOT on a determination of no eligible properties.

General Comments

A concern the Department has is with the Rock River, which is on the Nationwide Rivers Inventory (NRI). The EIS does not mention this fact, nor do we believe the National Park Service (NPS) was contacted concerning this designation. The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. Rivers were included on the NRI to the degree to which they are free-flowing, to the degree to which the rivers and their corridors are undeveloped, and for the outstanding natural and cultural characteristics of the rivers and their immediate environments. Section 5(d) of the National Wild

and Scenic River Act (Public Law 90-542) requires that "In all planning for the use and development of water and related land resources, consideration shall be given by all federal agencies involved to potential national wild, scenic and recreational river areas." In partial fulfillment of the Section 5(d) requirements, the NPS has compiled and maintains the NRI.

The intent of the NRI is to provide information to assist in making balanced decisions regarding use of the nation's river resources. A Presidential directive and subsequent instructions issued by the President's Council on Environmental Quality, and codified in agency manuals, require that each Federal agency, as part of its normal environmental review processes, take care to avoid or mitigate adverse effects on rivers identified in the NRI. Further, all agencies are required to consult with the NPS prior to taking actions that could effectively foreclose wild, scenic, or recreational status for rivers on the inventory.

The Rock River, running through Ogle, Lee, Whiteside, and Henry Counties, is broad interstate river flowing out of Wisconsin and through a very intensively farmed portion of Illinois. A total of 97 miles were nominated to the NRI in 1982; a segment from Osborn to Sterling (68 river miles), and a segment from Sterling to Oregon (29 river miles). Well-wooded banks and slow current offer an interesting and leisurely canoe trip. The river receives moderate fishing use. To be nominated, a river must have at least one outstanding remarkable value (ORV); the Rock River was nominated based upon its recreational values.

The project proposes to replace the existing bridge over the Rock River and build a second bridge immediately adjacent to the new bridge. The proposal is to keep the existing pier configuration of the present bridge, which has six bridge piers within the bed and banks of the river. The second bridge would add an additional six piers. This action by FHWA and IDOT has the potential to impact the free-flowing characteristics of the Rock River.

We would recommend that FHWA and IDOT contact the Regional Rivers Coordinator for the NPS, to discuss this issue. The Coordinator, Hector Santiago, can be contacted at the Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1848 and via email at Hector_Santiago@nps.gov.

The Department has a continuing interest in working with the FHWA and the IDOT to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning Section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

Michael T. Chezik
Regional Environmental Officer

cc:
N. Chevance, NPS, Omaha, NE
H. Santiago, NPS, Omaha, NE

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

December 7, 2010

Whiteside County
FAP 309, US 30
Project: P-02-004-03

IDOT Seq # 11116, 11116a&b

FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed is a copy of a report assessing the potential impact of the project referenced above on historic properties previously determined eligible for the National Register of Historic Places.

Through coordination between the IHPA and IDOT twenty-seven structures were identified as potentially eligible for the NRHP. One site, the Odell Library Building, is listed on the NRHP. The project will be near three of the potentially eligible buildings. These historic properties will not be affected by either of the build alternatives or the no-build alternative. The road will be moved farther away from two of the historic properties.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that this project will have "No Effect" on historic period properties protected under Section 106 of the National Historic Preservation Act of 1966, as amended.

Very truly yours,

John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer

Date: 12/13/10

COSIM 3.0 PRE-SCREEN MODELING RESULTS

11-29-10
10:23 AM
US 30: IL 136 to IL 40

Performed by:	**Nardini**
Intersection Location:	**Whiteside County**
Intersection Name:	**US 30 & Emerson RD (NW Quadrant)**
Highest Approach Volume:	**762 vph**
Closest Receptor:	**132 feet**

Pass

Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest approach volume for the design year on any leg of the intersection
is below Pre-Screen Cutoff ADT for the closest receptor distance.

Please include the following statement in the project report or NEPA document:

A Pre-Screen carbon monoxide analysis was completed for the proposed project. The results from this proposed roadway improvement indicate that a COSIM air quality analysis is not required, as the results for the worst-case receptor are below the 8-hour average National Ambient Air Quality Standard for CO of 9.0 ppm which is necessary to protect the public health and welfare.

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 18, 2010

Whiteside County
FAP 309, US 30
IDOT Seq. #11116a&b
ISAS Log # 07036 & 07190

ADVERSE AFFECT TO HISTORIC PROPERTY

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Attached is a preliminary Phase I Archaeological Report completed by Illinois State Archaeological Survey personnel concerning archaeological sites likely to be impacted by the proposed project referenced above. Ongoing archaeological survey in the 34,821 acre project area, which extends 30 km from Sterling to Fulton, has thus far resulted in the discovery of 43 archaeological sites that warrant Phase II Testing to evaluation their National Register Eligibility.

Of the 43 identified sites, all are habitation areas: 29 are recommended for further investigation because of their prehistoric components, 11 are recommended for their early to middle nineteenth century Euro-American components, and three are recommended for both prehistoric and historic components. Based on current information, all or most of these 43 sites cannot be avoided and appear eligible for the National Register of Historic Places under Criterion D. Since the sites are important for the scientific data they likely contain, they do not require preservation in place.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that the proposed improvements to FAP 309/US 30 will adversely impact archaeological sites subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended. FHWA and IDOT will draft a Programmatic Agreement to mitigate these adverse impacts, as well as yet to be identified impacts, which we will send to your office for review and eventual ratification. Project notification was sent to those American Indian Tribes with an interest in this part of Illinois. No Tribe has expressed concern about the project.

Very truly yours,

John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer
Date: 8.24.10

February 7, 2008

Barbara Stevens
Chief, Environment Section
Bureau of Design and Environment, IDOT
2300 Dirksen Parkway
Springfield, IL 62764

Dear Ms. Stevens,

Information in this letter pertains to the following project:

Project name:	FAP 309 (US 30) from the Mississippi River to I-88 - Additional study area north of US 30
County:	Whiteside
IDOT Sequence #:	11116B
Job No.:	P92-004-03
ISGS Project:	1454B
Design Date:	March 1, 2008

This letter report is submitted in response to your request, received by the ISGS on December 3, 2007, to conduct a *historical review only* of the additional study area added to the north side of US 30 as part of a corridor for a new four-lane expressway for US 30 from the Mississippi River to I-88, Whiteside County (see Attachment 1). This project covers the following area: T21N, R4E, Sections 1-4 and 12; T21N, R5E, Sections 1-17, 23 and 24; T21N, R6E, Sections 5-10 and 15-22; T22N, R4E, Sections 28-29 and 32-35. Most parcels in the project area have addresses in either Morrison or Sterling. **This letter contains the findings of the historical search and will constitute the Final Report for this project, unless the ISGS is otherwise notified. A site reconnaissance visit has been conducted, and regulatory files have been reviewed where applicable, but only limited personal interviews with local residents and city officials were conducted, and no field testing was conducted specifically for this project.** This project includes acquisition of new ROW or easements. It is not known if railroad ROW will be acquired, subsurface utility relocation or excavation will be undertaken, or if building demolition or modifications are anticipated for the project.

This historical review was performed in compliance with the IDOT-ISGS PESA Manual (Erdmann et al., 1996) and not with the All Appropriate Inquiries environmental assessment standard (40 CFR Part 312) that took effect on November 1, 2006.

Man-Made Hazards

The project area was dominantly agricultural. Residential structures were located on farms, in scattered residential areas throughout the project area, and in Morrison. Scattered commercial, municipal, county-owned, or recreational properties were present within the project corridor. The

Illinois Department of Transportation

Memorandum

SEP 2007
Received
IDOT
DIST. TWO

To: George F. Ryan Attn: Ross Monk

From: Barbara H. Stevens

Subject: PESA Review

Date: September 10, 2007 *Barbara H. Stevens*

Refer to: US 30 (FAP 309), Section: (20-1, 17R, 16, 15, 110)PE1
Job No. P-92-004
Mississippi River to I-88
Whiteside County
ISGS # 1454A

Contract # 64852
Sequence # 11116A

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

Volatile organic, metals, and pesticides testing was done for this project and the attached (ISGS) report indicates possible detection of contamination at two sites. The report has assessed a **high** risk for this project and recommends that further soil boring and sample analysis needs to be performed to determine the precise nature and extent of the contamination if excavation or additional right-of-way is required at these locations.

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition **includes a parcel with an underground storage tank(s) and Land Acquisition Procedures are followed** and if construction excavation and **utility relocation** do not exceed the maximum testing depth at each site and does not exceed the attached stipulations, then no additional preliminary testing for the project is necessary.

*Please note that an archived **CERCLIS** site is located at Prairie Hill Recycling & Disposal Facility (Site 1454A). Also magnetic anomalies were detected in existing IDOT ROW at the Paul L. Stoecker horse farm (Site 1454A-4) and A+ Self Storage (Site 1454A-12). These anomalies may be due to the presence of underground storage tanks (USTs).*

If the stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The PESA Response form can be found on PMA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Debbra Mehra at 217/785-6068 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 311
District Bureau of Land Acquisition
Central Bureau of Land Acquisition
District Utility Coordinator

s:\gen\wpdocs\mehra\phase1\district2\1454A

STIPULATION ATTACHMENT

Property Name	Property Address	Intersection	Location Quadrant	ISGS Boring	Maximum Excavation Depth meters/feet	Radius of Influence meters/feet
Bridge over UPRR tracks	10500 block of Lincoln Rd., Morrison	US 30 W. of Hillside Rd.		1454A-5	NG	C
Rock River Lumber & Grain	13080 Lincoln Rd., Morrison	NE Side of US 30 NW of IL 78		1454A-7	NG	C
Magnetic Anomalies:						
Paul L. Stoecker horse farm	8693 Lincoln Rd., Fulton	SW Side of US 30 E. of Acker Rd.		1454A-4		
A+ Self Storage	16194 Lincoln Rd., Morrison	US 30 & French Creek	NW	1454A-12		
CERCLIS Site:						
Prairie Hill Recycling & Disposal Facility	18762 Lincoln Rd., Morrison	N. Side of US 30 W. of Round Grove Rd.		1454A-15		

Legend

NG – No excavation or grading
A – 15 (50)
B – 7.6 (25)
C – Entire Site

Note: Construction excavation and utility relocation should not exceed the maximum testing depth for all sites mentioned in the PESA report (not just those listed above in the stipulations attachment chart).

Illinois Department of Transportation

APPENDIX E

AD-1006 FORMS

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 2/3/14
Name Of Project US 30 from IL 136 to IL 40	Federal Agency Involved Federal Highway Administration
Proposed Land Use Road and Right of Way	County And State Whiteside County, Illinois
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 2/3/14

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Yes ☑	No ☐	Acres Irrigated N/A	Average Farm Size 372
Major Crop(s) Corn, soybeans, wheat, hay	Farmable Land In Govt. Jurisdiction Acres: 29,633,500 % 97		Amount Of Farmland As Defined in FPPA Acres: 27,695,900 % 91	
Name Of Land Evaluation System Used Illinois	Name Of Local Site Assessment System Statewide		Date Land Evaluation Returned By NRCS 2/11/14	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site 4	Site 5	Site C	Site D
A. Total Acres To Be Converted Directly	599.0	621.0		
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	599.0	621.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	460.0	474.0		
B. Total Acres Statewide And Local Important Farmland	97.0	105.0		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0	0.0		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	50.7	50.7		
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to ~~100~~ 150 Points)*	119	119	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	150*	~~160~~			
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	150*	~~100~~	119	119	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	150*	~~160~~	122	123	0	0
TOTAL POINTS *(Total of above 2 lines)*	300*	~~260~~	241	242	0	0

See the attached Illinois LESA Site Assessment *CORRIDOR* Factors

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☒

Reason For Selection:

When utilizing the Illinois State Site Assessment Corridor factors, 150 points are assigned to the Land Evaluation portion, and 150 points are assigned to the Site Assessment portion of the LESA System for a maximum score of 300 points.

(See Instructions on reverse side) **Form AD-1006 (10-83)**

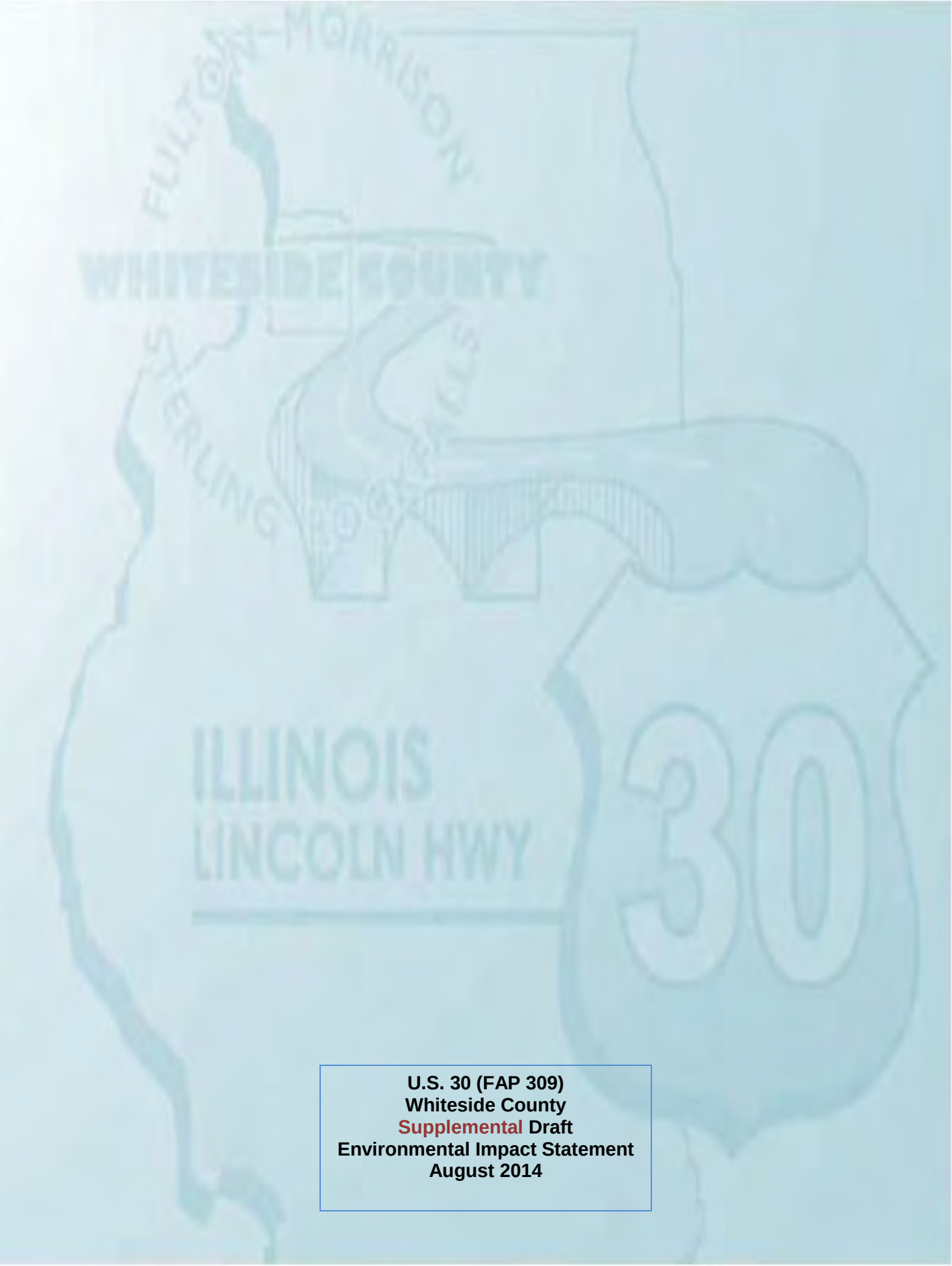
This form was electronically produced by National Production Services Staff

US Route 30
IL 136, East of Fulton to IL 49 in Rock Falls
Whiteside County, Illinois
Federal Highway Administration Funds

PART VI-B **Illinois Site Assessment CORRIDOR Factors**	**Maximum Points**	**Alt 4**	**Alt 5**
1. Amount of agricultural land required	30	26	25
2. Location of the proposed alignment	30	23	23
3. Acres of off-site agricultural land required for borrow materials	15	15	15
4. Acres of Prime and Important farmland required for mitigation	15	0	0
5. Creation of Severed Farm Parcels	10	9	10
6. Creation of Uneconomical Remnants	10	10	10
7. Creation of Landlocked Parcels	10	10	10
8. Creation of Adverse Travel	10	10	10
9. Relocations of rural residences and farm buildings	10	9	10
10. Utilization of minimum design standards	10	10	10
TOTAL SITE ASSESSMENT CORRIDOR POINTS	**150**	122	123
PART VII			
Relative Value of Farmland	150	119	119
Total Site Assessment CORRIDOR Factors	150	122	123
TOTAL ILLINOIS LESA POINTS	**300**	**241**	**242**

21114
TS

The Illinois LESA System applies the **225 point cutoff** when evaluating state and federally funded projects. Site or Corridor alternatives receiving **175 or fewer points** have a **low rating** for protection, and it is not necessary to evaluate additional alternatives. Those alternatives receiving **176 to 225 points** are in the **moderate range** for protection. In most cases, alternatives **exceeding the 225 point level should be retained for agricultural use**, and an alternate site should be utilized for the intended project. Selecting the alternative with the lowest total points will usually protect the best farmland located in the most agriculturally viable areas. LESA also serves to maintain and promote the agricultural industry in Illinois.



U.S. 30 (FAP 309)
Whiteside County
Supplemental Draft
Environmental Impact Statement
August 2014

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

WASHINGTON OFFICE: (202) 225-5905
ILLINOIS OFFICE: (309) 786-3406
HTTP://BUSTOS.HOUSE.GOV

76553

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

RECEIVED
2013 SEP 20 A 11:19
OFFICE OF THE SECRETARY 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

Illinois Department of Transportation

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

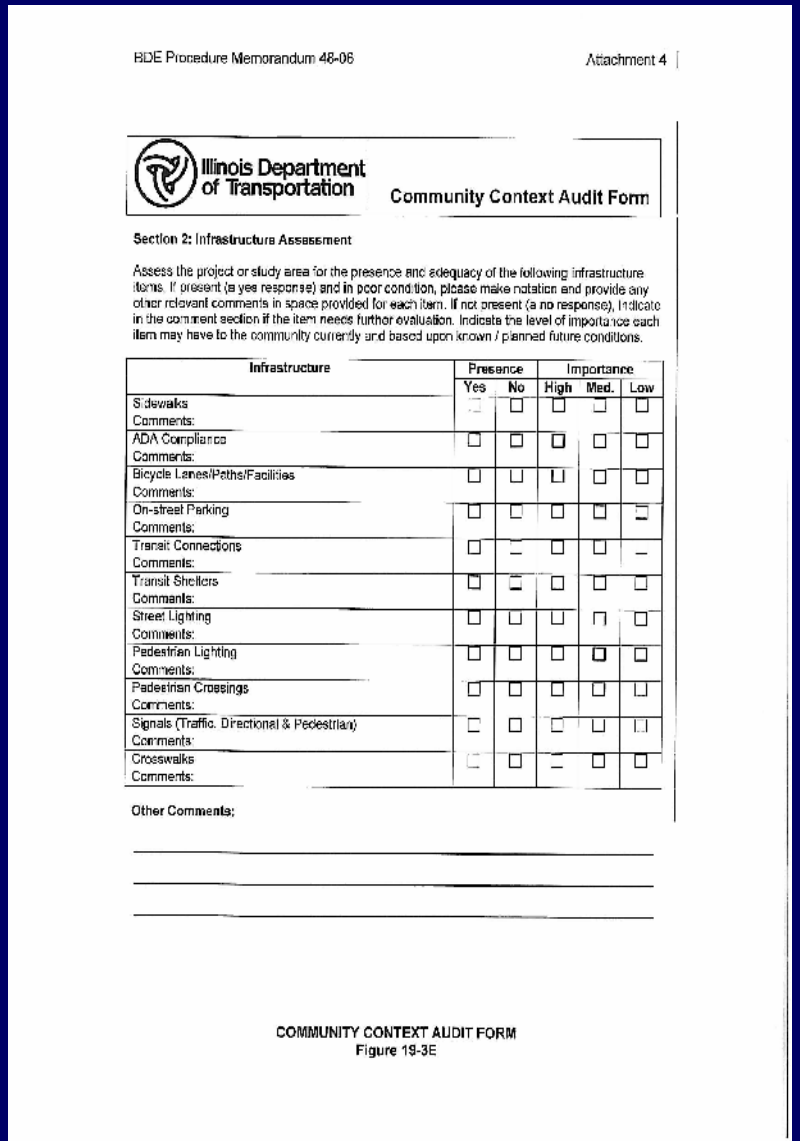
BREAK

Illinois Department of Transportation

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

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

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

Illinois Department of Transportation

EXAMPLE

CONCEPT #1

Illinois Department of Transportation

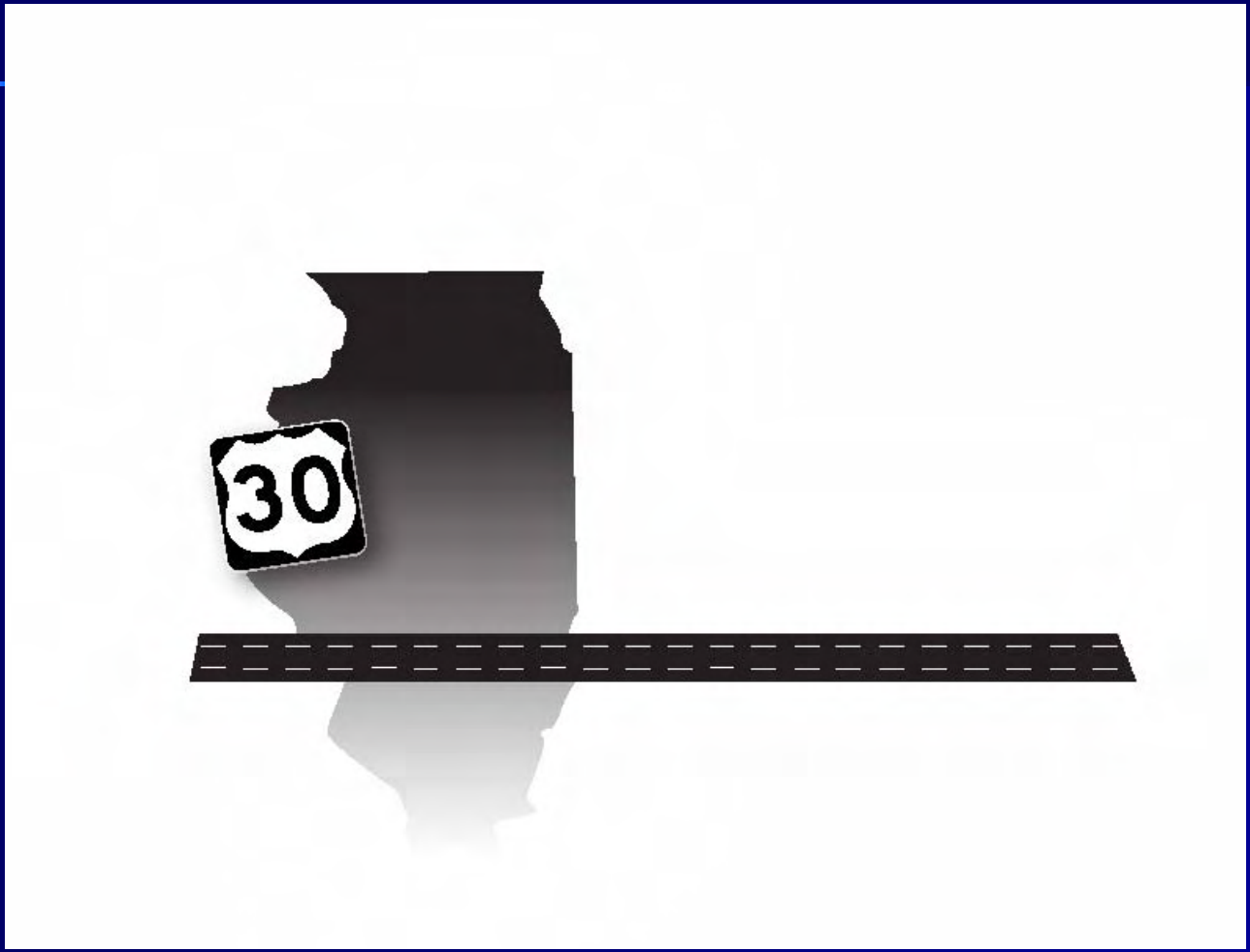
CONCEPT #2

Illinois Department of Transportation

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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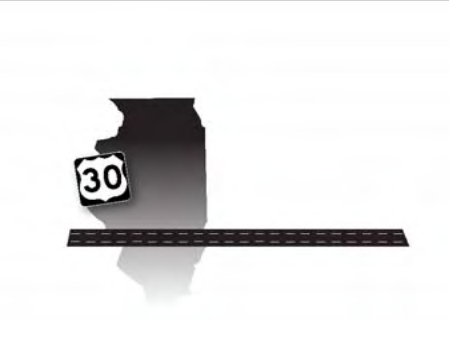
Project Logo

Concept #1

Concept #2

Concept #3

Concept #4



Concept #5

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CONCEPT #1

Illinois Department of Transportation

CONCEPT #2

Illinois Department of Transportation

CONCEPT #3

Illinois Department of Transportation

CONCEPT #4

Illinois Department of Transportation

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.

Illinois Department of Transportation

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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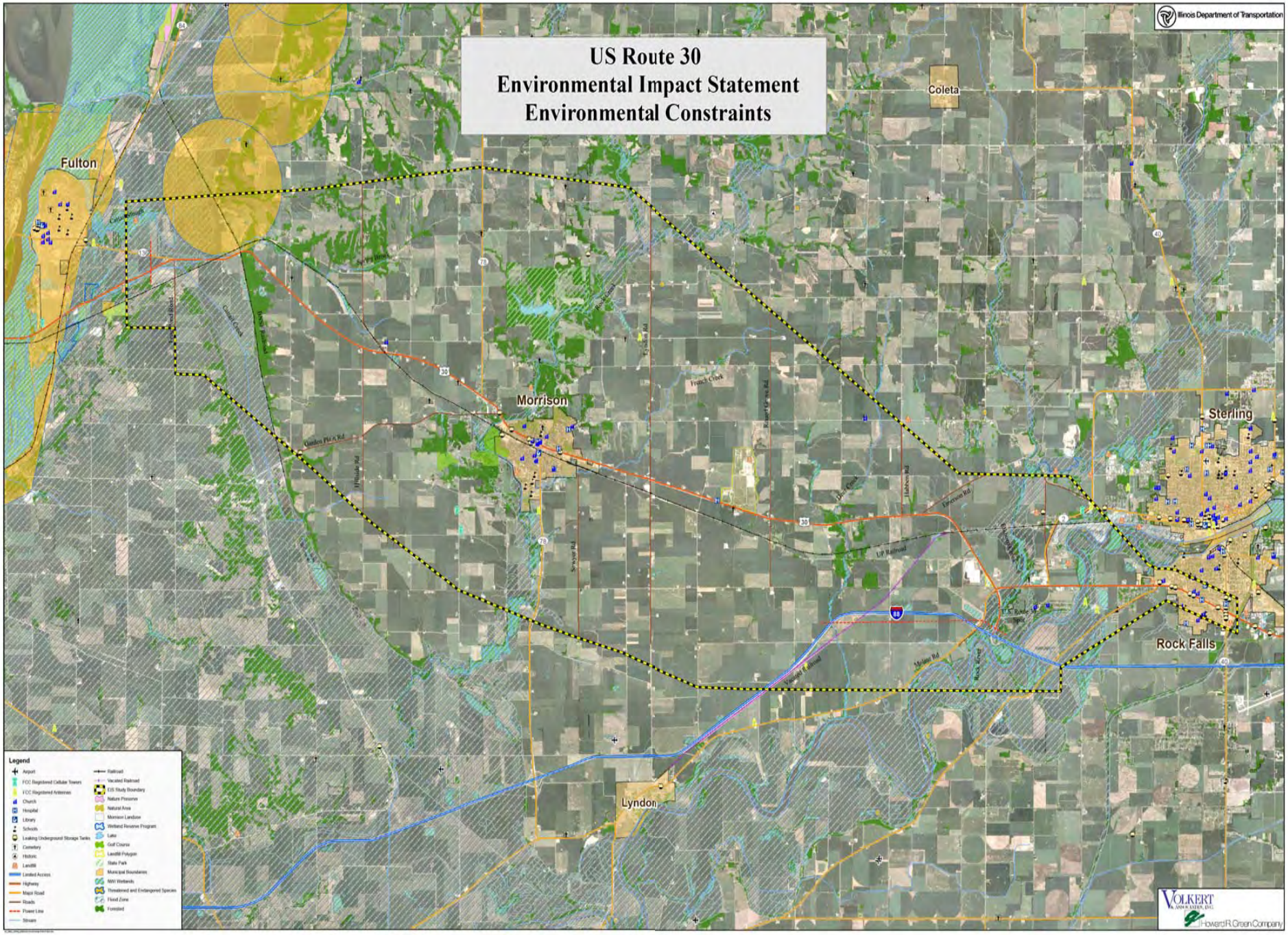
US Route 30
Environmental Impact Statement
Environmental Constraints
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Legend
Airport
FCC Registered Cellular Towers
FCC Registered Antennas
Church
Hospital
Library
Schools
Leaking Underground Storage Tanks
Cemetery
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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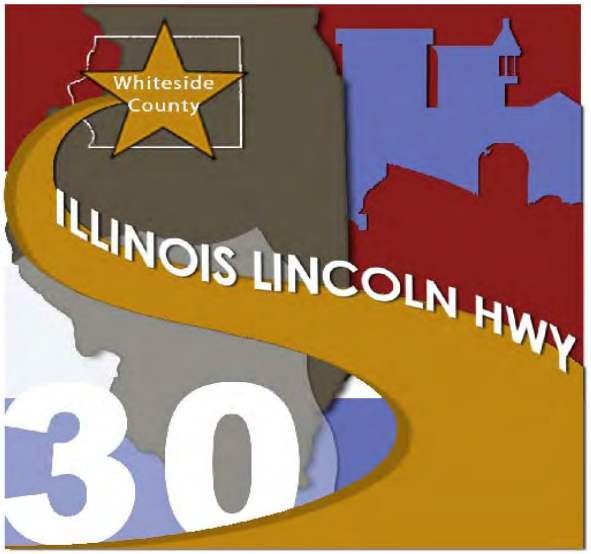
1



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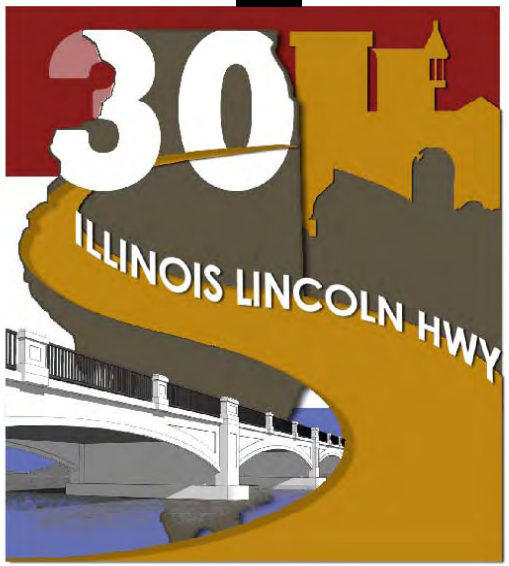

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4

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

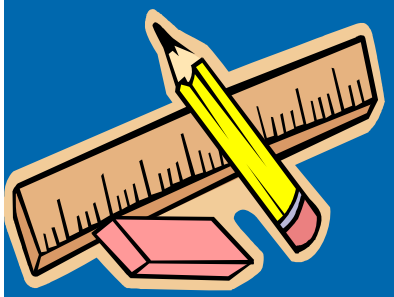
THOUGHTS?

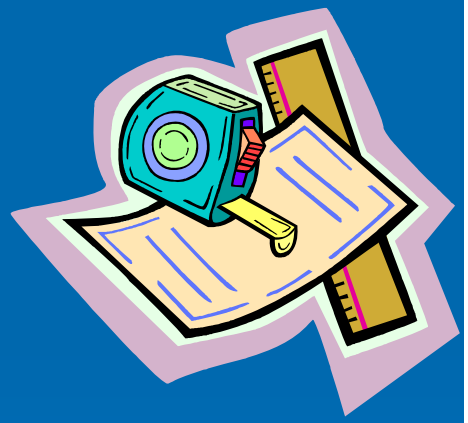
QUESTIONS?

DISCUSSION?

CAG CORRIDOR ALTERNATIVES

CORRIDOR SCREENING PROCESS





A tool to aid in the corridor selection process

Illinois Department of Transportation

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

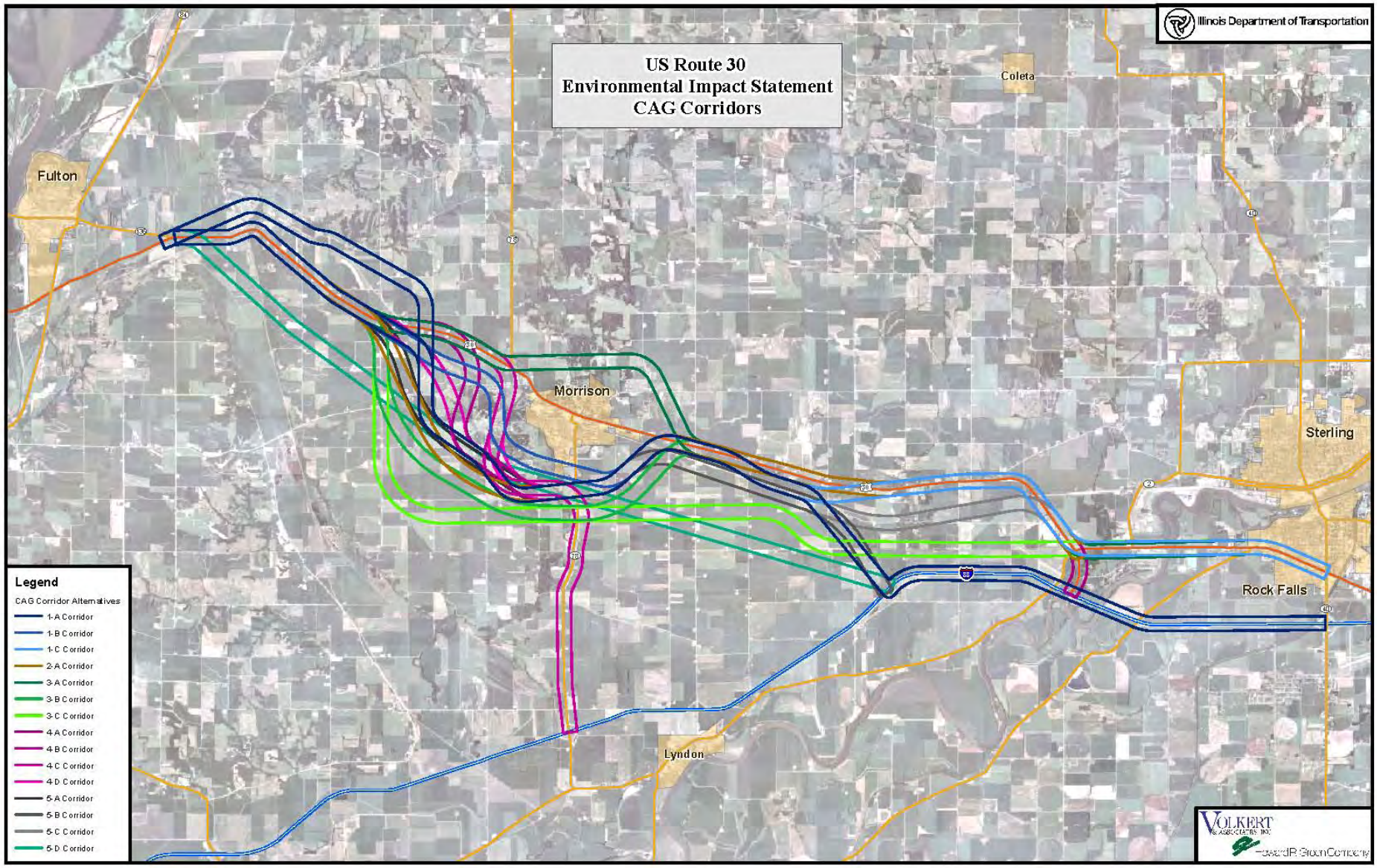
1. Purpose & Need Concurrence
2. Review CAG Corridors
3. Review Screening Process
4. Screening Process Results
5. Corridors Retained by Project Study Group
6. CAG Recommendations for PSG to consider
7. Next Steps
8. Updated Project Timeline

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

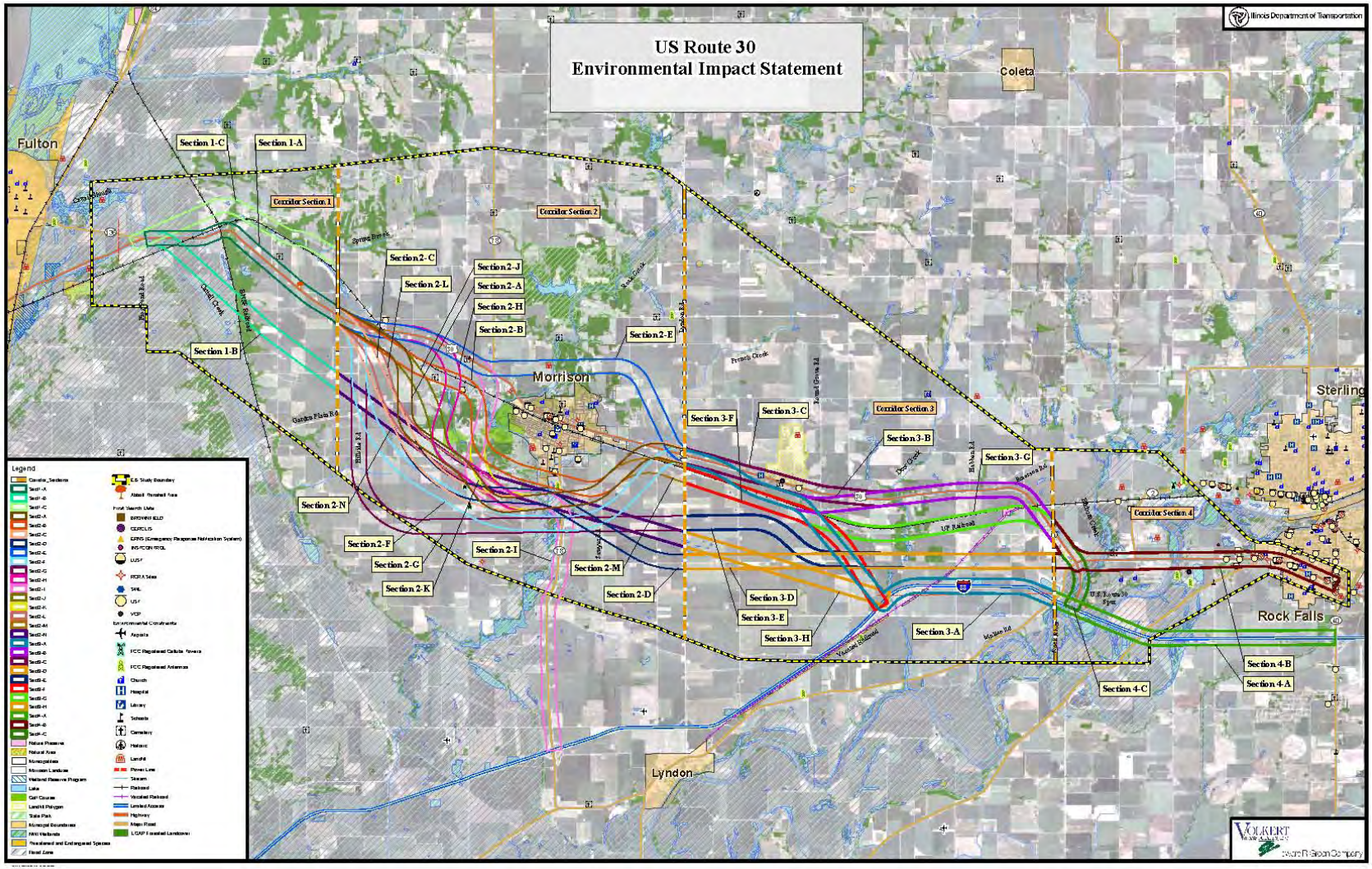
- Steps 1-8 have been completed
- Today want to complete Step 9:

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

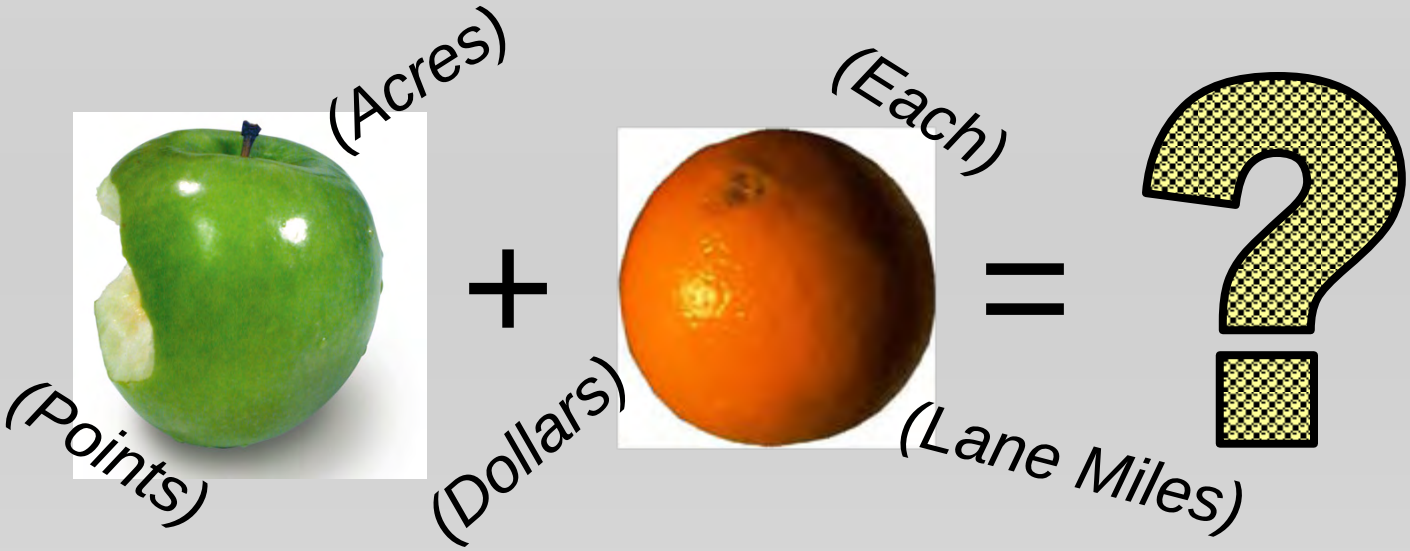
Evaluation Factor	Definition/Clarification	SECTION 1			SECTION 2											
		1A	1B	1C	2A	2B	2C	2D	2E	2F	2G	2H	2J	2K	2L	2M
Traffic & Safety		250.00	133.00	189.00	190.00	215.00	190.00	155.00	129.00	189.00	155.00	191.00	190.00	242.00	190.00	155.00
		Rank: 1	Rank: 3	Rank: 2	Rank: 4	Rank: 2	Rank: 4	Rank: 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

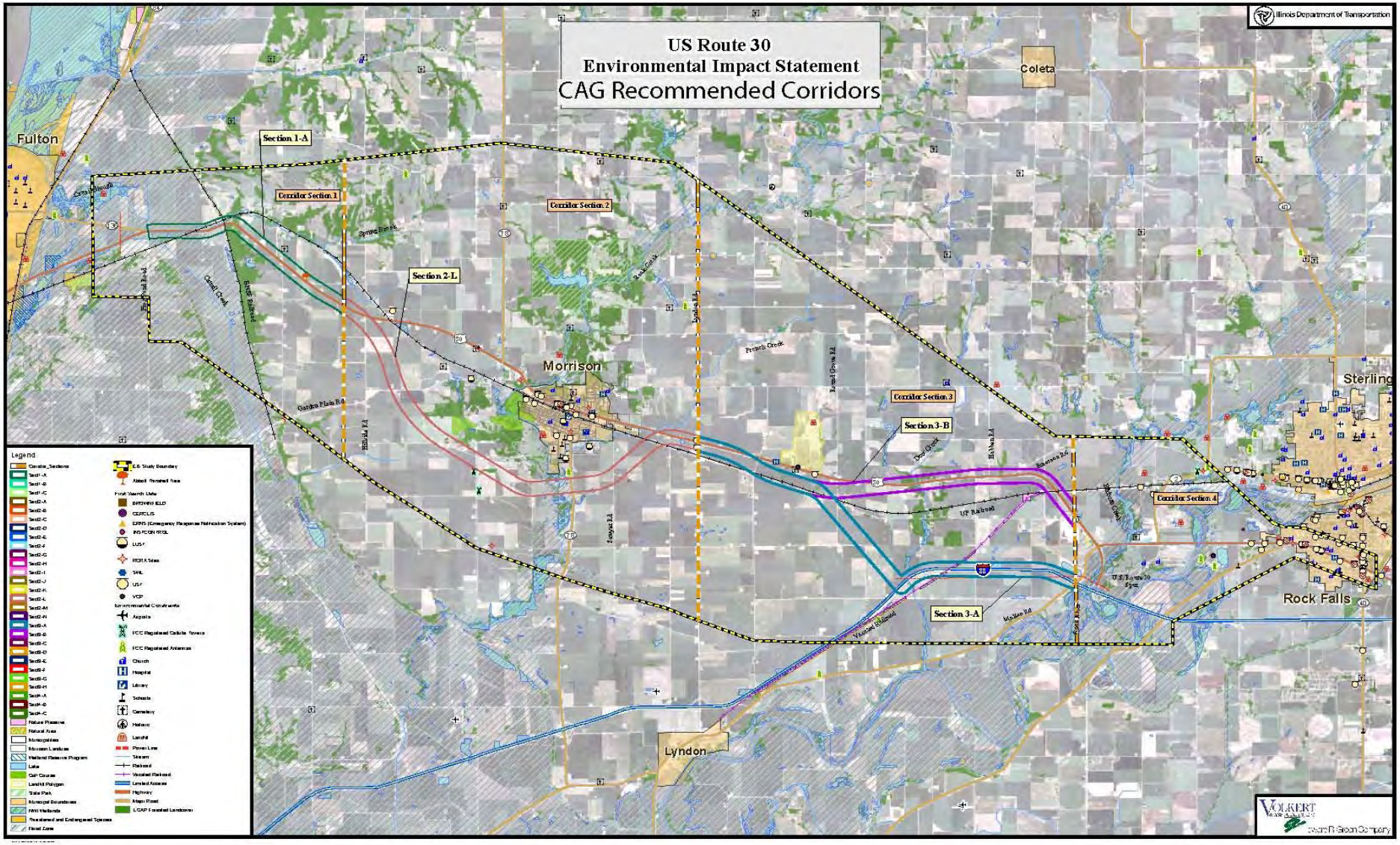
In addition to the environmental issues discussed on the previous slide:

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

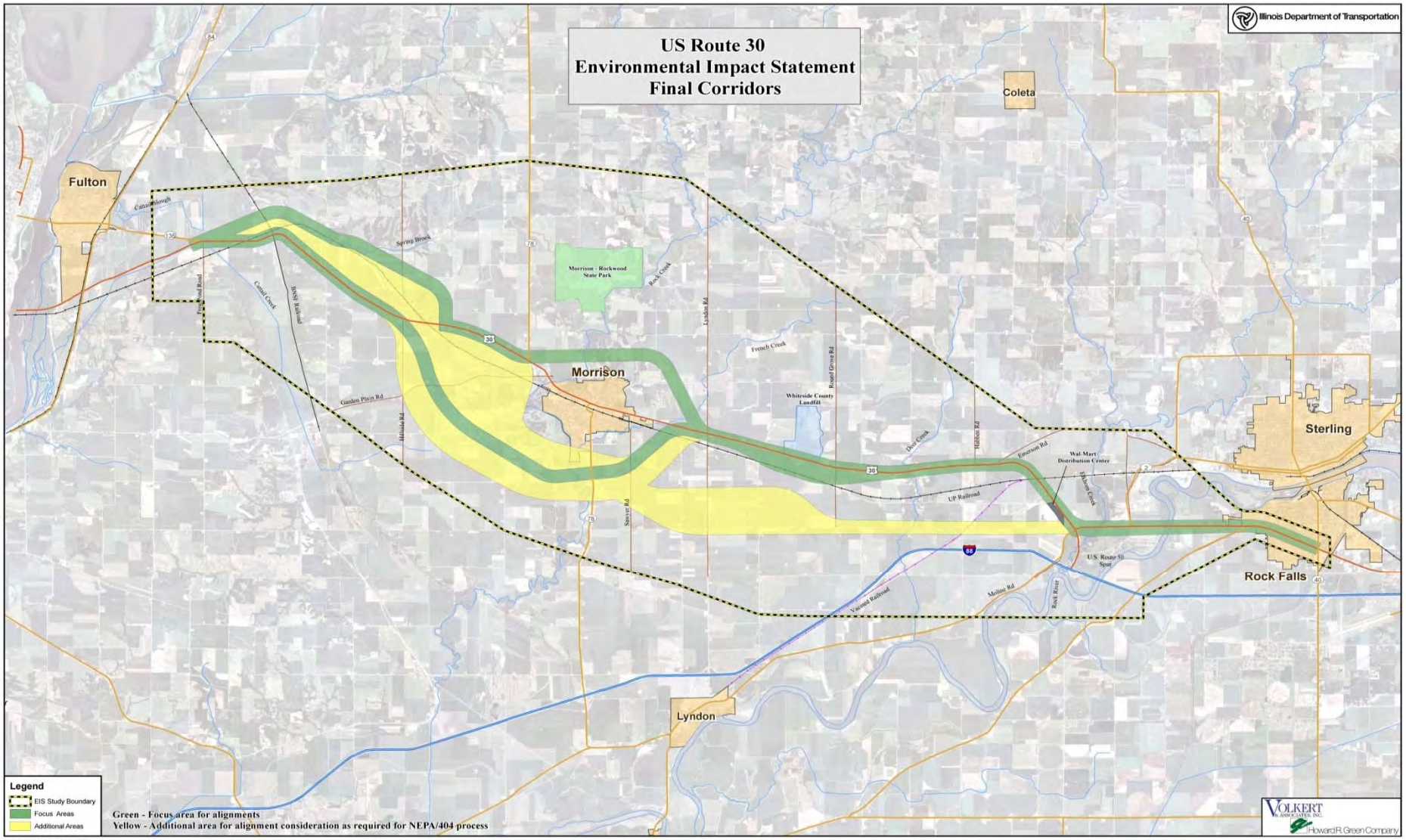
Where are we in the project and how did we get there?

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

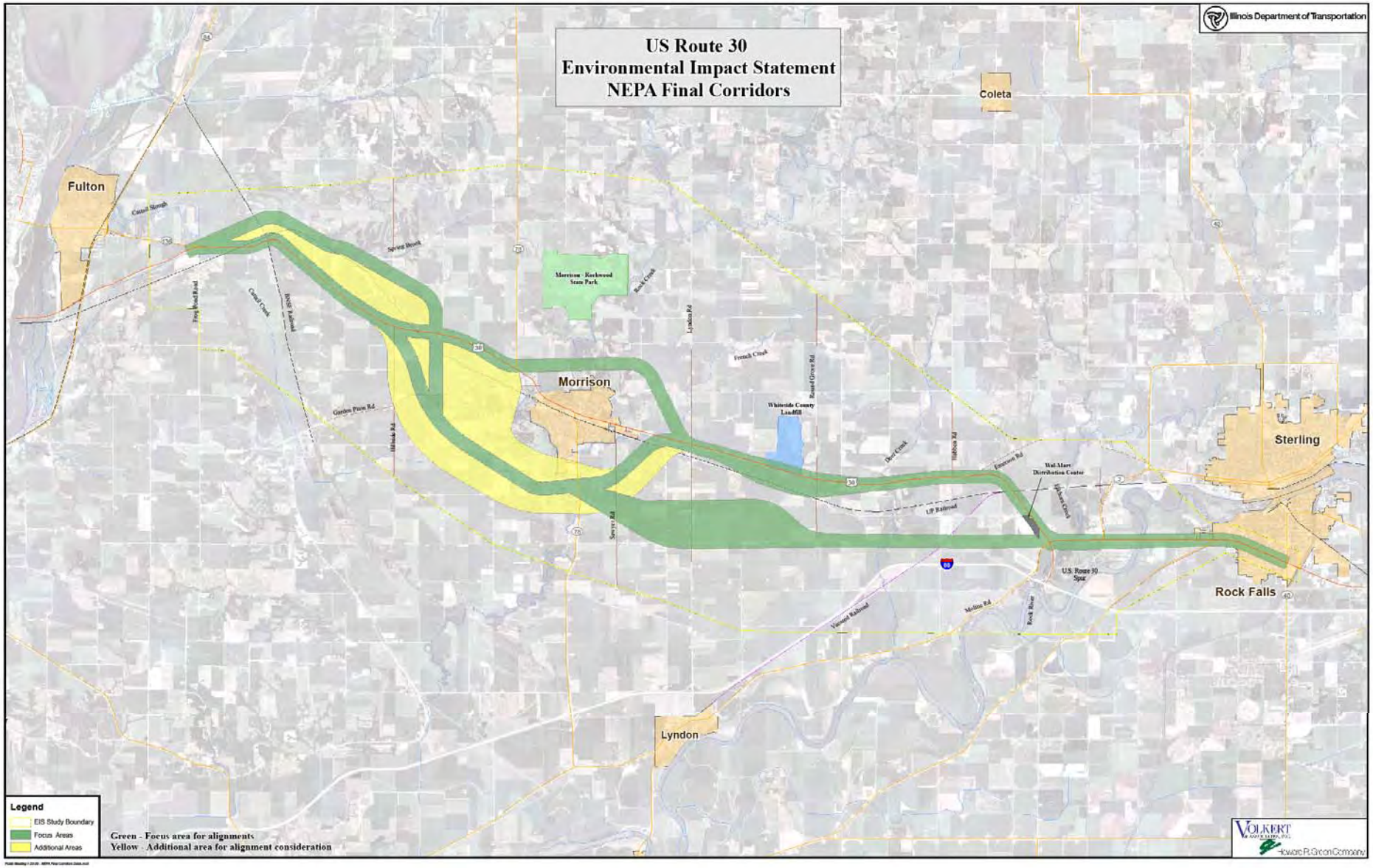
- The majority of the comments were from those in favor of a south route and against a north route
- Some comments against project all together
- Some stated to use as much of the existing roadway as possible
- Major concerns were agriculture, displacements, and development

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



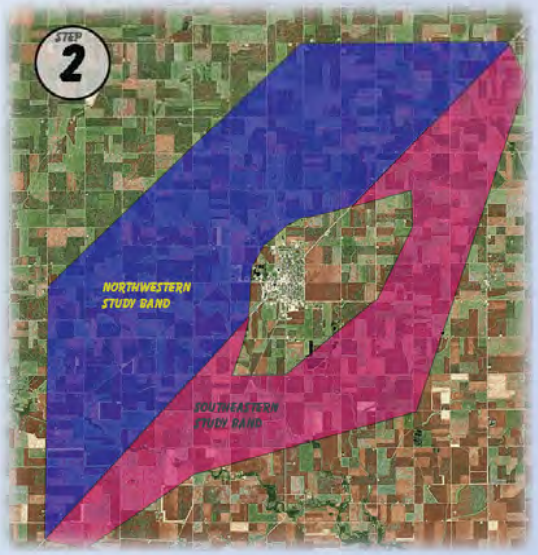
Corridors (1400 feet wide) to Alignments (200 feet wide)

EXAMPLE OF PROCESS

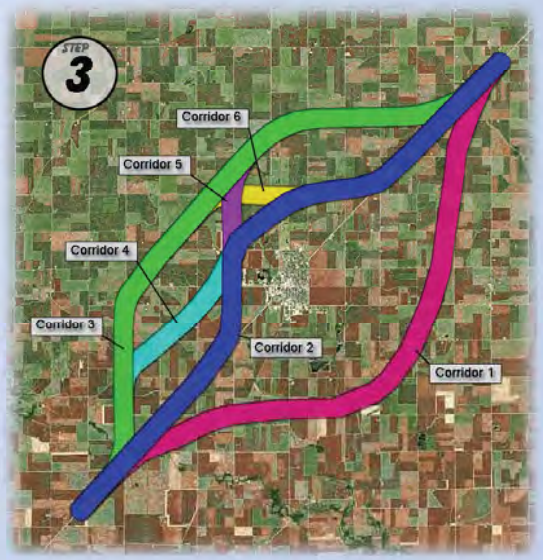
HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

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

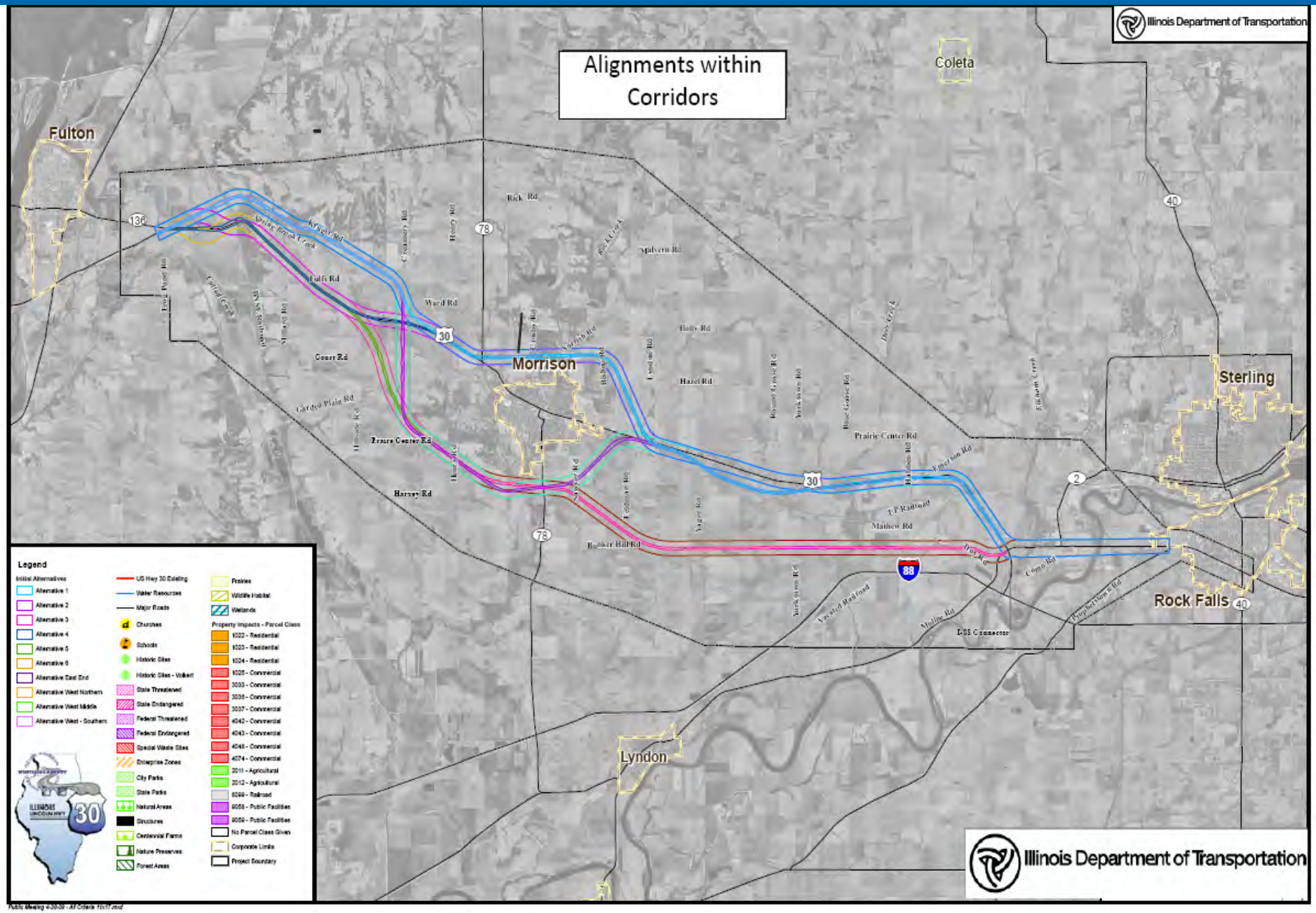
Six (6) Initial Alignments Created within the Corridors

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

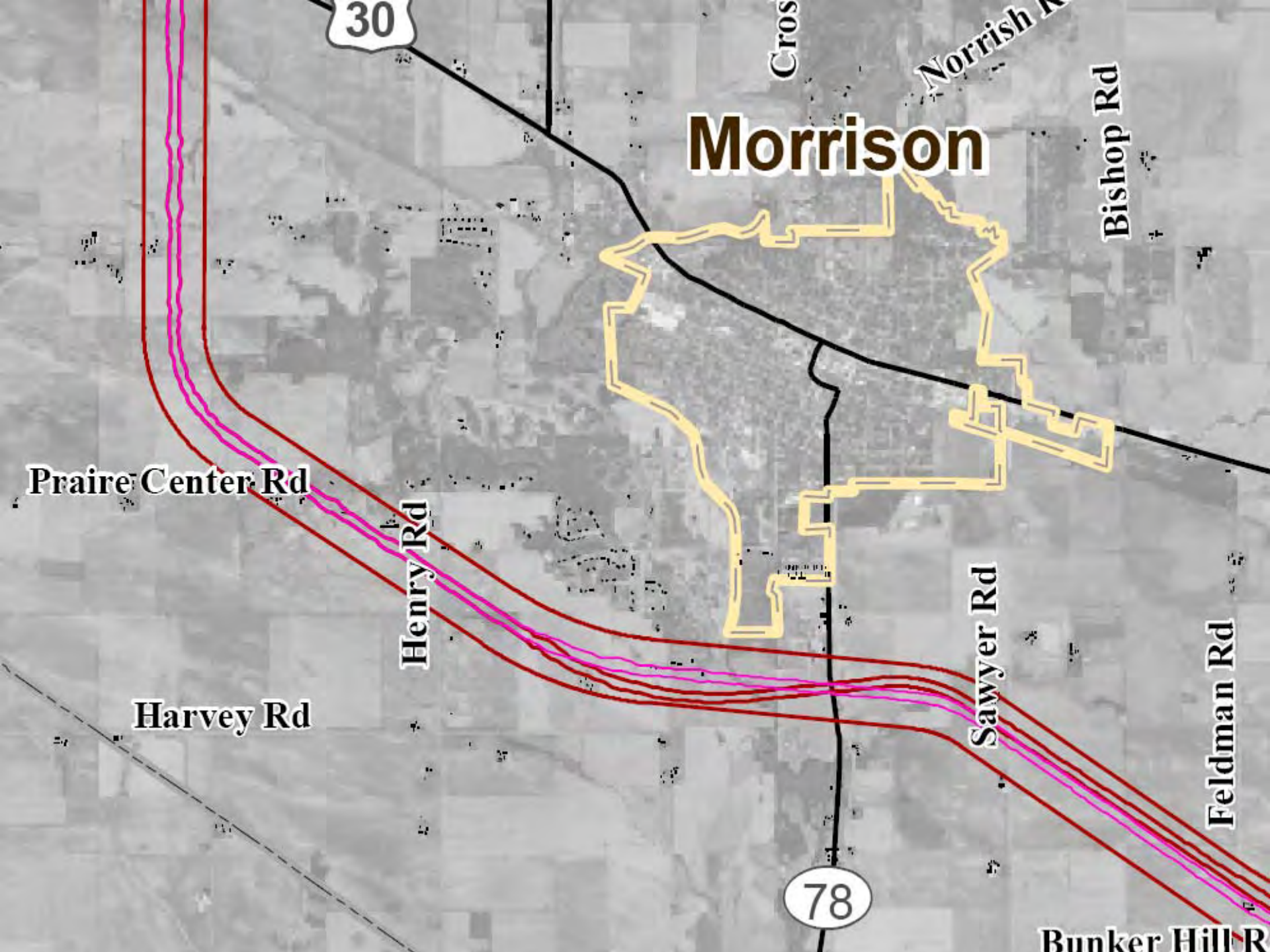
Map on next slide illustrates the six initial alignments with the corridors


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

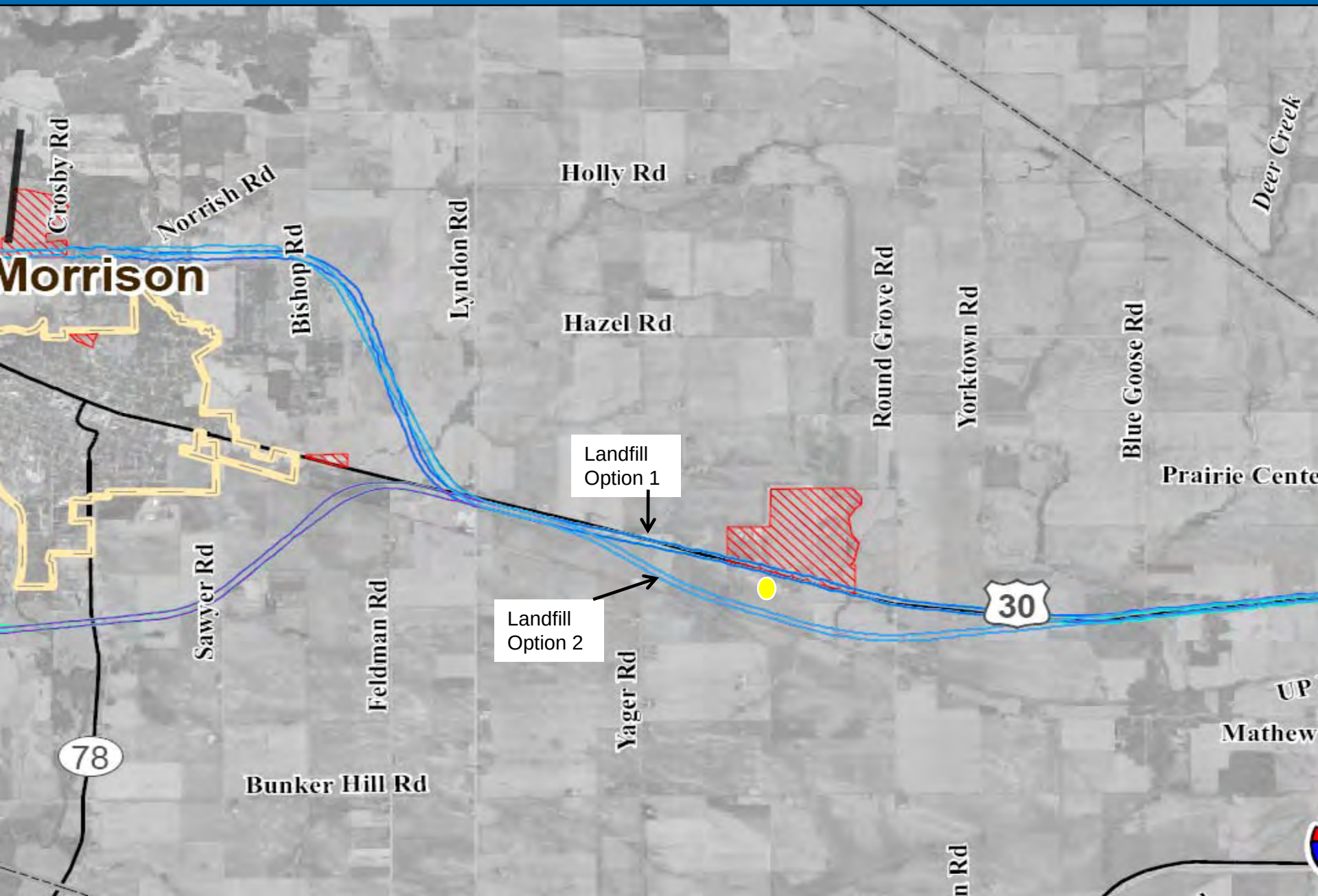
* Map on next slide illustrates the four alternatives*

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

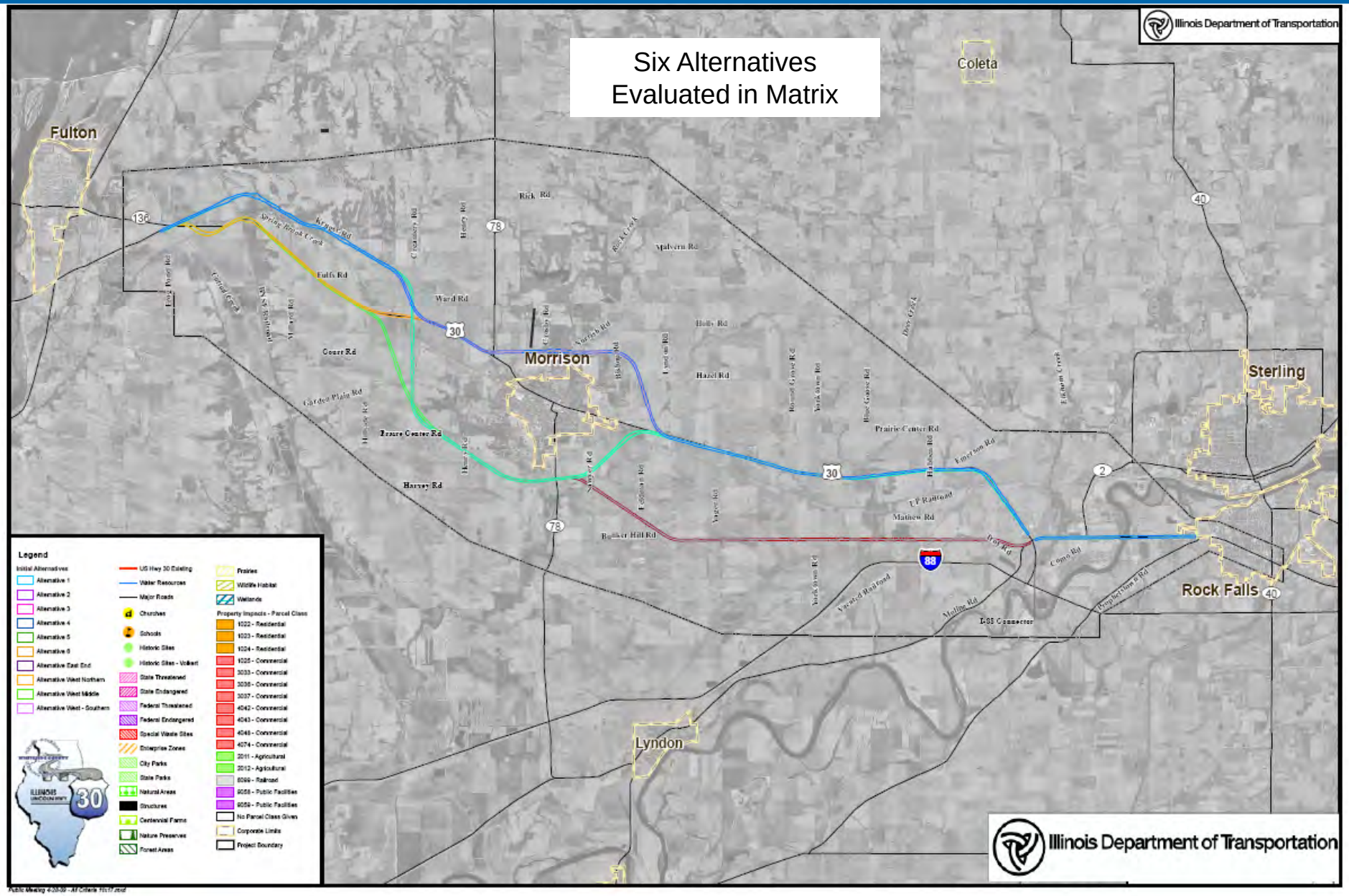
BREAK

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

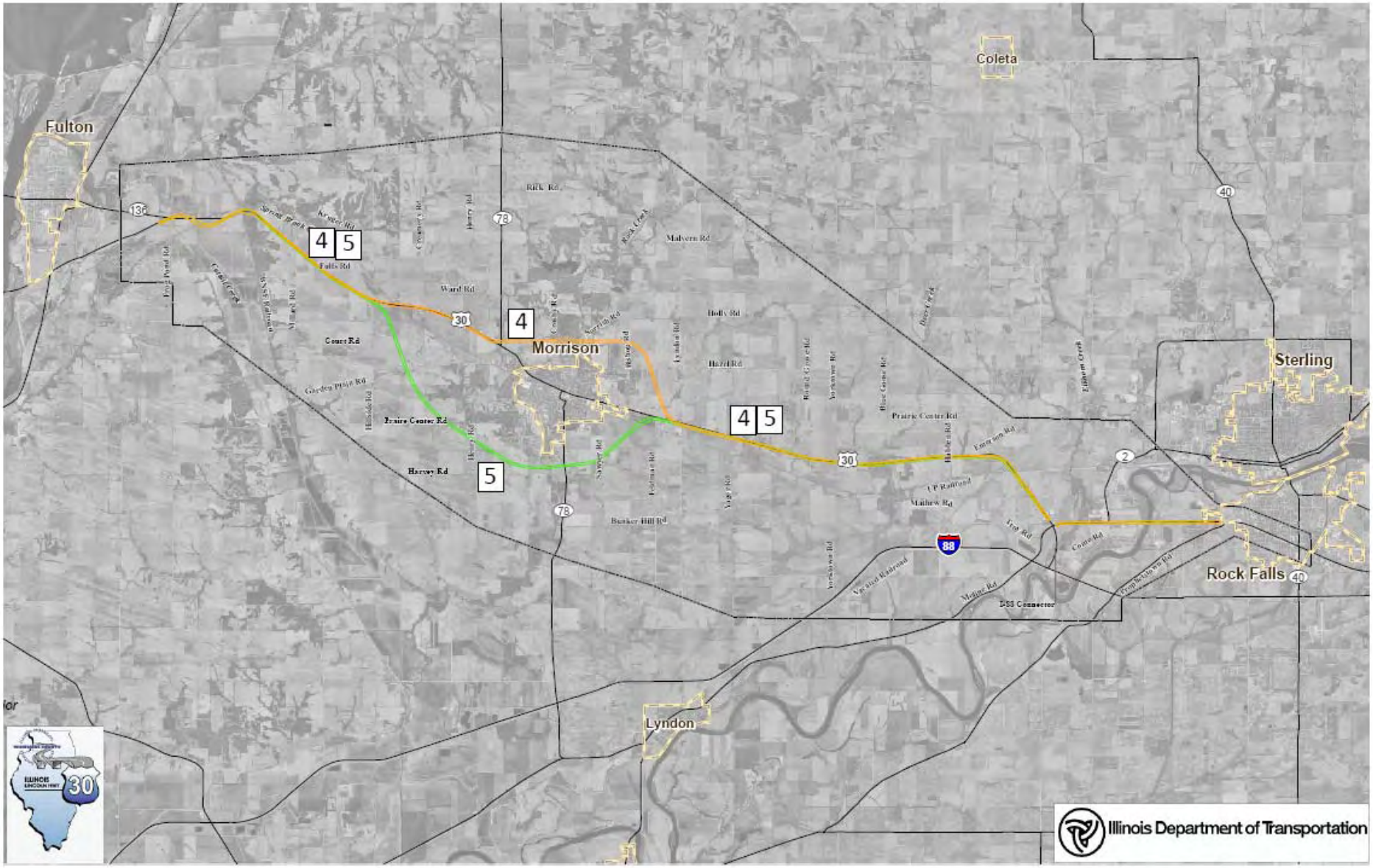
RANKINGS

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

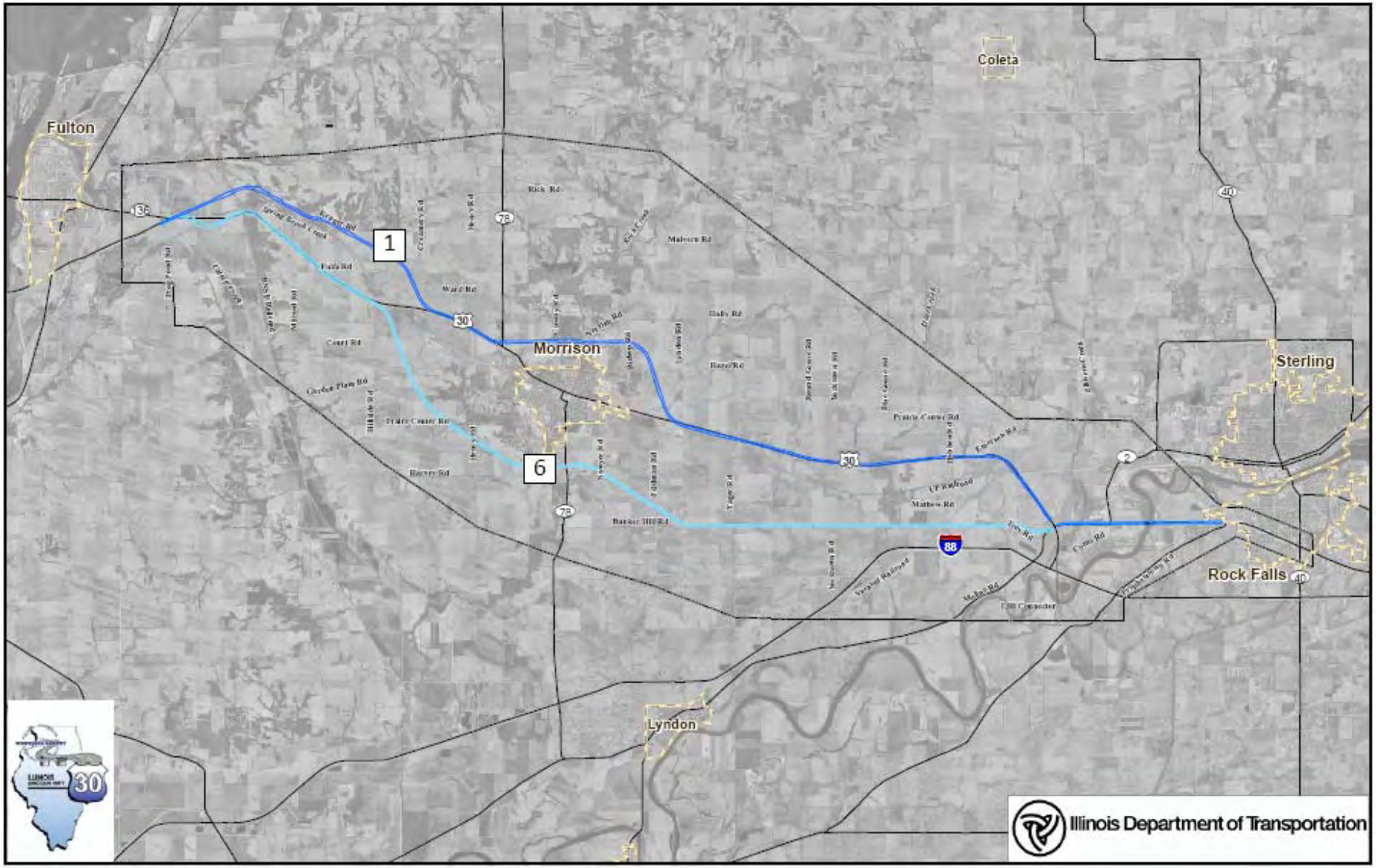
Alternative 4 ranked #1

Alternative 5 Ranked #1



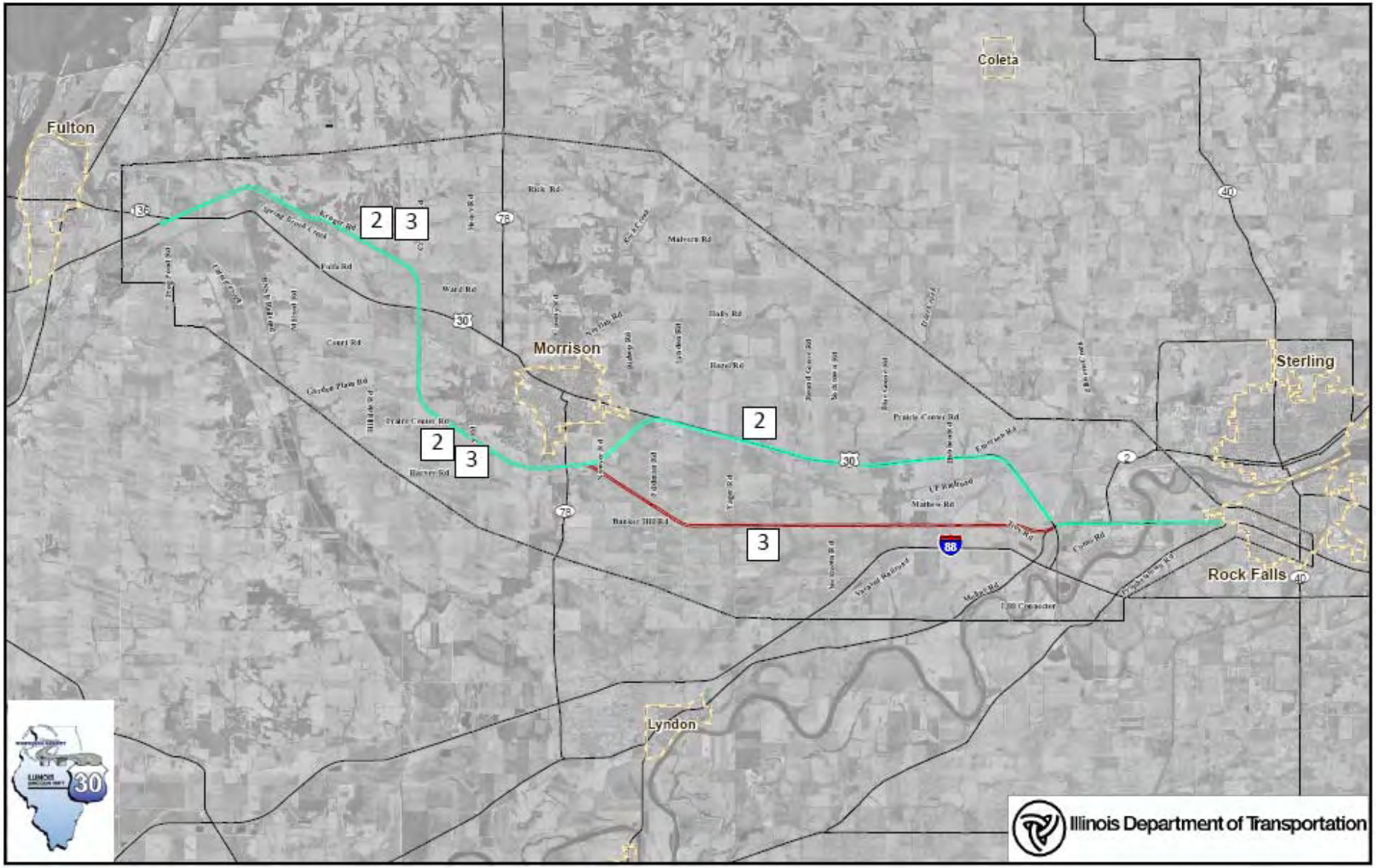
Alternative 6 ranked #3

Alternative 1 Ranked #4



Alternative 2 ranked # 5

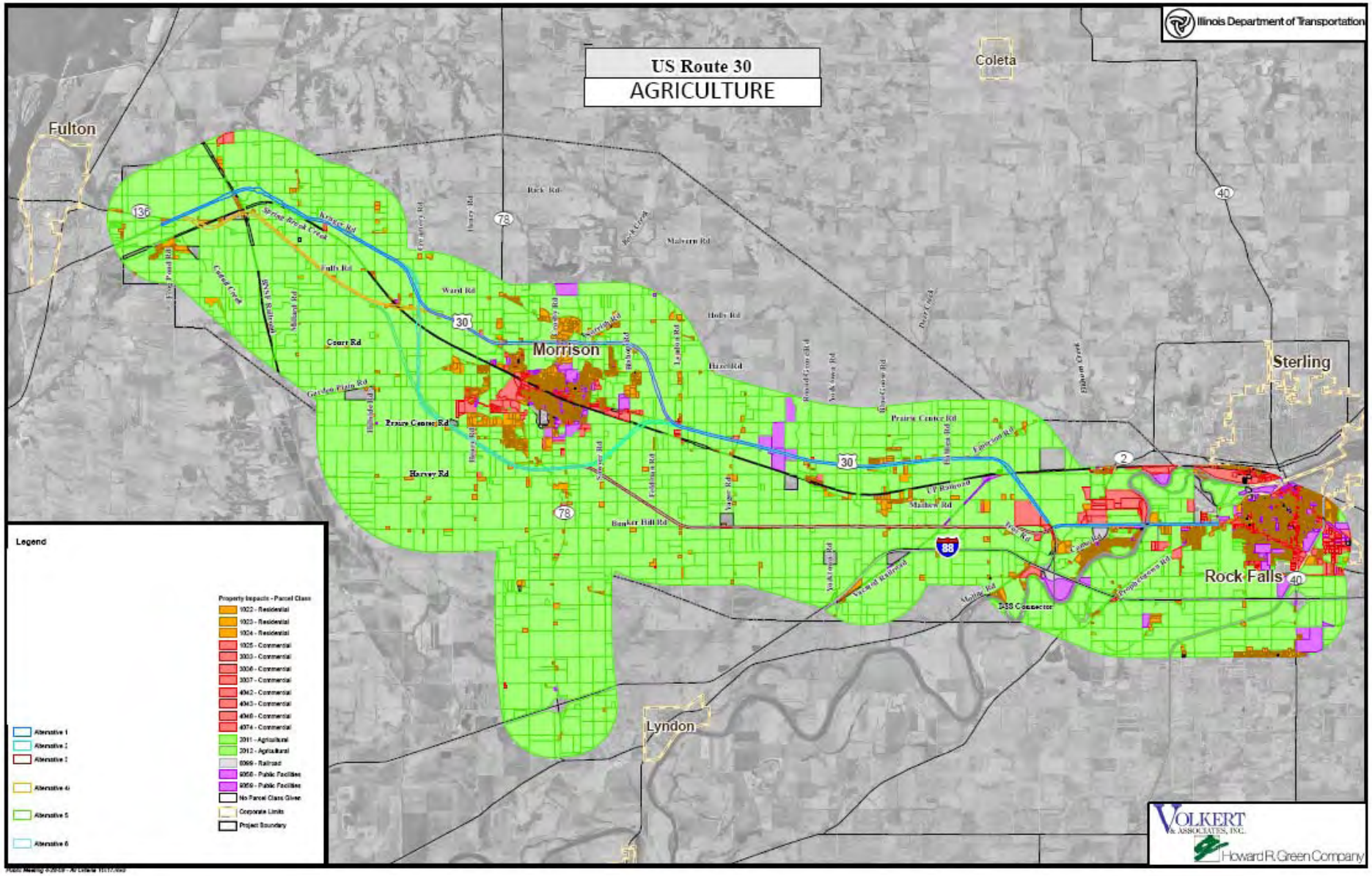
Alternative 3 ranked #5



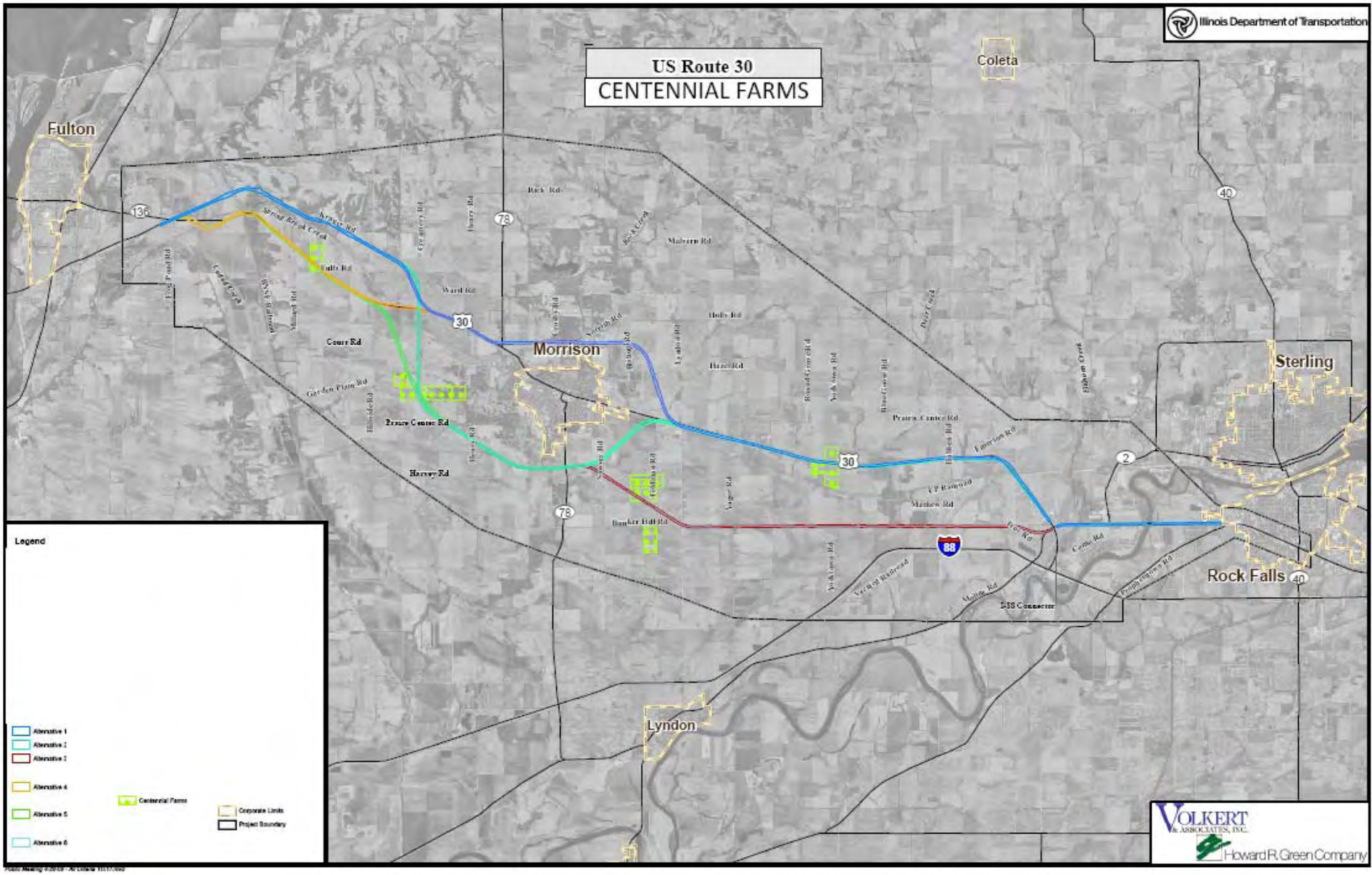
Potential Environmental Impacts

- 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.

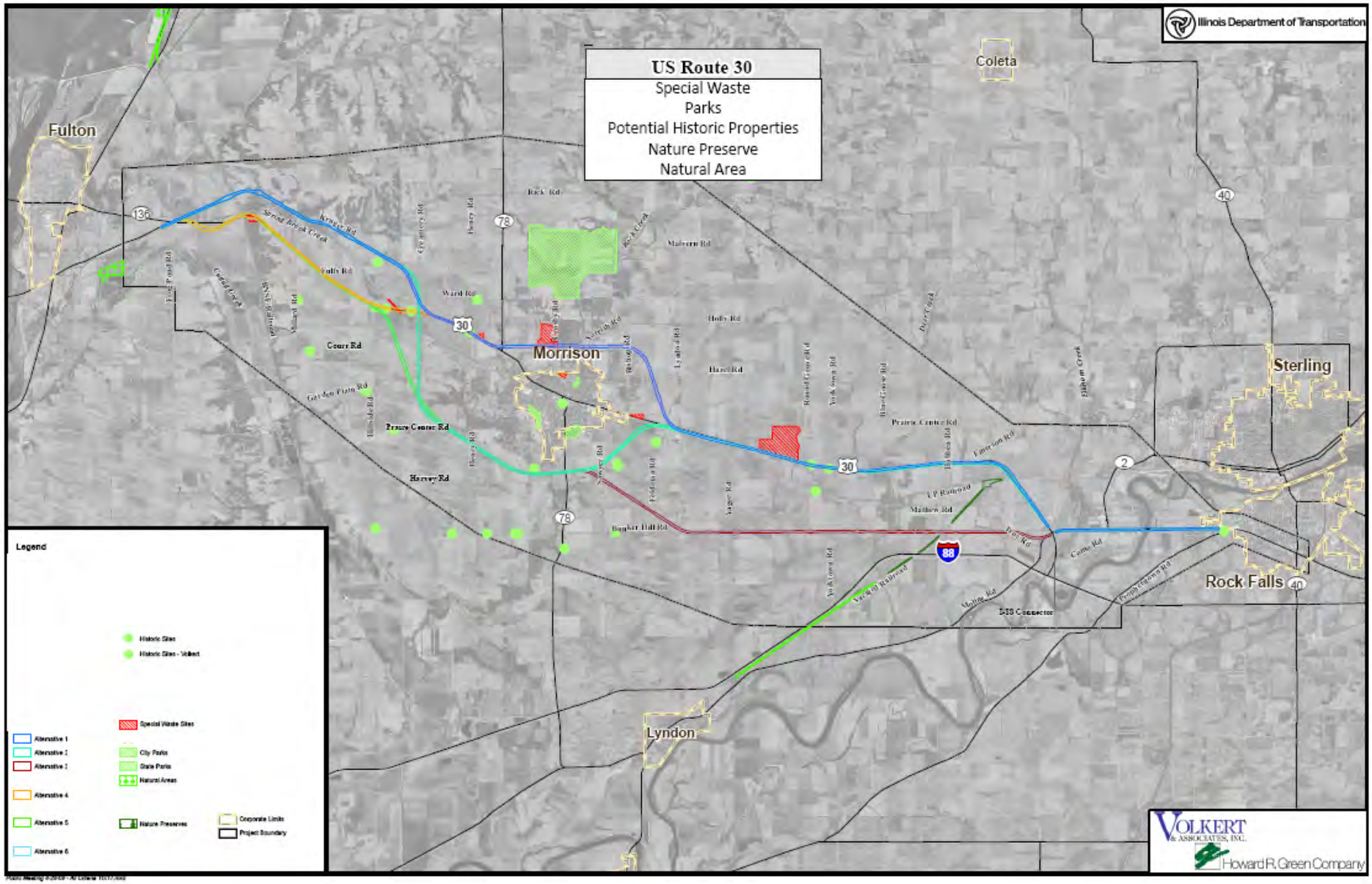
Agriculture



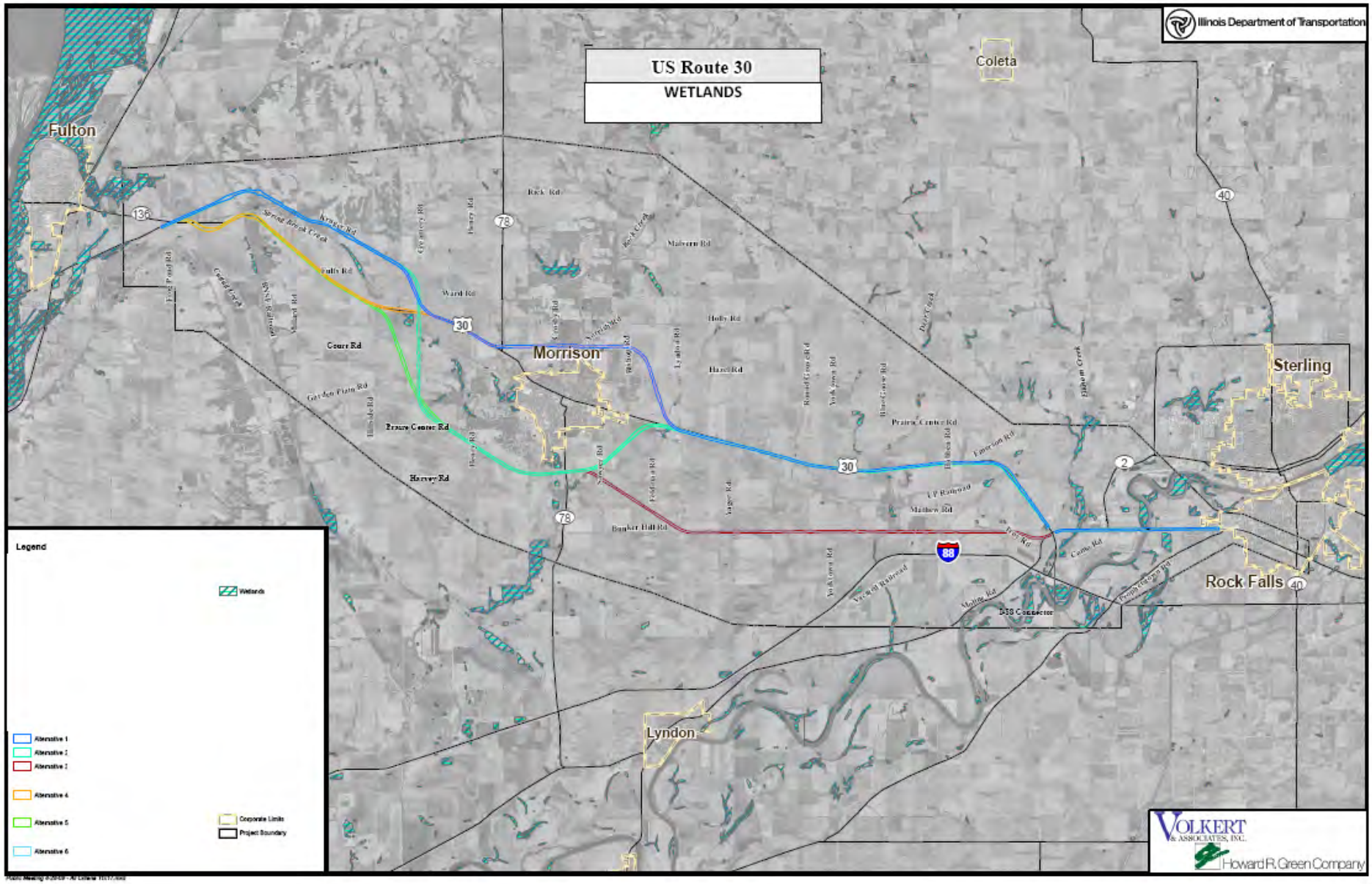
Centennial Farms



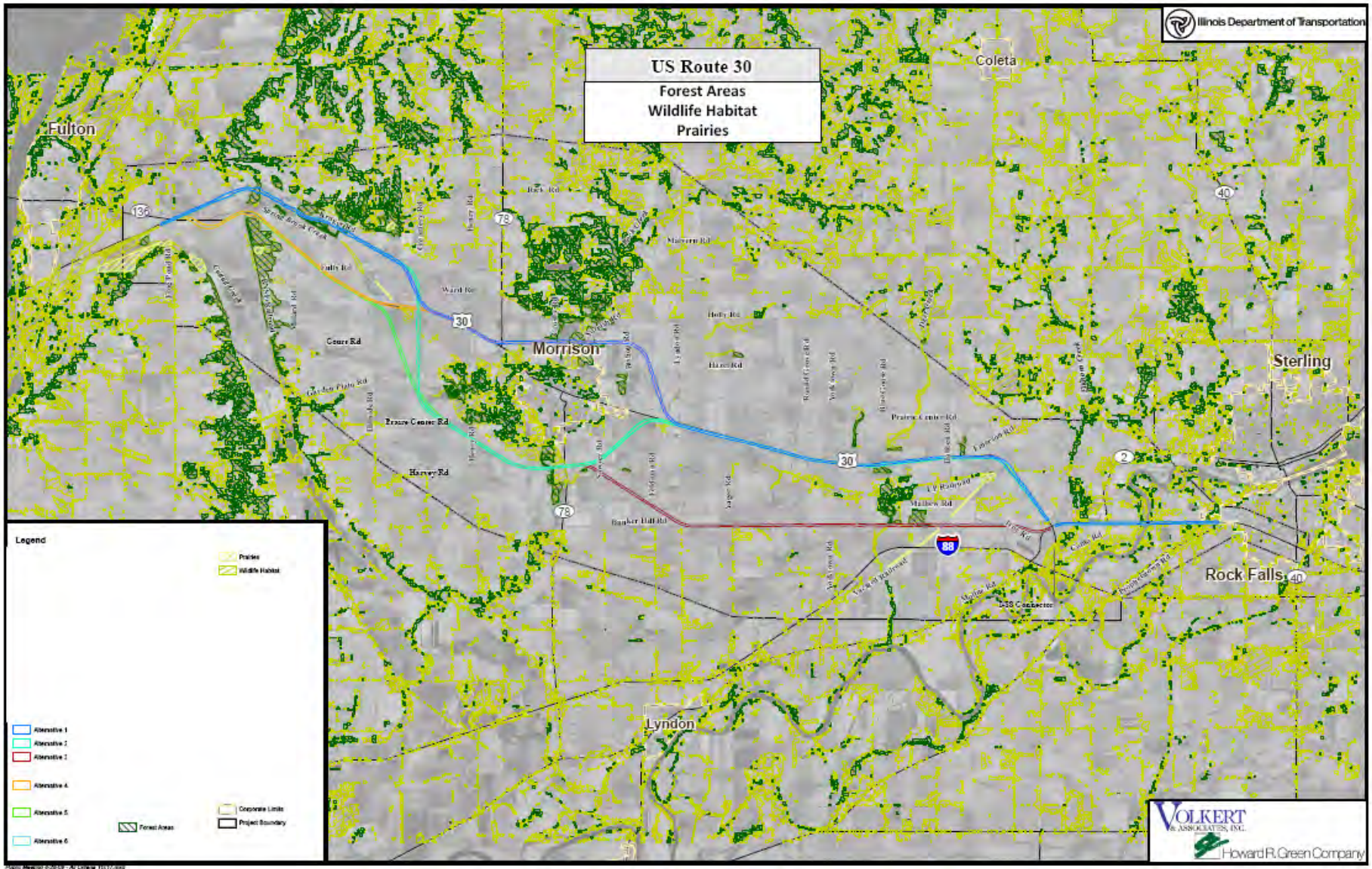
Special Waste/Parks/Potential Historic Properties/ Nature Preserves/Natural Areas



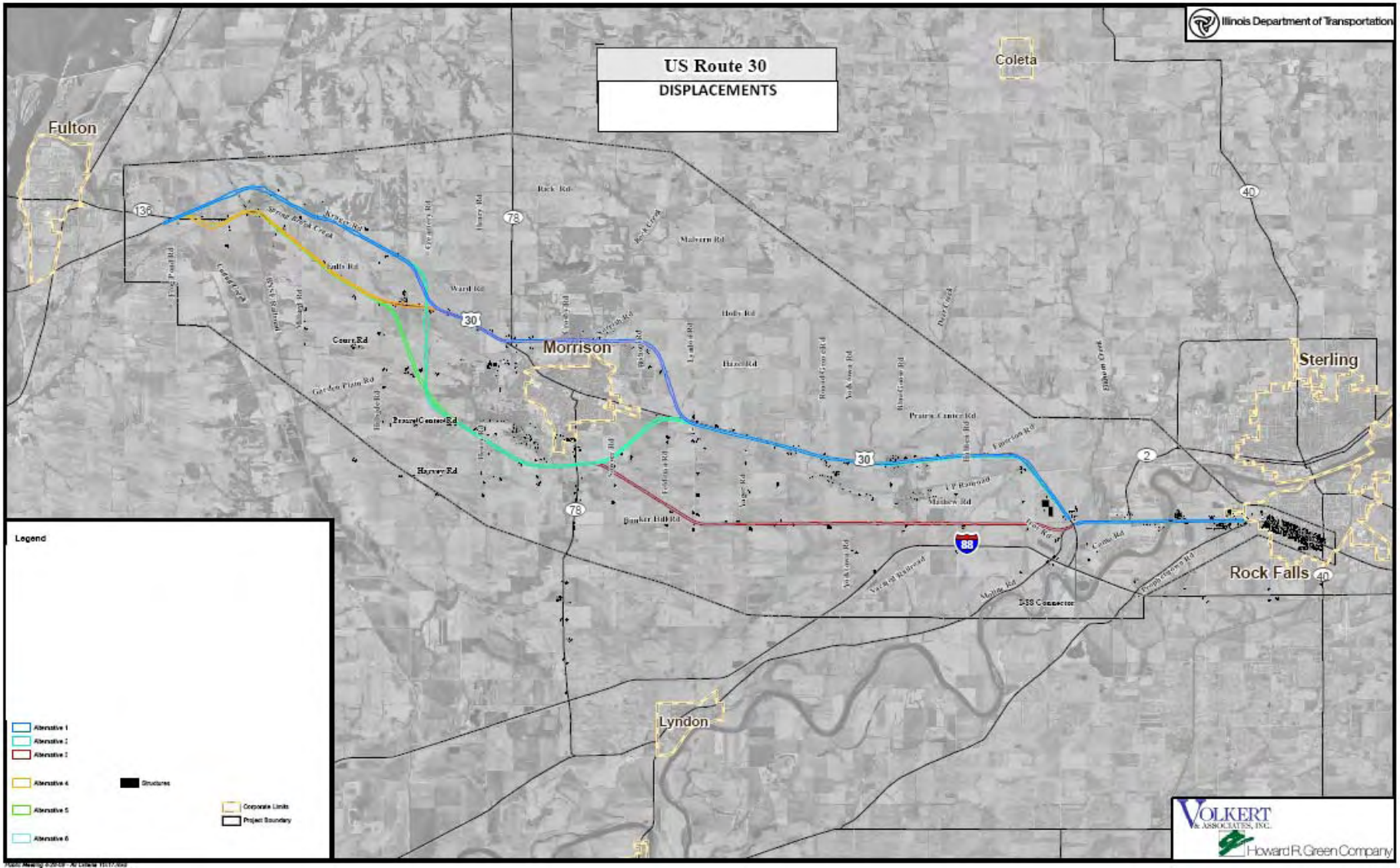
Wetlands


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)

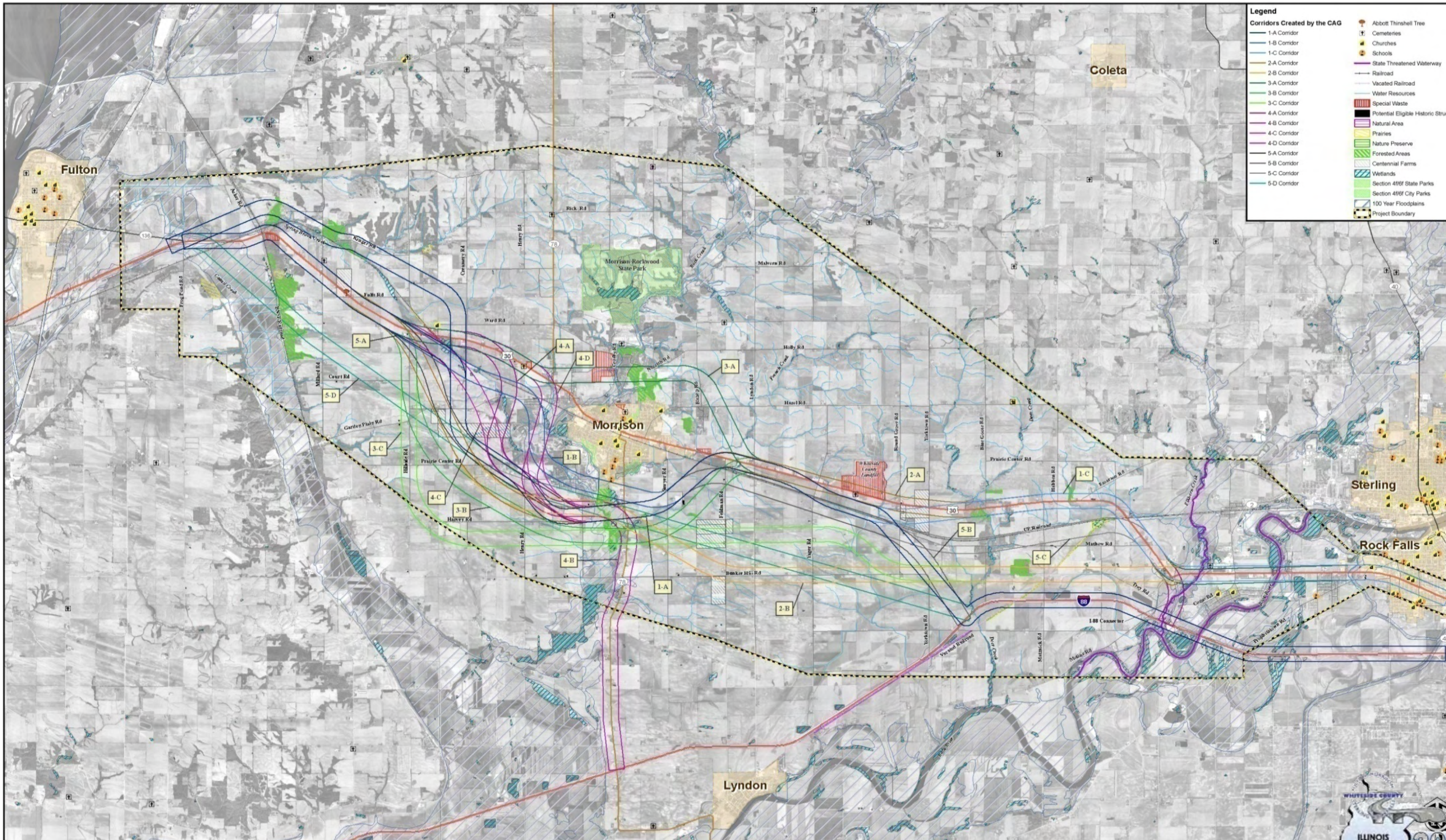
Progress of Project to Date

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)



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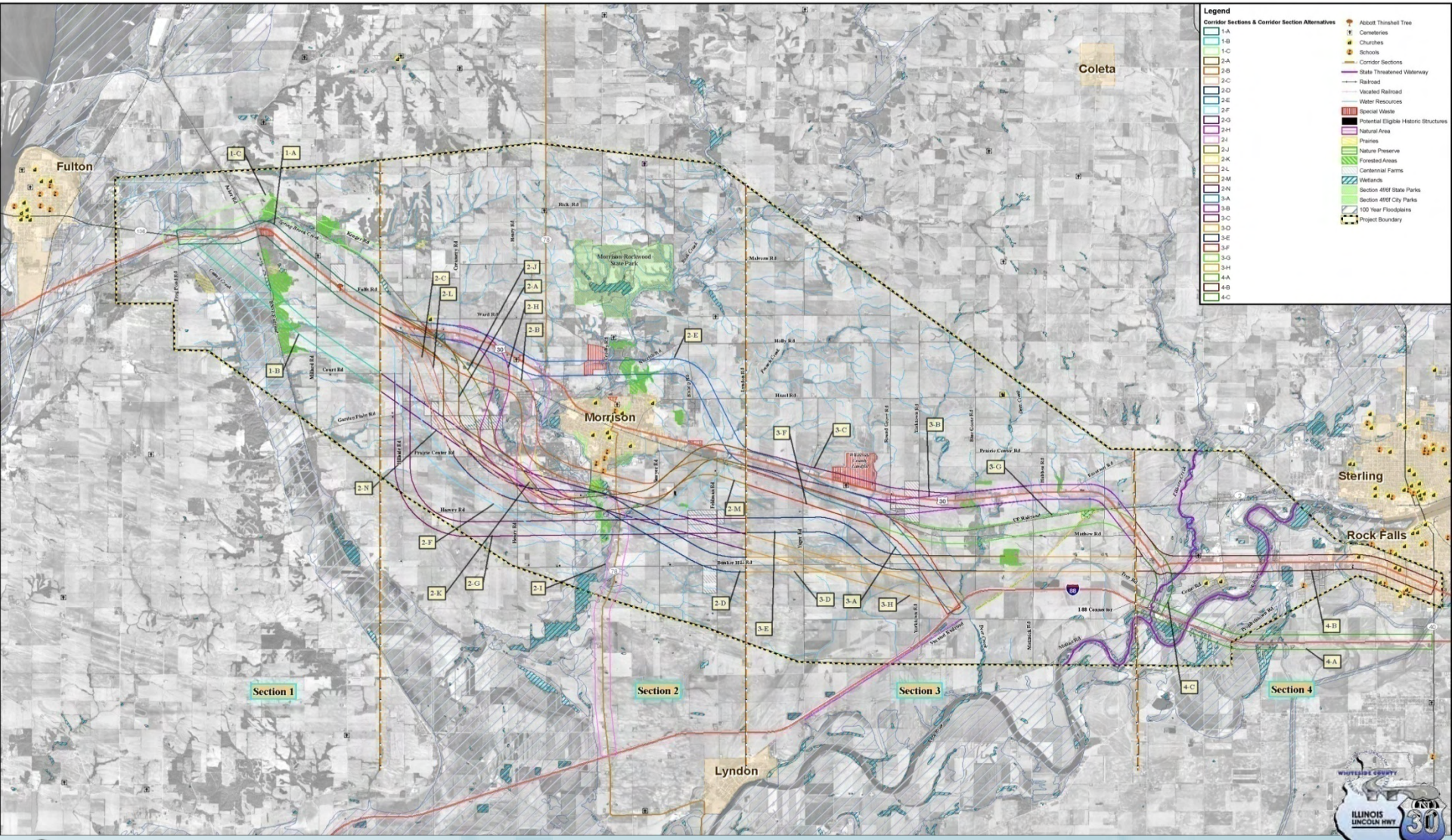
ILLINOIS LINCOLN HWY 30

Progress of Project to Date

Separate Corridors into Sections (May 2008)



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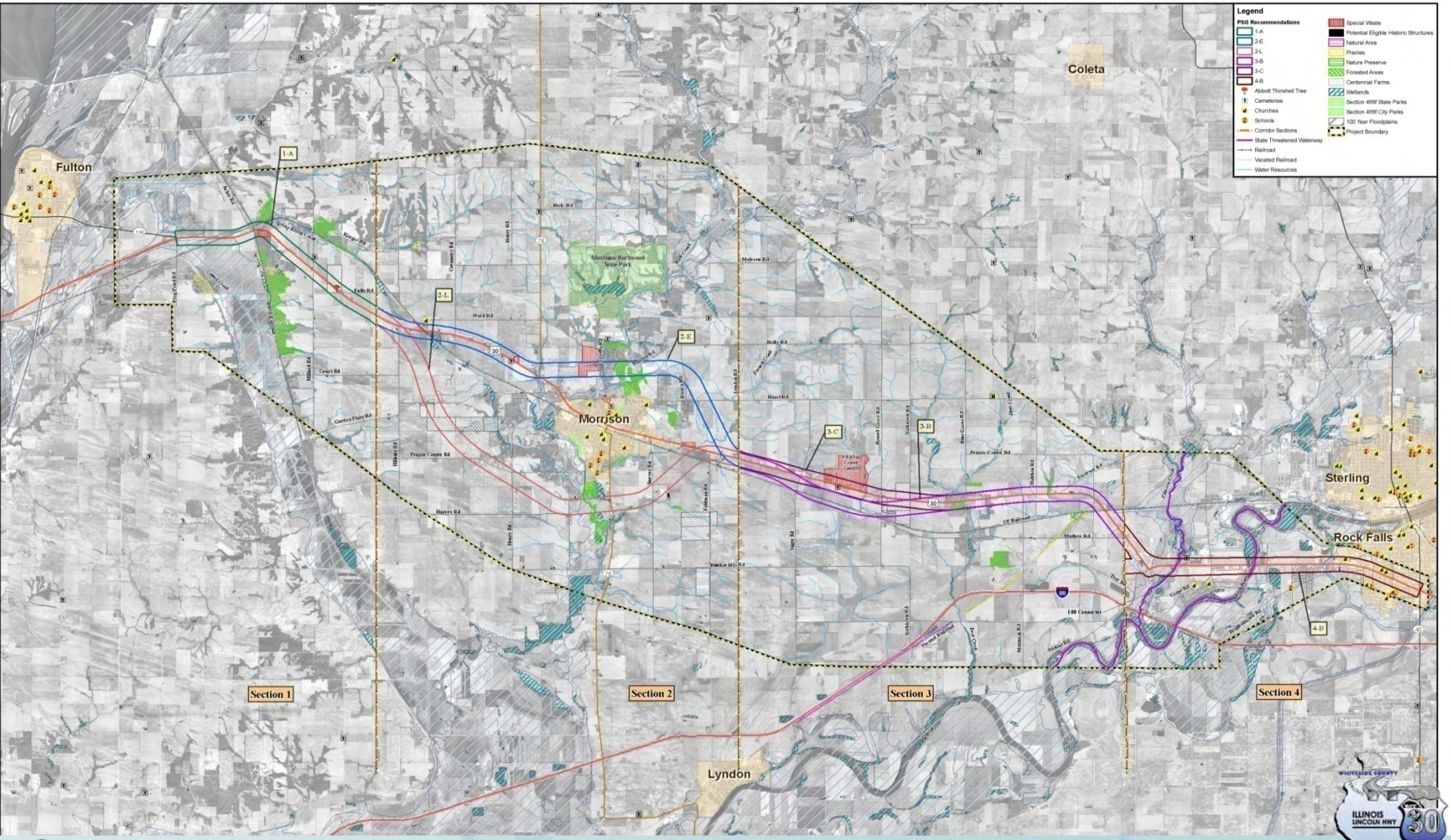
Progress of Project to Date

Project Study Group Recommendations (December 2008)



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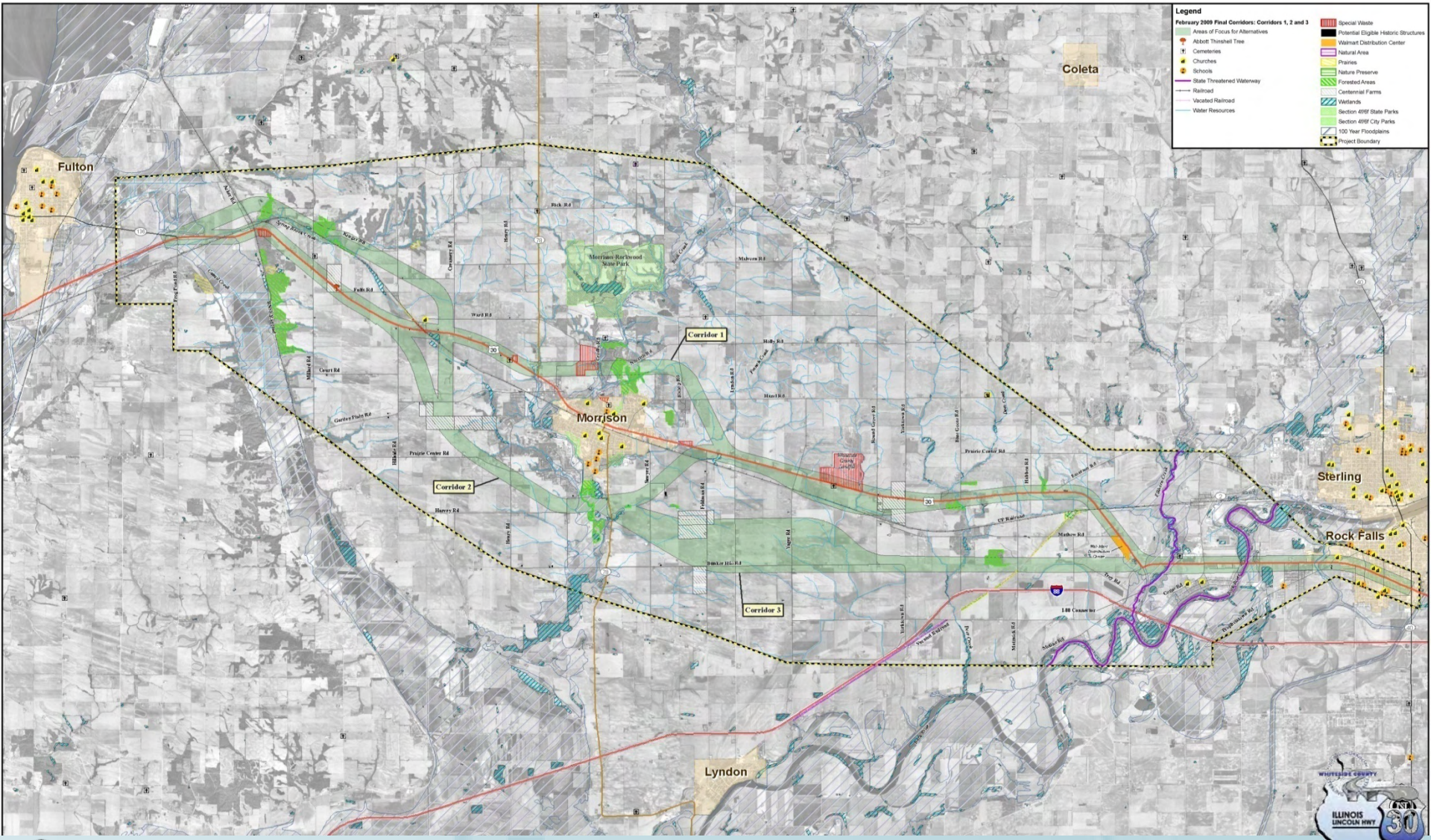
Progress of Project to Date

Final Corridors (February 2009)



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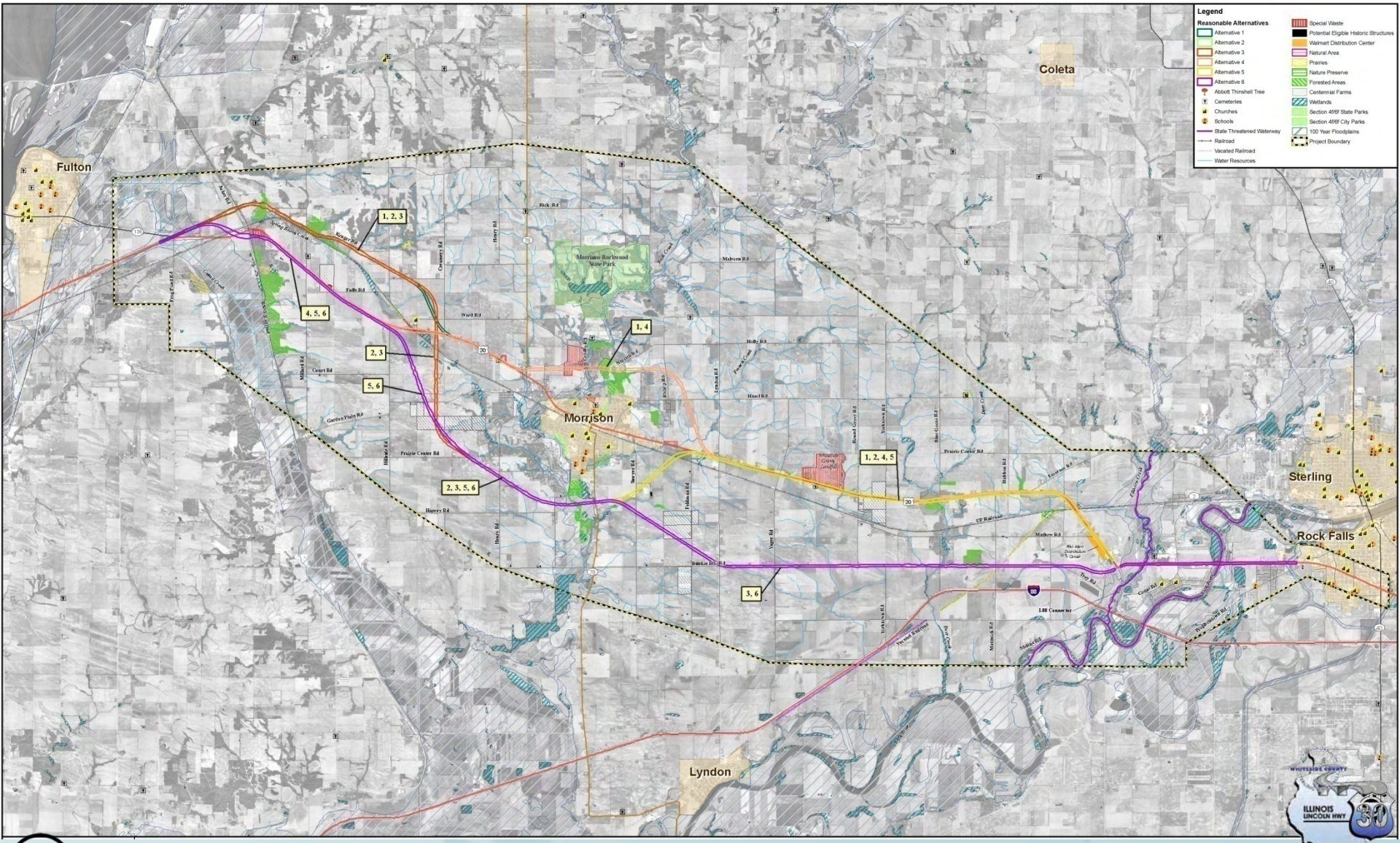
Progress of Project to Date

Six Alternatives (June 2010)



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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

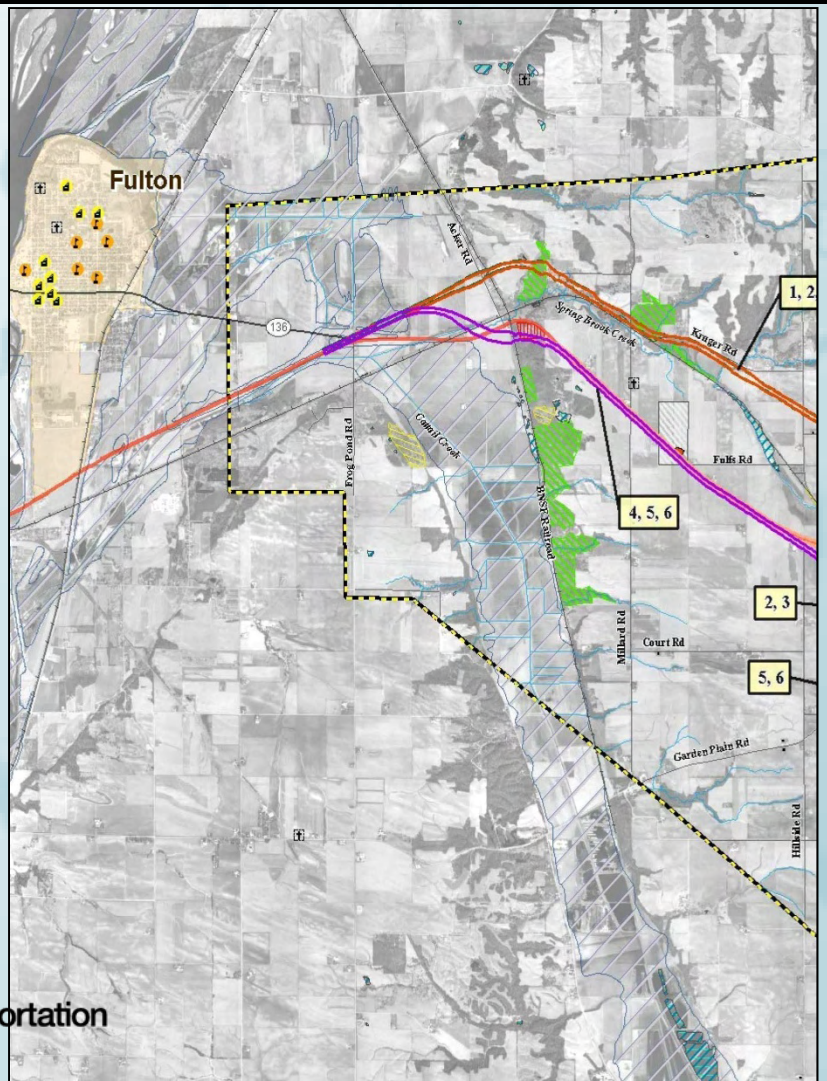
Description

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



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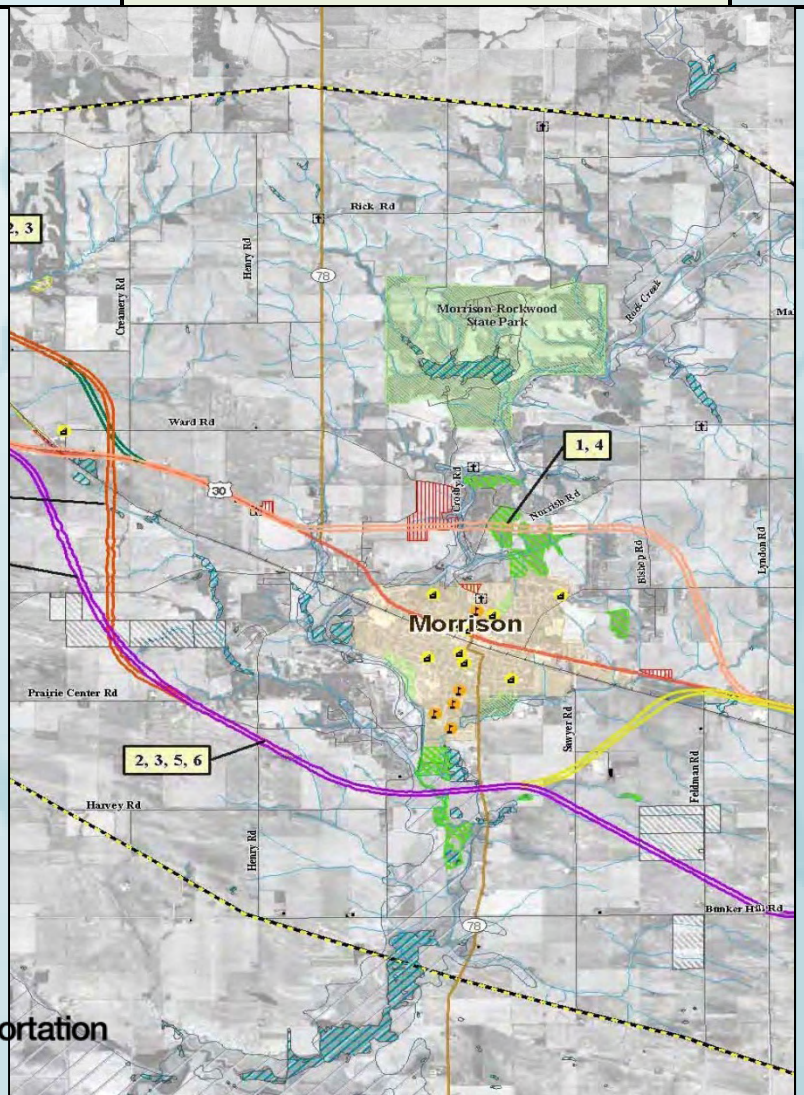
Six (6) Alternatives

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



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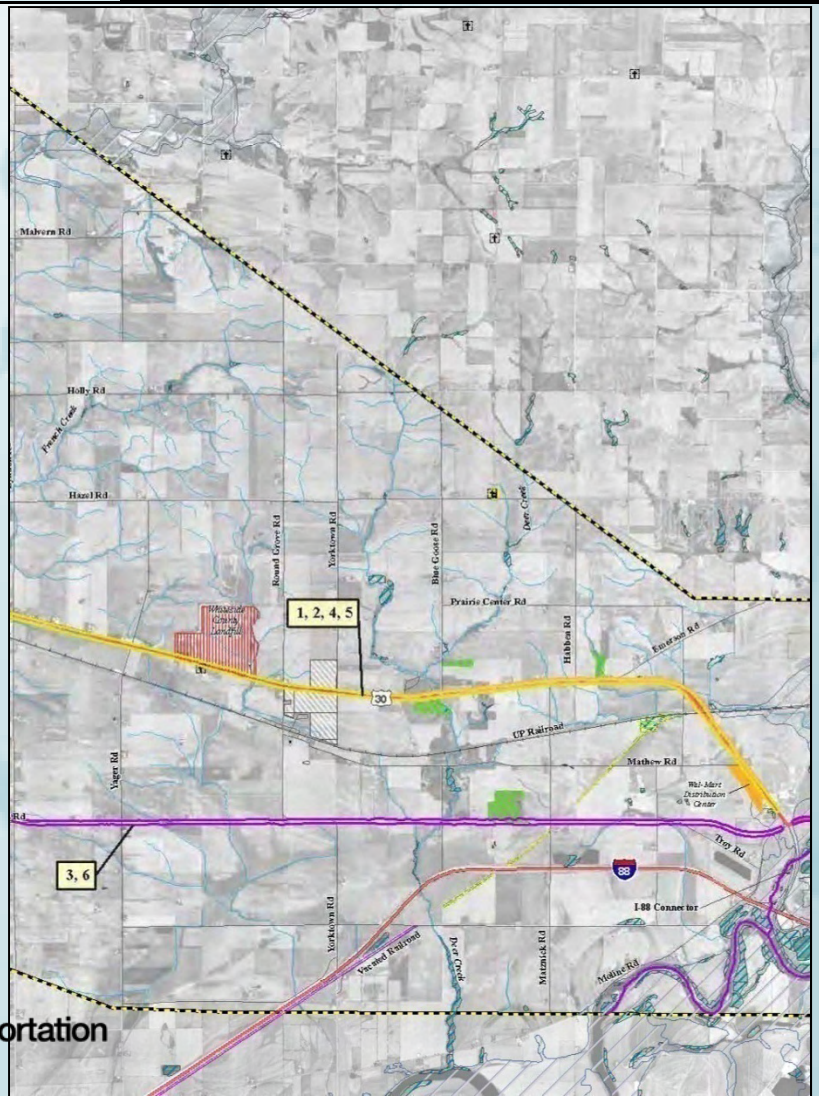
Six (6) Alternatives

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	



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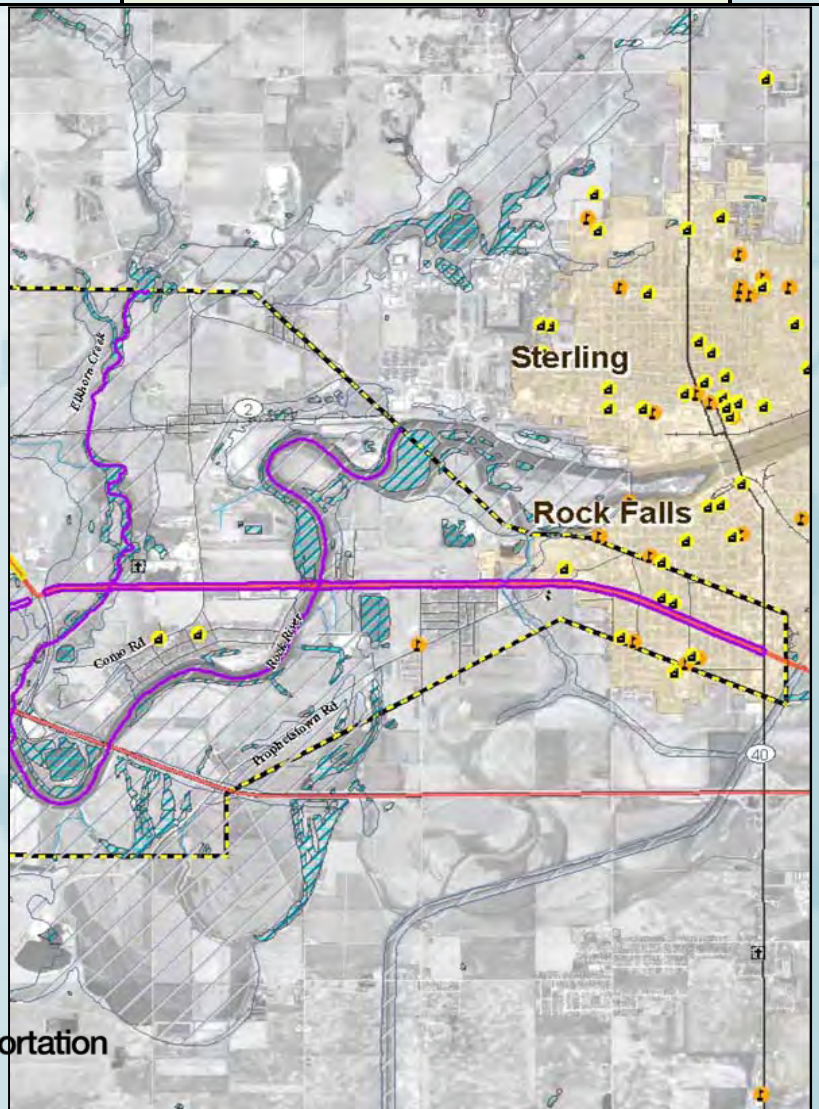
Six (6) Alternatives

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



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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.

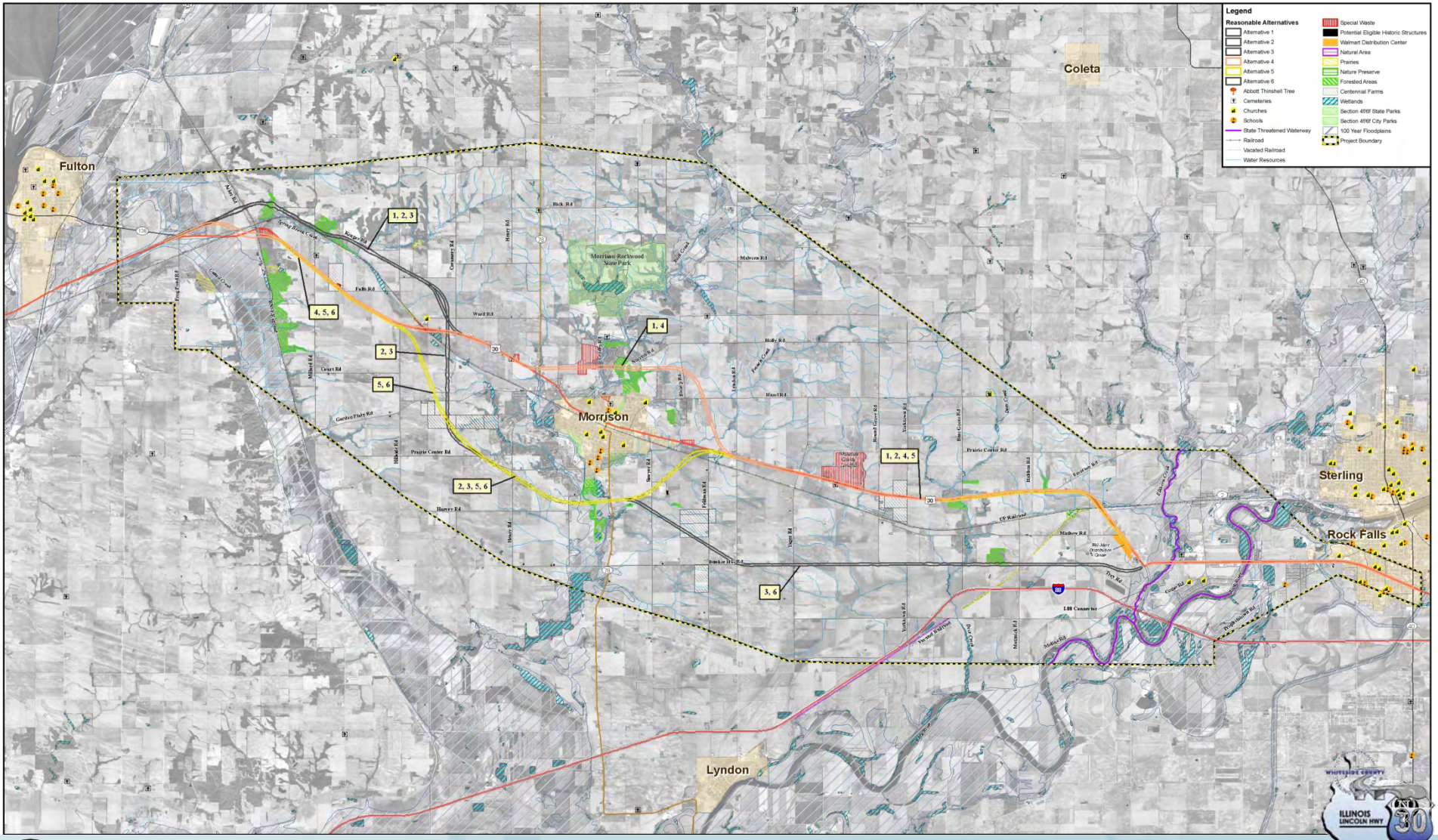
Description	*Alternative % Reduction/# Reduction Crash*						
	No-Build	1	2	3	4	5	6
Western Portion *(IL 136 to west of Morrison)*	0	39%	39%	39%	50%	50%	50%
		24	24	24	30	30	30
Central Portion *(Bypass around Morrison)*	0	23.8%	33%	25.2%	24.2%	33%	25.7%
		38	53	41	39	53	42
Eastern Portion (East of Morrison 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

Illinois Department of Transportation

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
Cassandra Rodgers	IDOT D2	cassandra.rodgers@illinois.gov
Jennifer Williams	IDOT D2	jennifer.williams@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

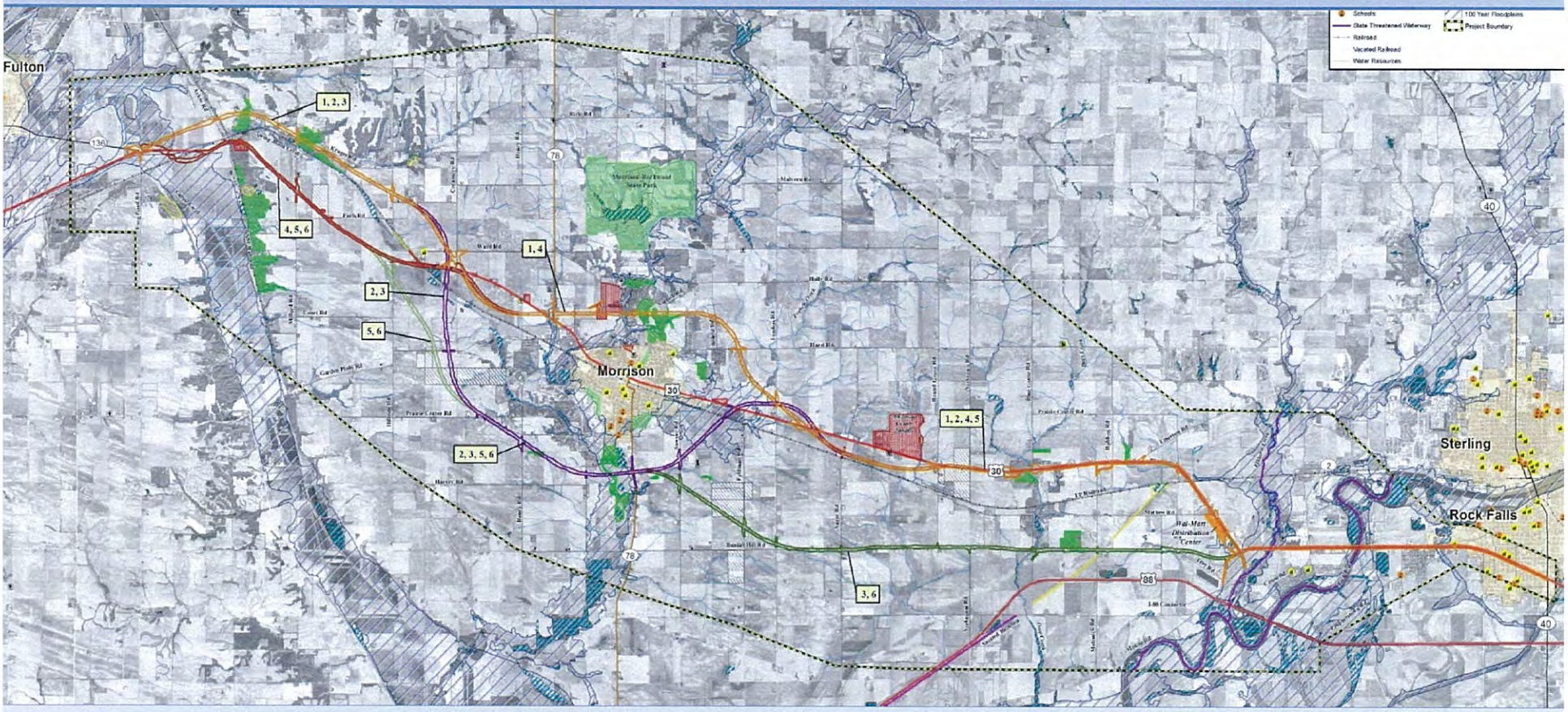
AGENDA

- 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

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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

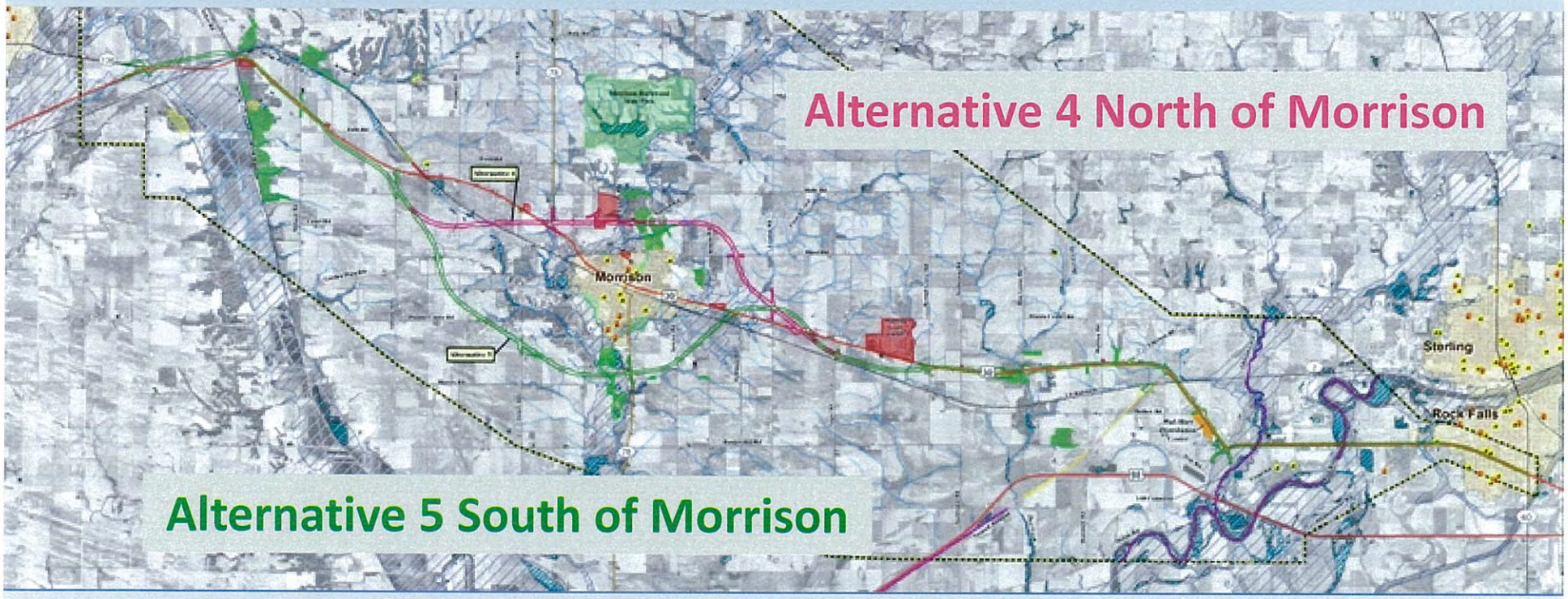
PROJECT UPDATE

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.

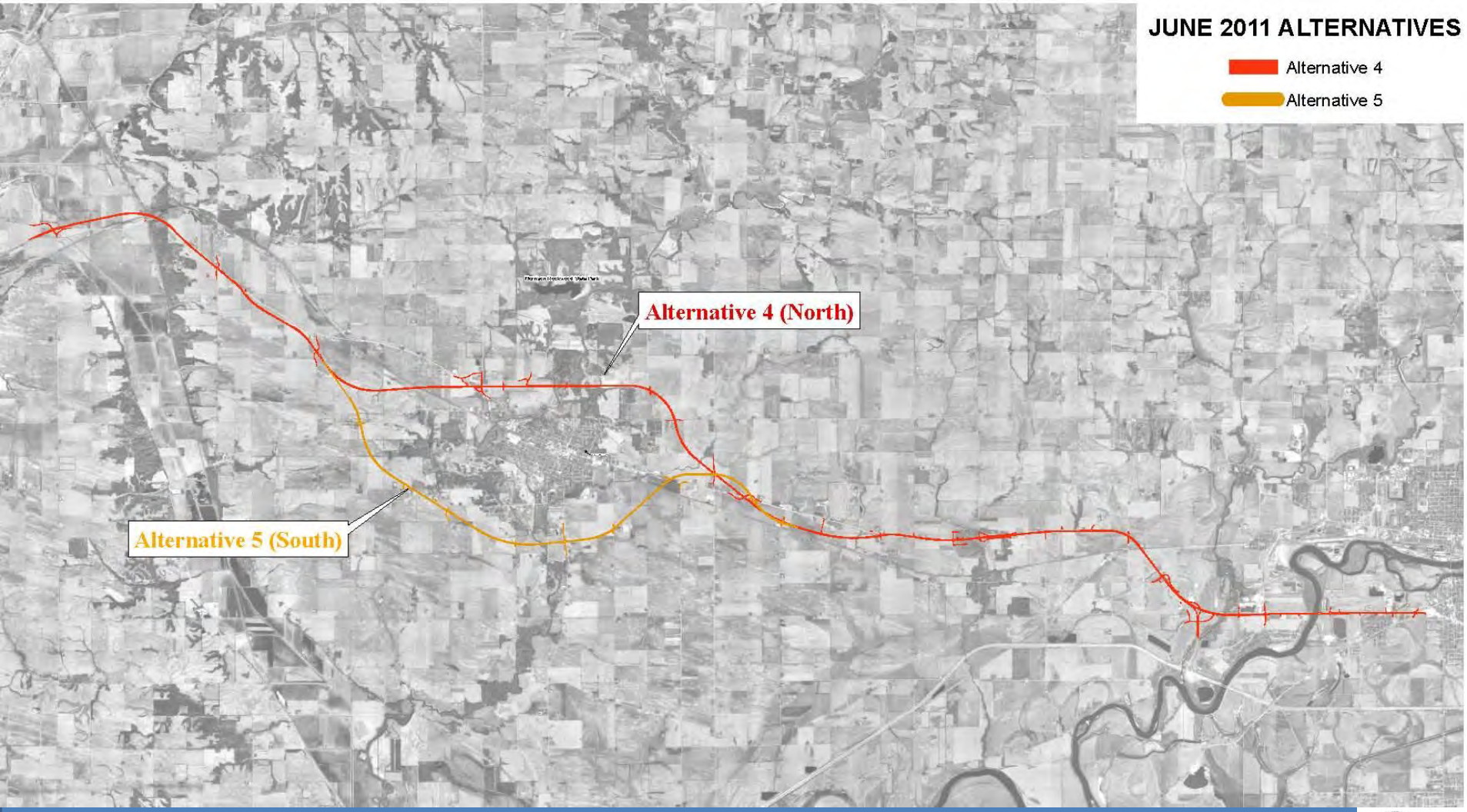
COMMUNITY ADVISORY GROUP

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

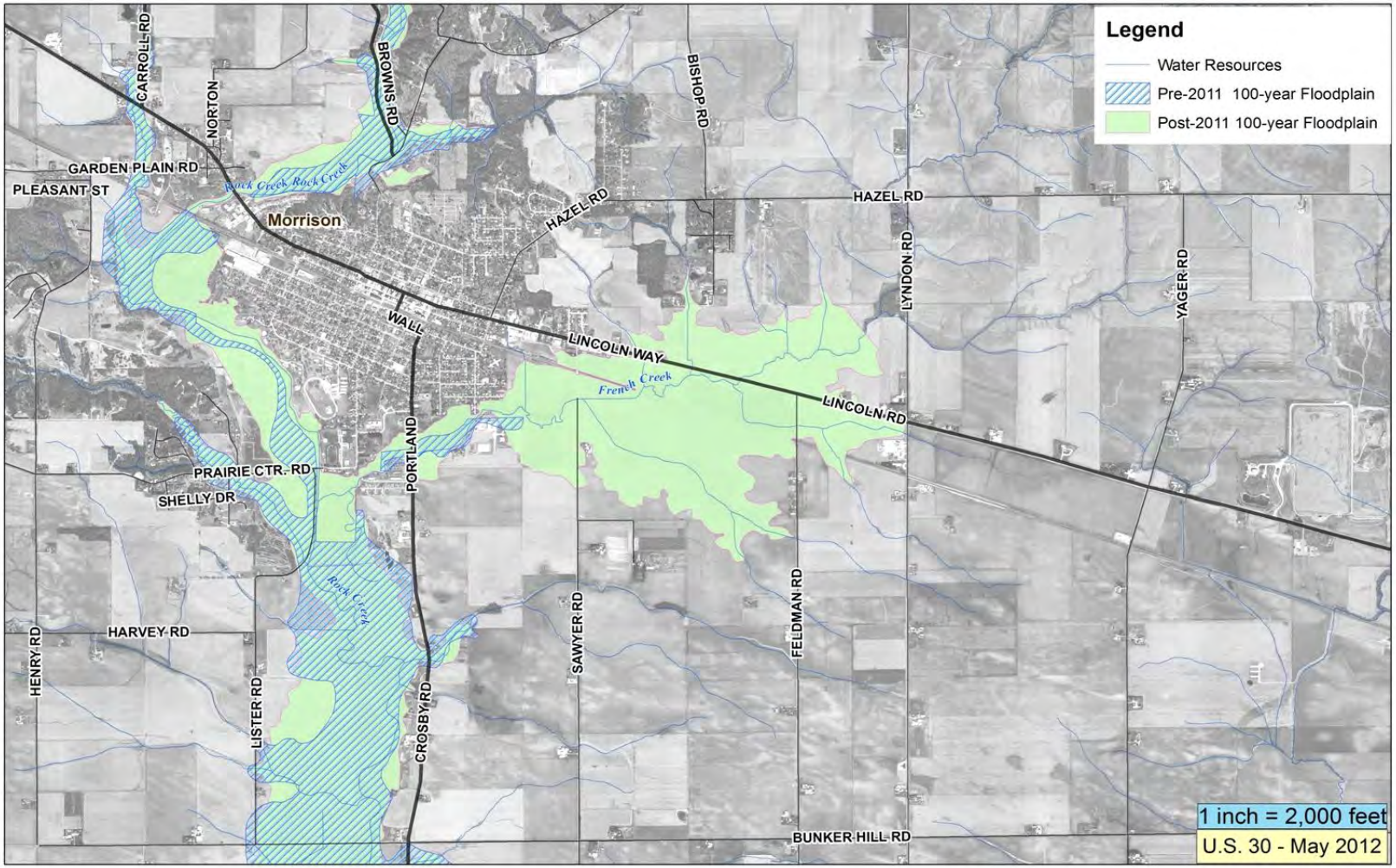
Stakeholder Types	No-Build	Alt. 4	Alt. 5	Alt. 4 or No-Build	Alt. 5 or No-Build	Alt. 4 or Alt. 5	No Preference
Homeowners **(21)**	**38% (8)**	0% (0)	24% (5)	0% (0)	14% (3)	0% (0)	24% (5)
Farmers **(18)**	**50% (9)**	11% (2)	6% (1)	0% (0)	0% (0)	6% (1)	27% (5)
Business Owners **(8)**	25% (2)	12% (1)	**38% (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

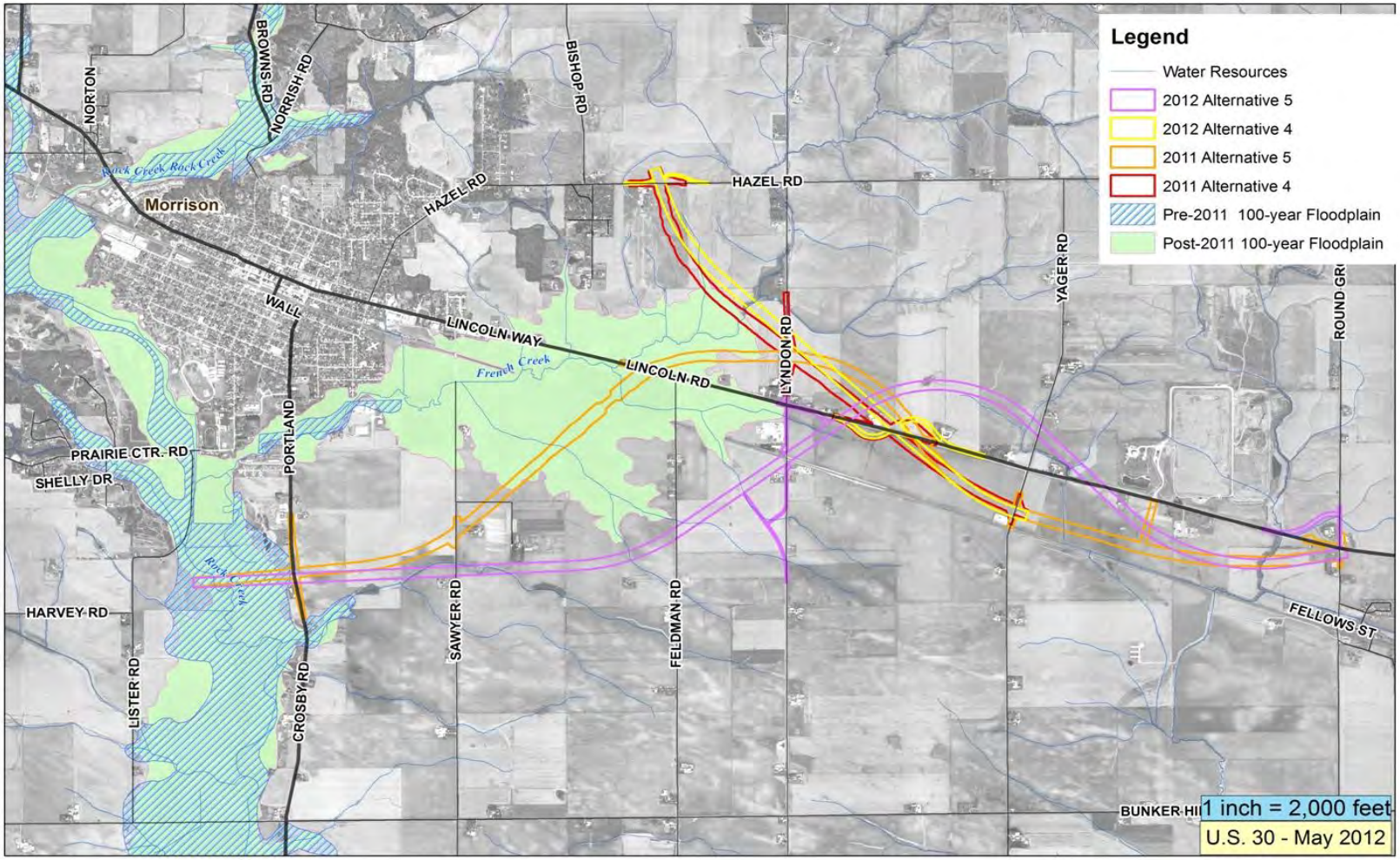


FLOODPLAIN AVOIDANCE

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

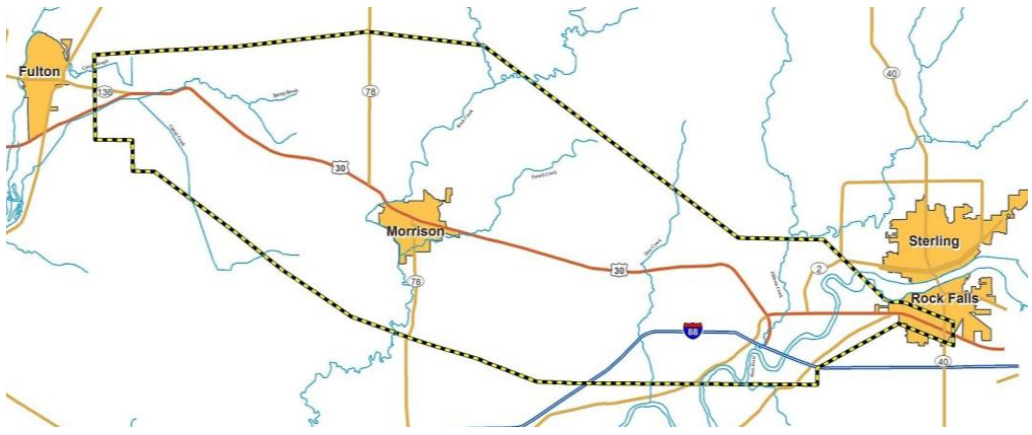
NEXT STEPS

- 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 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: SUE FSRITT

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

WHITESIDE COUNTY
ILLINOIS LINCOLN HWY 30

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: Ill. 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 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: 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/Email/Email.asp?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 nearby 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 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: 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 pay 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 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: 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. Any 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 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: 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 6/2010

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: 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 6/23/10

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: HARLAN JOHANNSEN

Address: 20711 LINCOLN - RD

City: MORRISION State: IL 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 DEPARMENT OF TRANSPORTATION (IDOT) WOULD LIKE TO HEAR FROM YOU

WHITESIDE COUNTY
ILLINOIS LINCOLN HWY 30

This form may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=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 08/13/10

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 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: 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 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?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.***

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: 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 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: 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 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: 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

--- [illegible]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 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: 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 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: 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 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 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 closely as 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 4 lanes should go right up to the bridge 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

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: 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.***

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 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 08/24/10

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 be involved. John Prange, Member Morrison Area Development Corp.

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: _____ 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 8/16/10

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: 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 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: 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, ~~ta~~ 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=31

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 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: 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 SEVRAL 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 8/9/10

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: 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 livelyhood. ~~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 resideaces 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 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: 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 8/23/10

Web 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 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: 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/Email/Email.asp?from=31

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 Home lost our Factories, our big GE. Now that Hurts, Property,

Our Town will Hardly be a footage stamp, if you have many, No Shopping Area, in Past we Had a Nice town. Don't like, Cutting our farm land Contents ~~[illegible]~~ Very hard on Farmers, I was one once Illi.

Lets take Care of our Rt 30 Ill.

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.

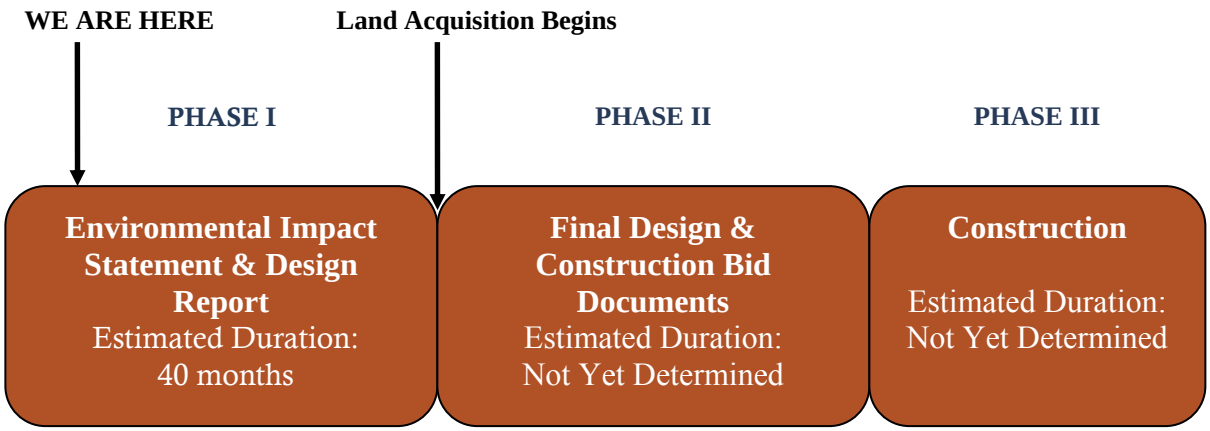
What are the limits of this project?

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.

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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).

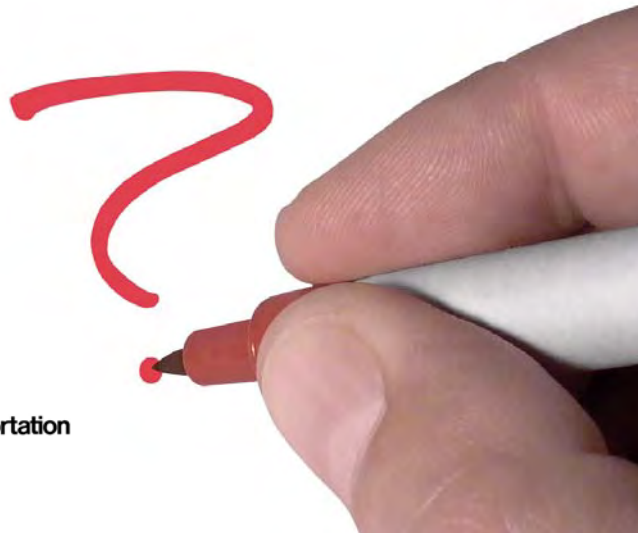
4. Is it possible for other interested citizens to join the CAG as the project progresses?
If the PSG believes adequate representation is not being provided through the established CAG, an individual may be asked to join the CAG. Continuity is very important in the CSS process and therefore a decision 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

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CAG AND PSG WORK TOGETHER ON STUDY 2
NEXT STEPS 3
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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

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Environmental Consultant

Illinois Department of Transportation
US 30 Environmental Impact
Statement and Phase I Design Report
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103 Lanter Court
Collinsville, IL 62234

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.

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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

COMMUNITY CONNECTION

Project Team

Lead Agencies
Federal Highway Administration (FHWA)
Illinois Department of Transportation (IDOT)

Consultant Team
Volkert, Inc.
Project Management Consultant
(Joint Venture)

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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
ILLINOIS
WHITESIDE
Morrison Rockwood State Park
Morrison
Union Grove
Unionville
Round Grove
Agnew
Emerson
Como
Malvern
Ustick
White Pigeon
Coleta
Franklin Corners
Garden Plain
Fenton
Newton Corners
Sands
Lyndon
Hamilton Corners
Denrock
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.

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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.

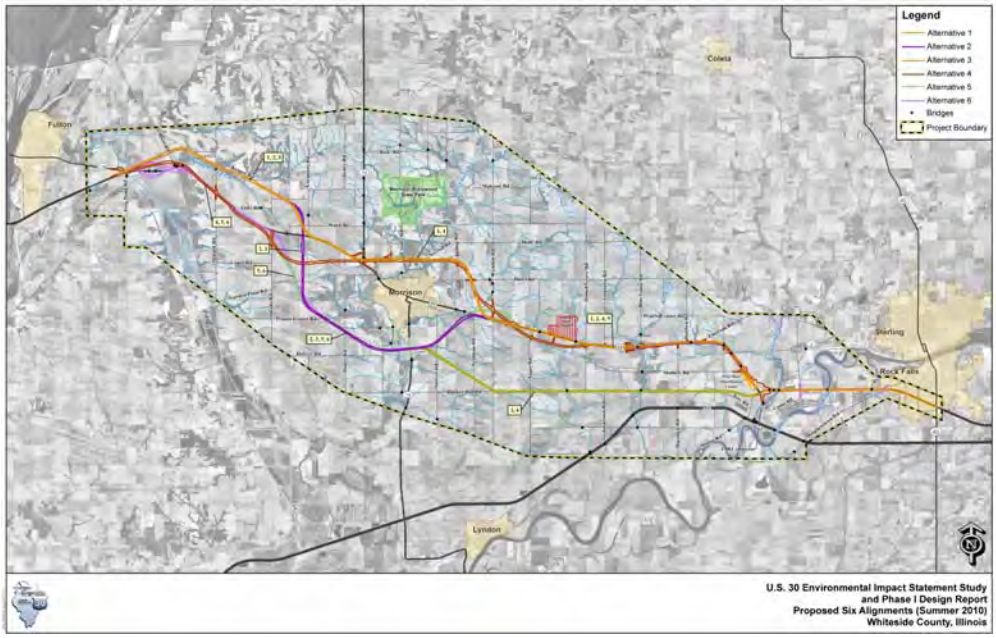
Moline Road to IL 40

- 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)

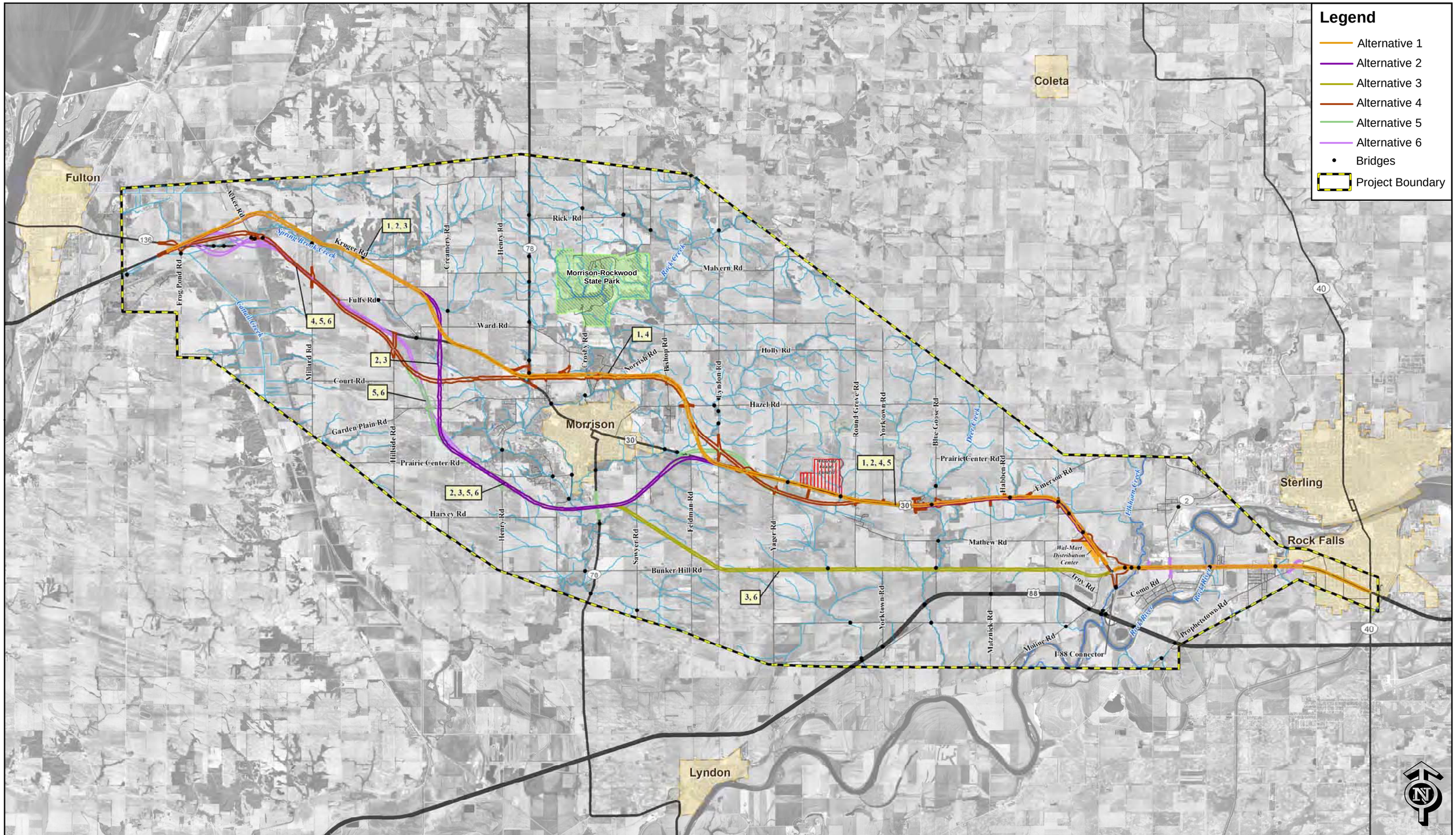
Howard R. Green Company
Project Management Consultant
(Joint Venture)

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...

Project Team

Lead Agencies

Federal Highway Administration
Illinois Department of Transportation

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/
Environmental Consultant

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COMMUNITY CONNECTION

Illinois Department of Transportation

COMMUNITY CONNECTION

ENVIRONMENTAL IMPACT STATEMENT and PHASE I DESIGN REPORT

ISSUE 6 - FALL 2012 NEWSLETTER

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.

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.

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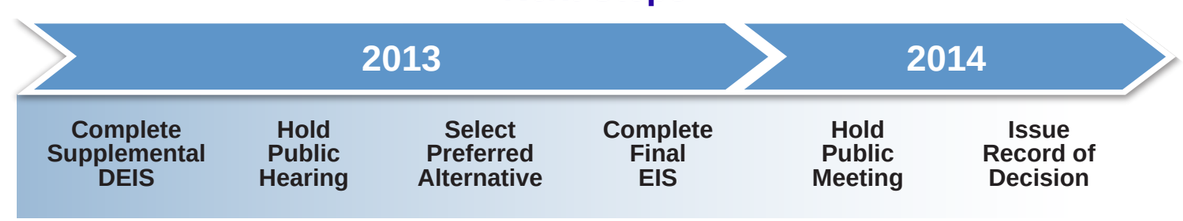
Next Steps 1
U.S. 30 Draft Environmental Impact Statement (DEIS) Public Hearing 2
Revised Build Alternatives 2
Community Advisory Group Meeting 3
Whiteside County Engineer and Township Supervisors Meeting 3
Build Alternatives Map Insert

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

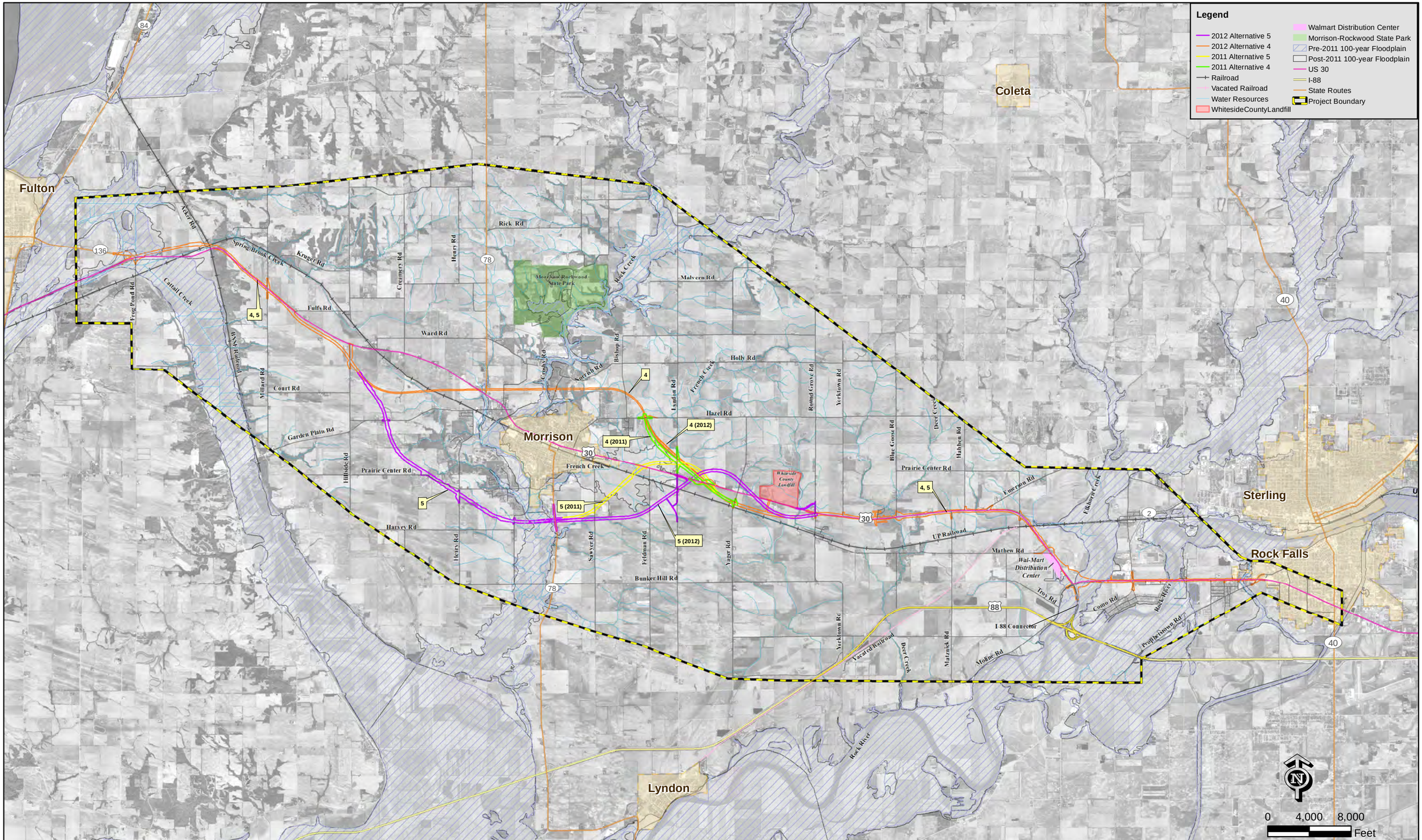
In a continued effort to coordinate with the many stakeholders throughout the corridor, representatives of the Illinois Department of Transportation (IDOT) and the consultant team met on May 22, 2012 with the Whiteside County Engineer and the supervisors of Fulton, Hopkins, Union Grove, and Ustick townships. 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:

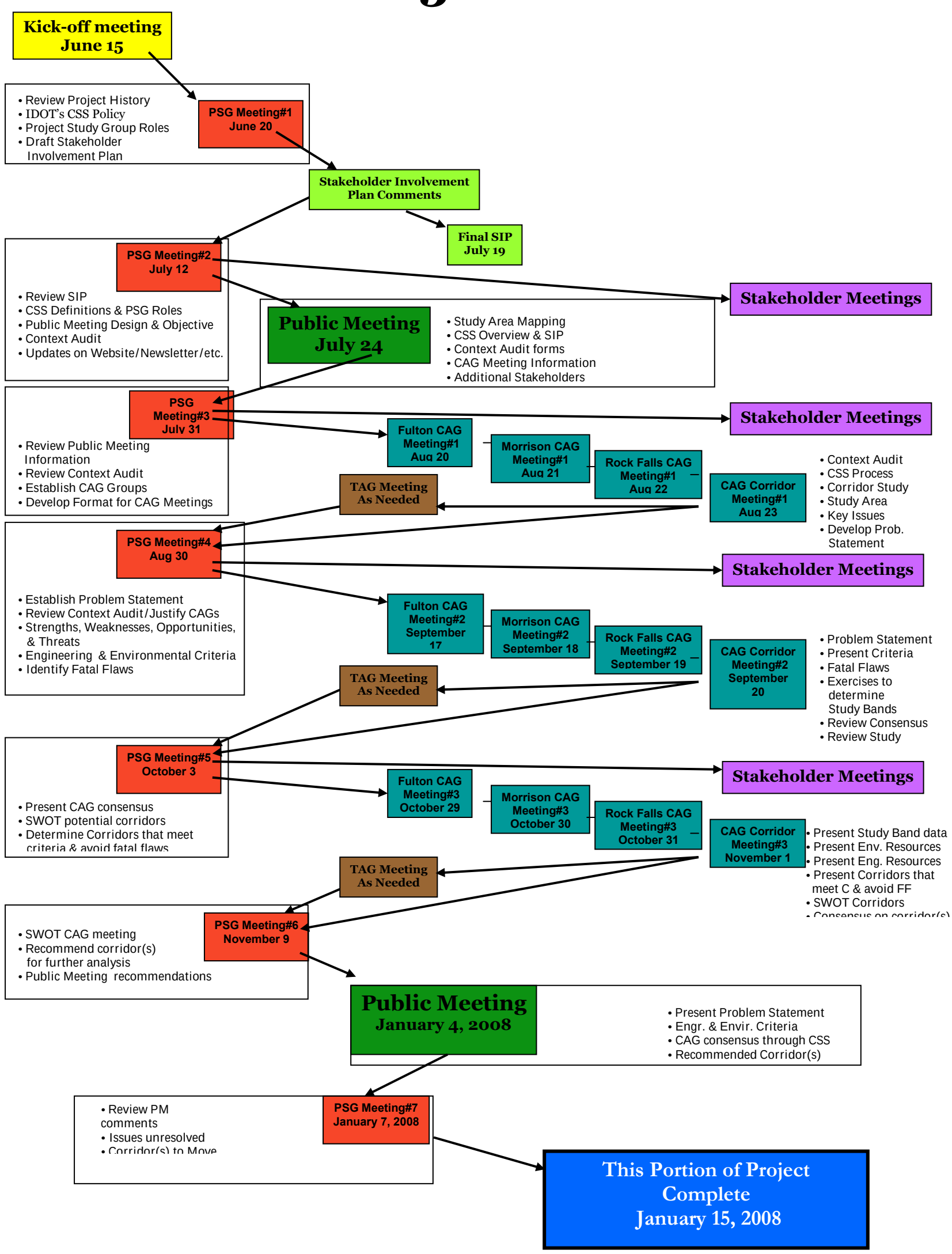
1) Project Overview & Maps
2) BDE Procedure Memo 48-06
3) Project Study Group Roles & Responsibilities
4) List of PSG Members
5) Draft Stakeholder Involvement Plan

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]
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Illinois Department of Transportation

BREAK

Public Information Meeting

JULY 25TH

Public Information Meeting

OBJECTIVE

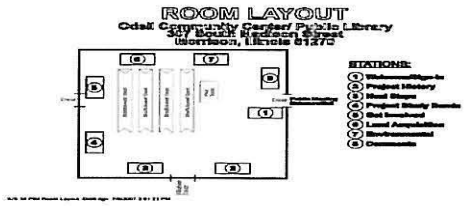
- Present project information and activities to the public
- Provide a time and place for face-to-face contact and two-way communication with every stakeholder
- Provide a means for which the public can address concerns at project milestones

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

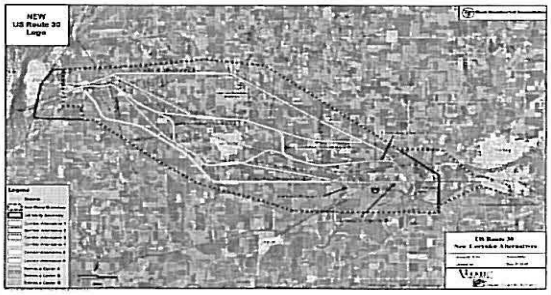
Public Information Meeting

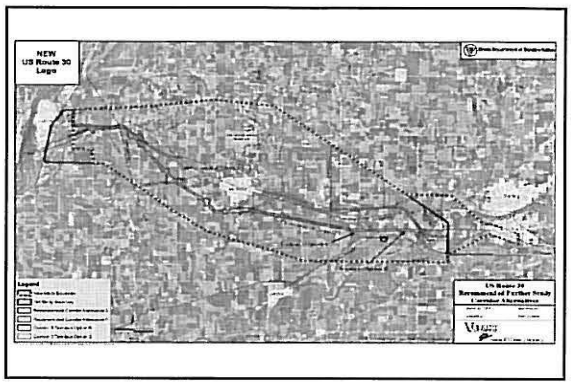
Welcome!!!

Illinois Department of Transportation

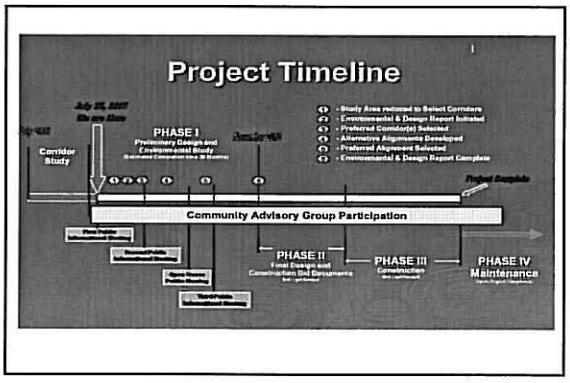
Project History

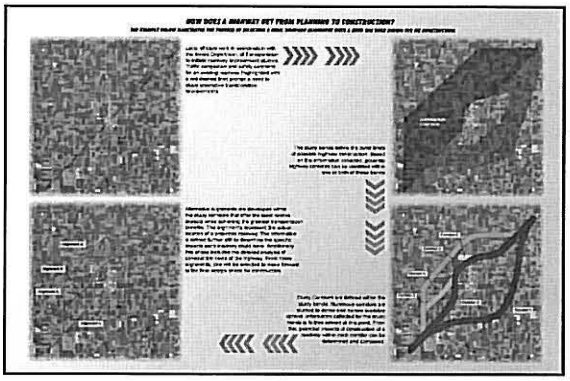
Corridor Study Completed 2006

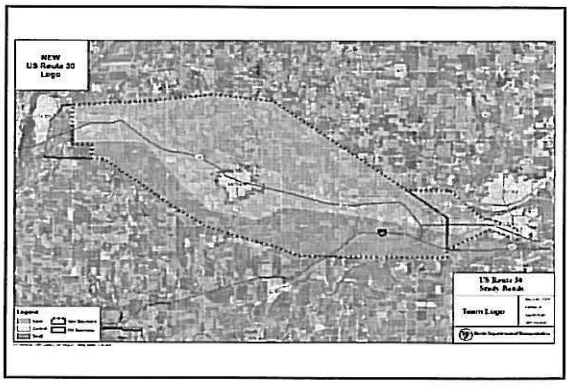


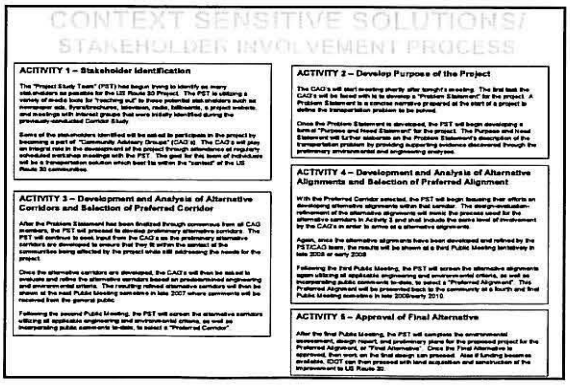

NEW
US Route 30
Logo

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.
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What Is The CAG's Role?

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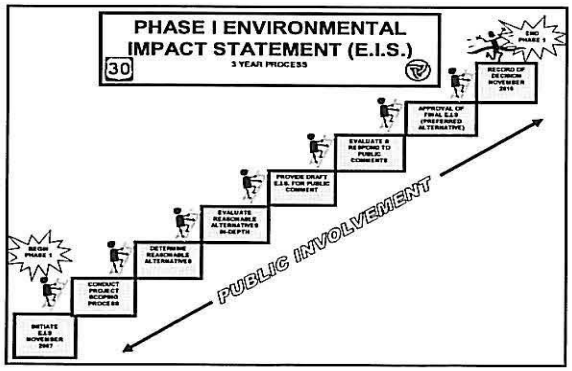
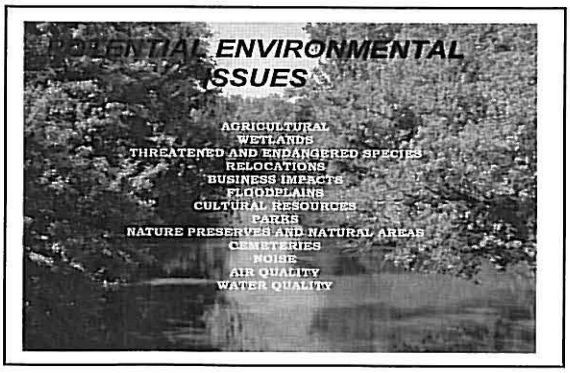
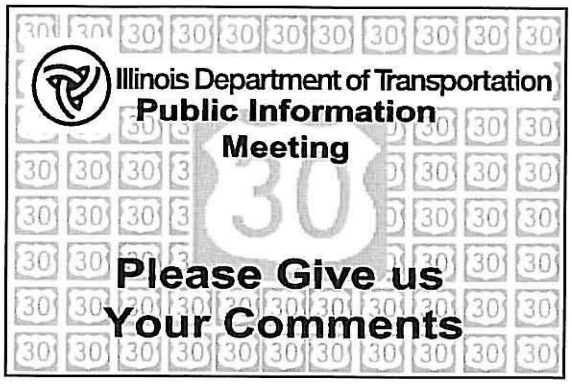
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents and the potential corridors and alignments of U.S. 30.

Illinois Department of Transportation

Land Acquisition






Illinois Department of Transportation
Public Information
Meeting
30
Please Give us
Your Comments

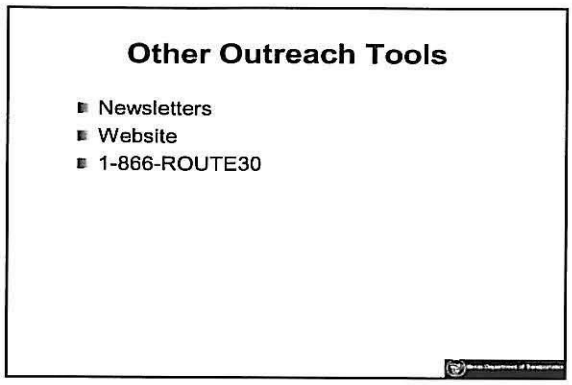

Other Outreach Tools
Newsletters
Website
1-866-ROUTE30

 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*

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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

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CAGs

- Number of CAG groups
- Corridor CAG
- Where CAG meetings should be held
- When (date and time)

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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

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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.

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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.

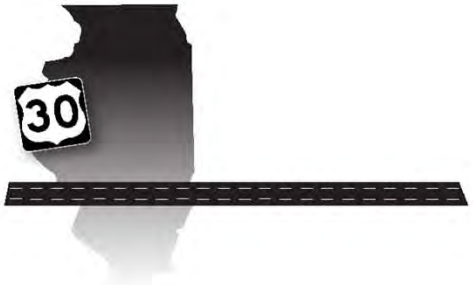
Table 2: The transportation problem on Highway 30 through Whiteside County is a two-lane highway that needs to be four-lane highway for safety and economic issues.

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

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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

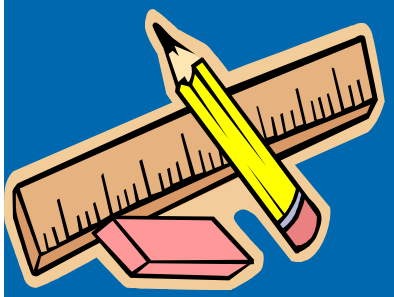
- Submitted to the IDOT District 2 & Central Office
- Have received comments
- Addressed comments
- Revised Draft has been submitted to FHWA on April 7th
- Receive comments from FHWA May 7th
- P&N will go through another round of review and comment
- Take a NEPA/404 Merger Meeting in September 2008

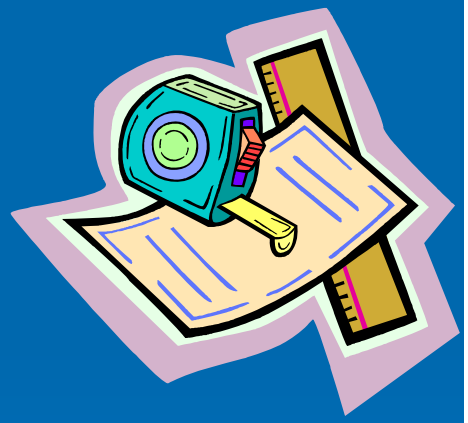
THOUGHTS?

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

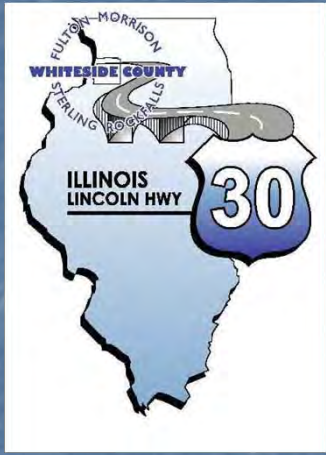
- Mid-November: Bring CAG's recommendation for preferred corridor back to the PSG for approval.
- October & November: Meet with key stakeholders.
- Early December: Public Informational Meeting.
- December-January: Develop & evaluate Reasonable Alternatives in-depth.
- February: Present corridor screening 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*

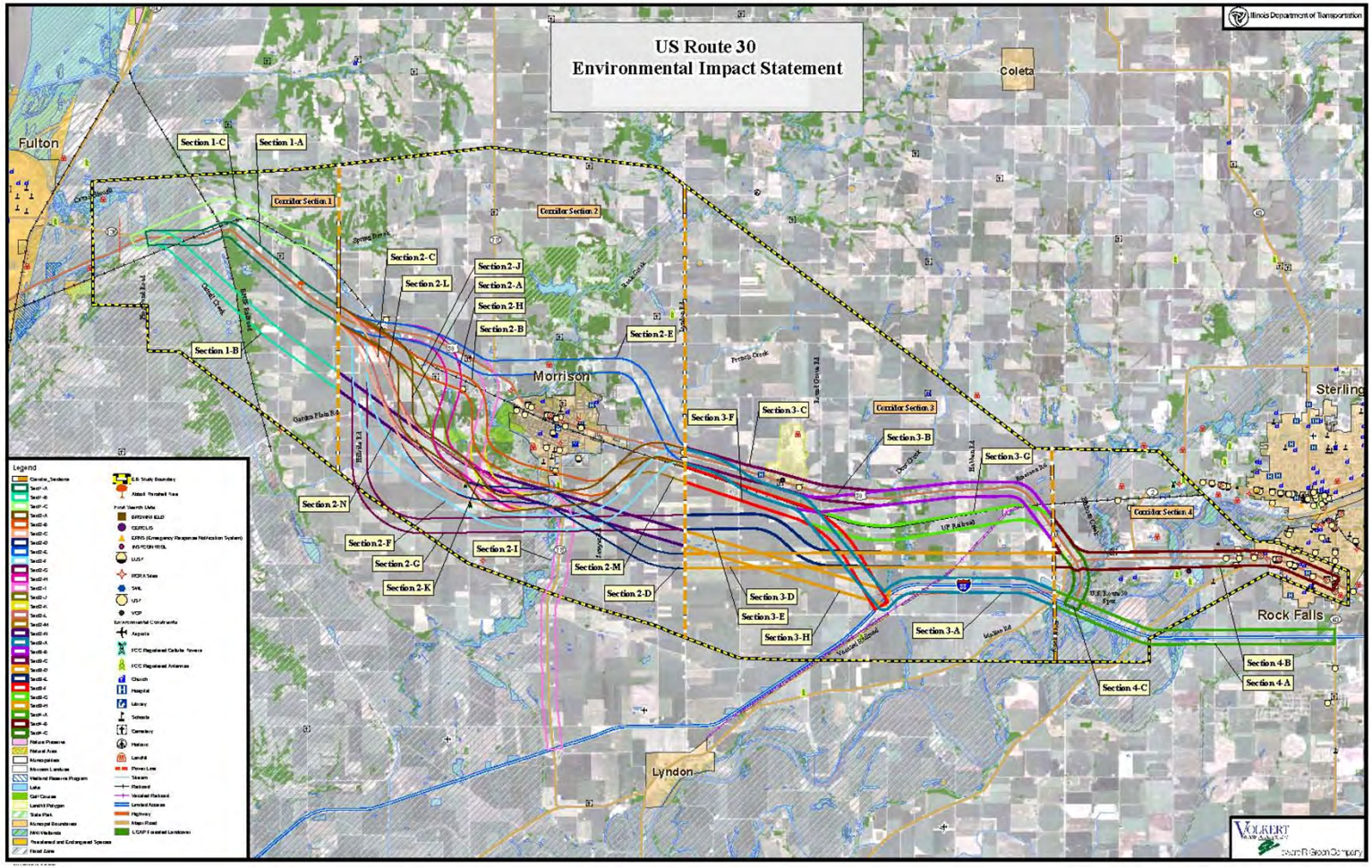
Steps Completed in the Corridor Screening Process

- 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

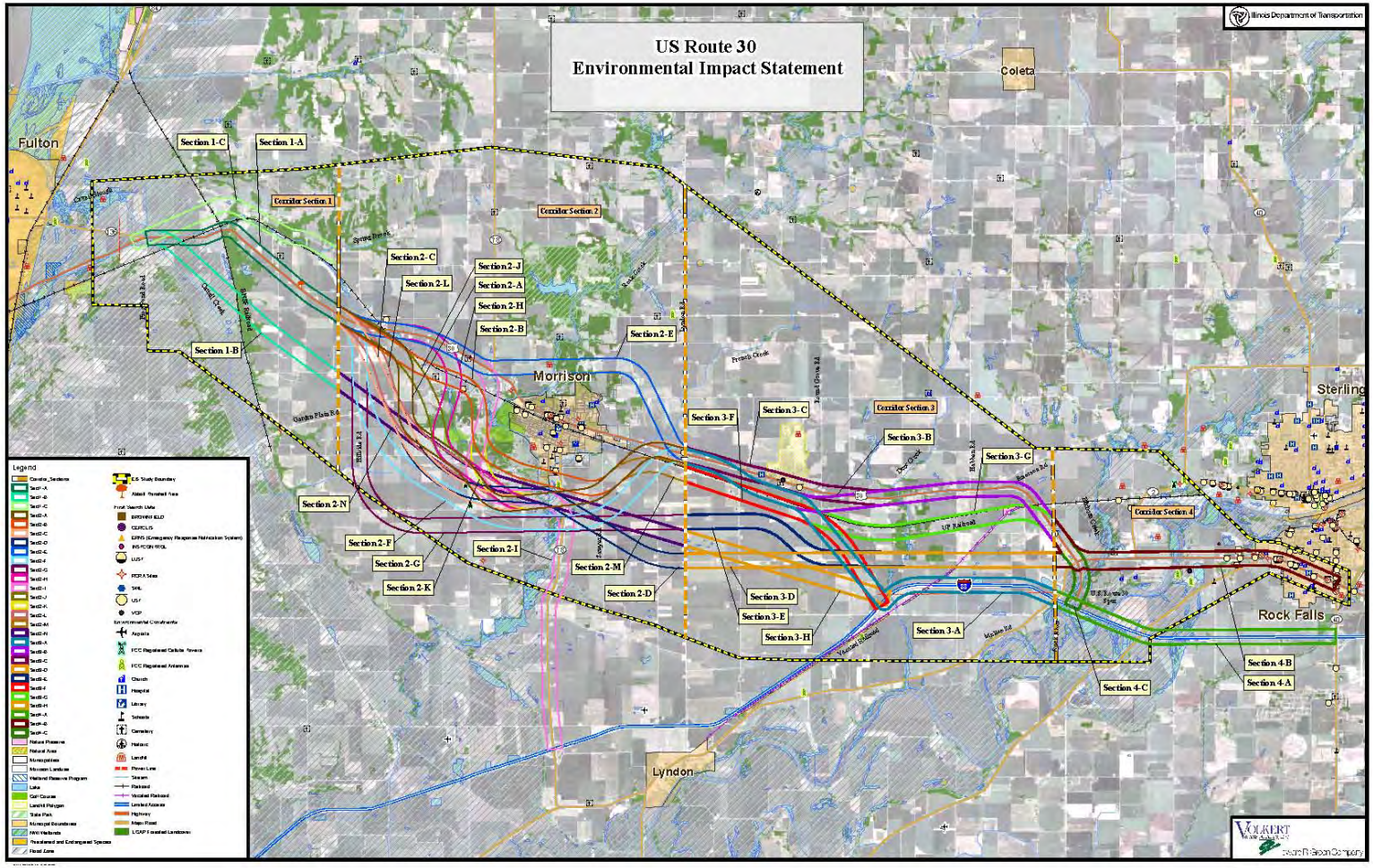
PROJECT STUDY GROUP MEETING

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

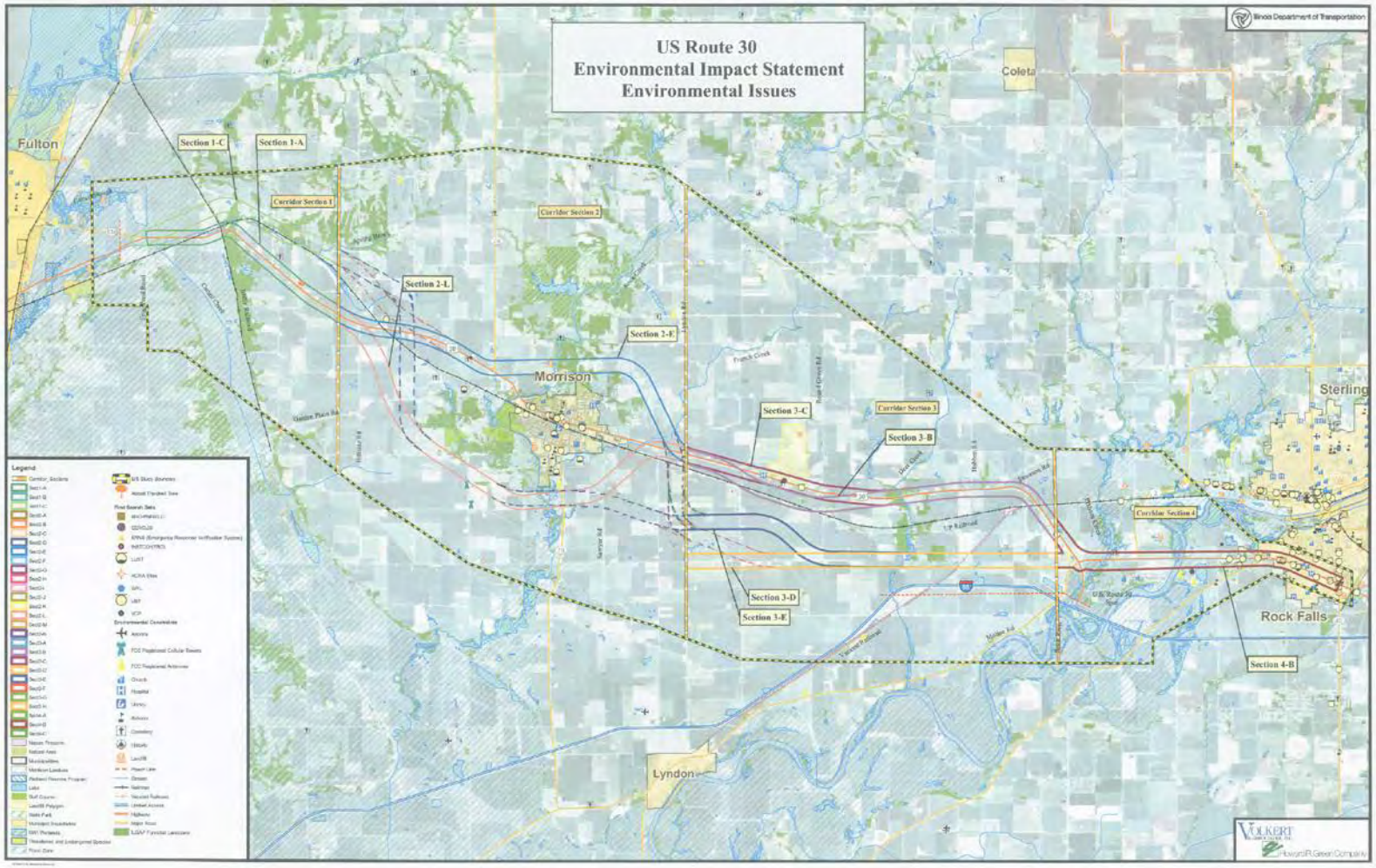
- Section 1 – 1A & 1C
- Section 2 – 2A, 2C , 2L & 2E
- Section 3 – 3B & 3C (+ 3D & 3E)
- Section 4 – 4B

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

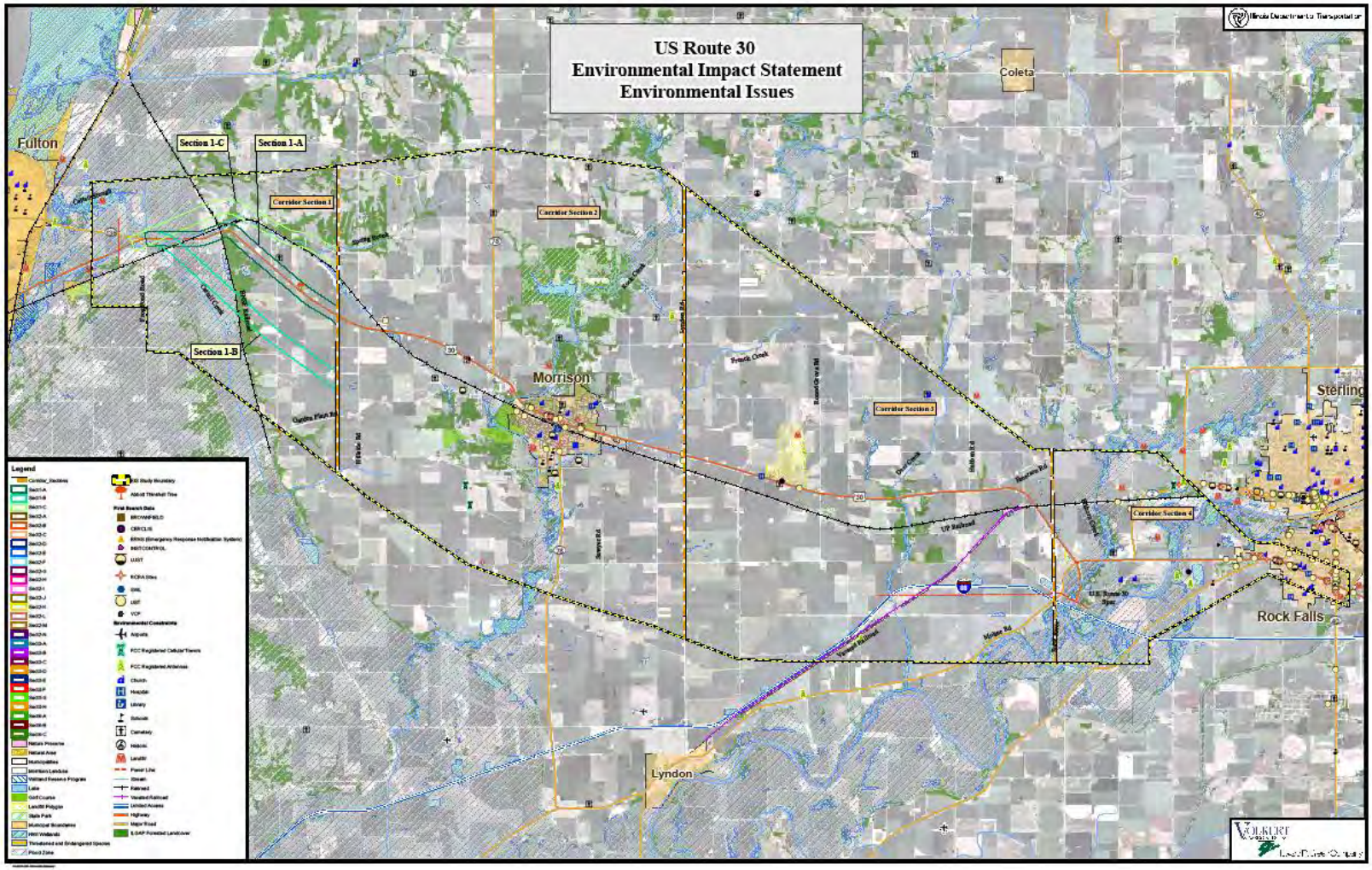
AGENDA

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

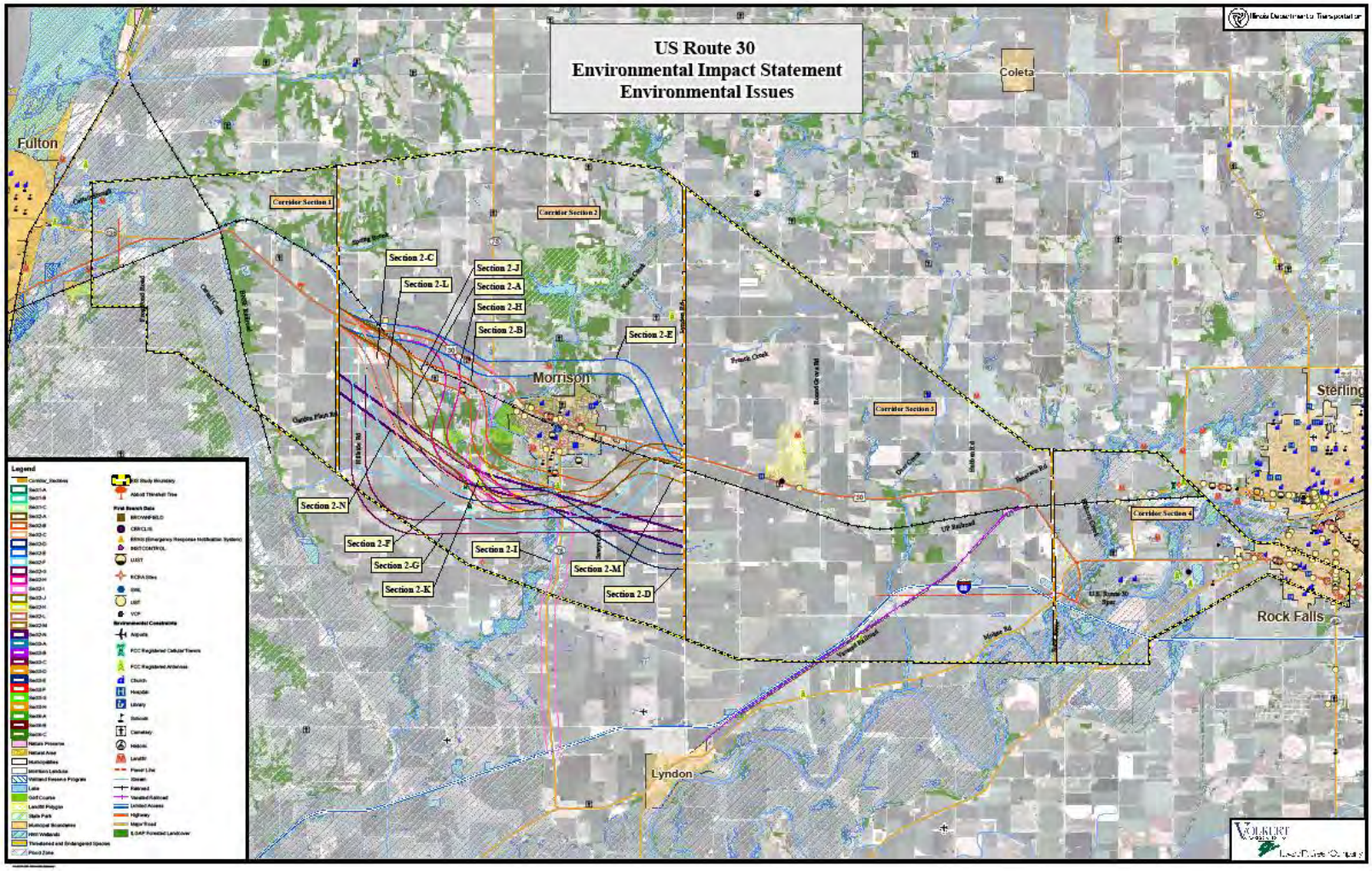
Preferred; Less farmland

- 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

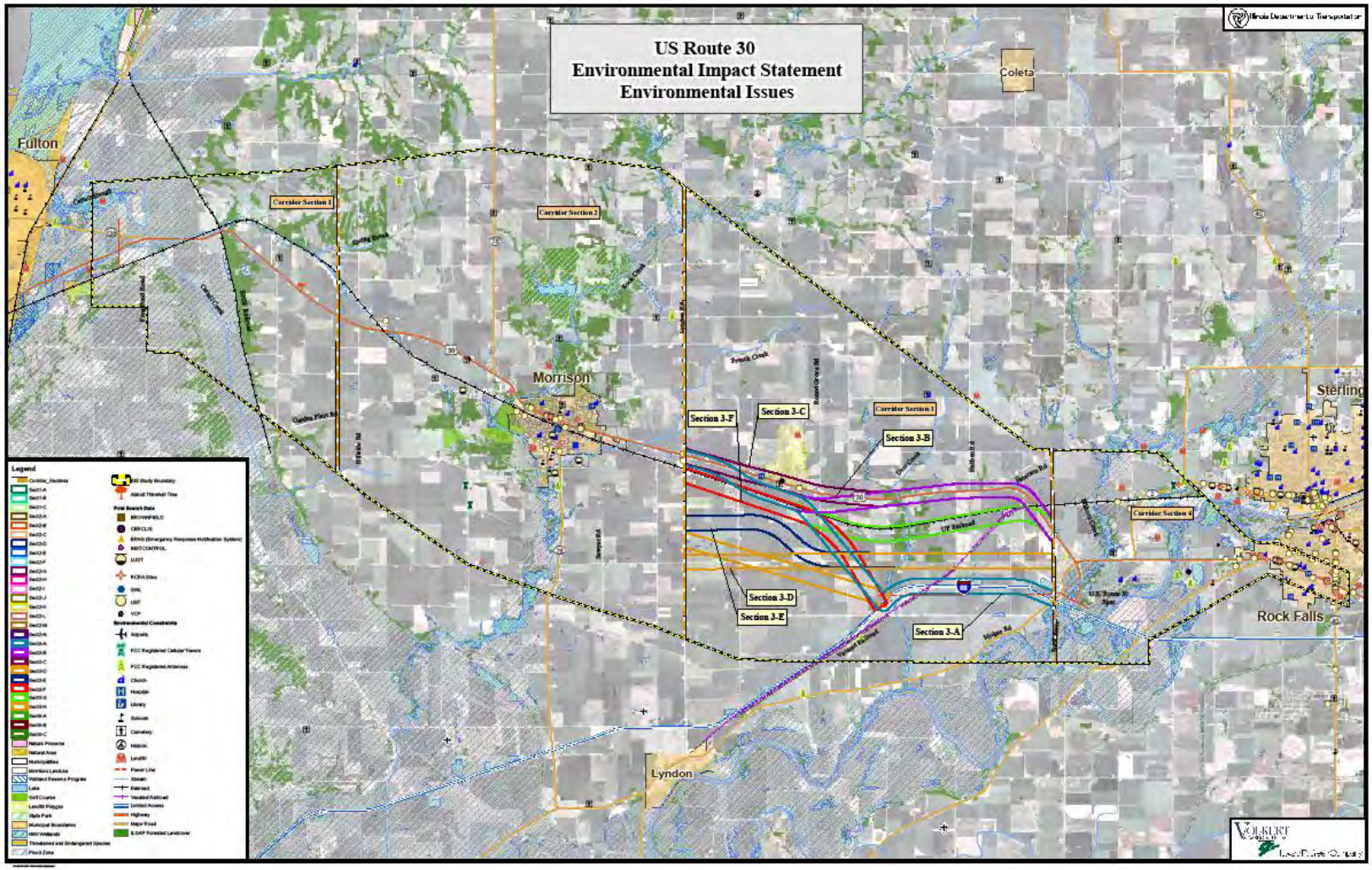
Concern: Traffic plan with IL 78

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

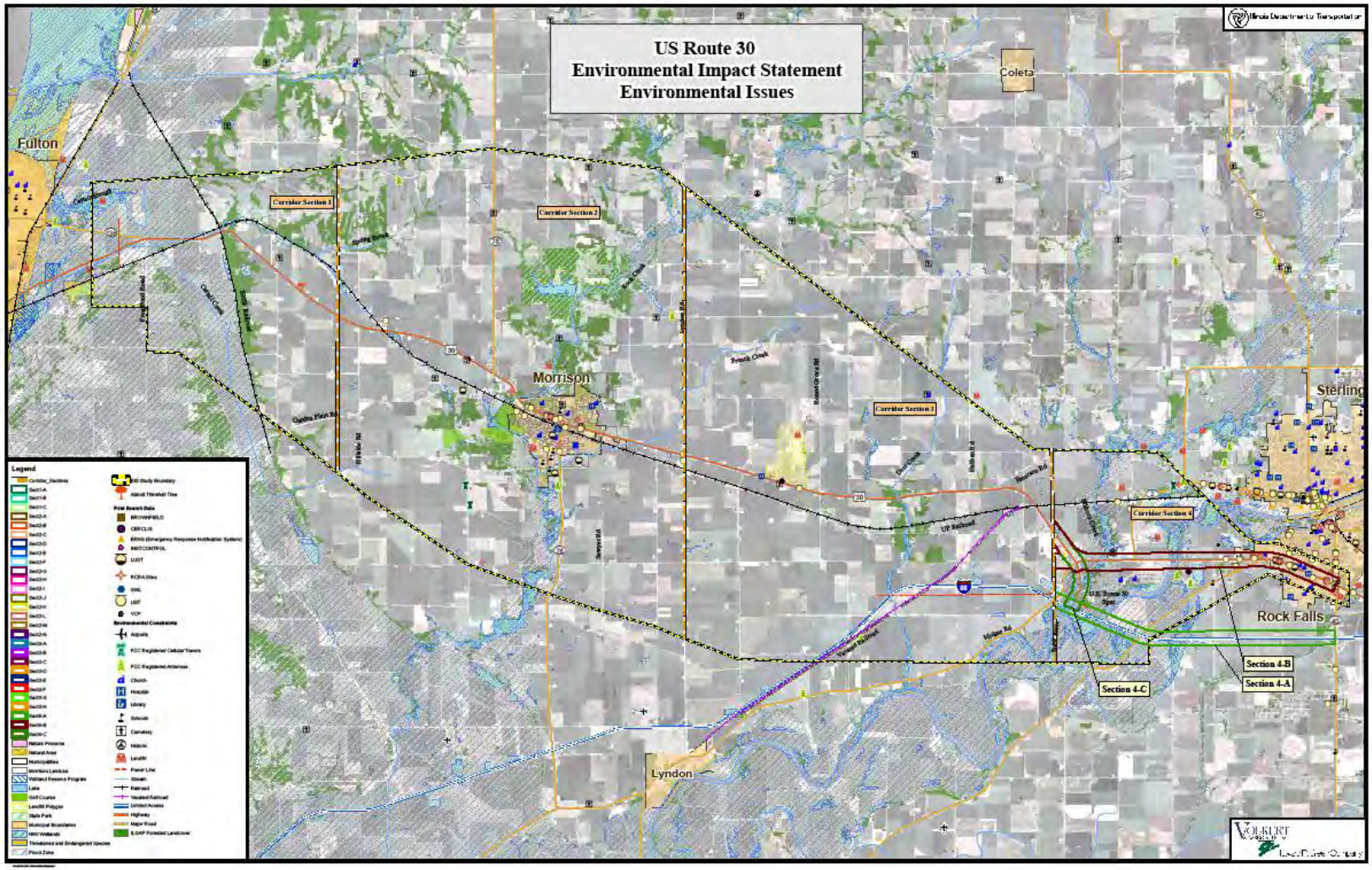
3D - Appears to pass through many farmsteads

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

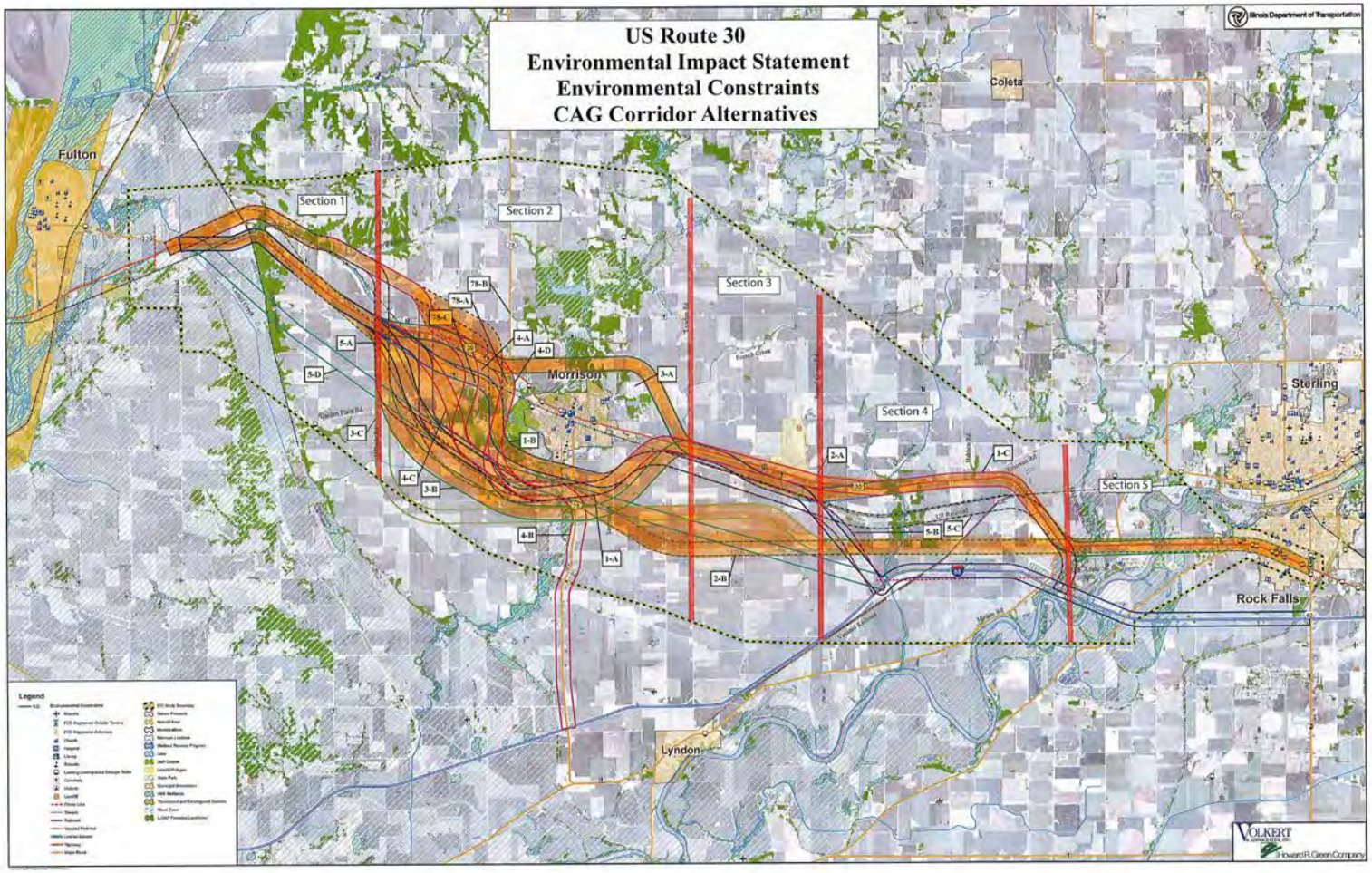
Summary of Other Questions & Comments

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

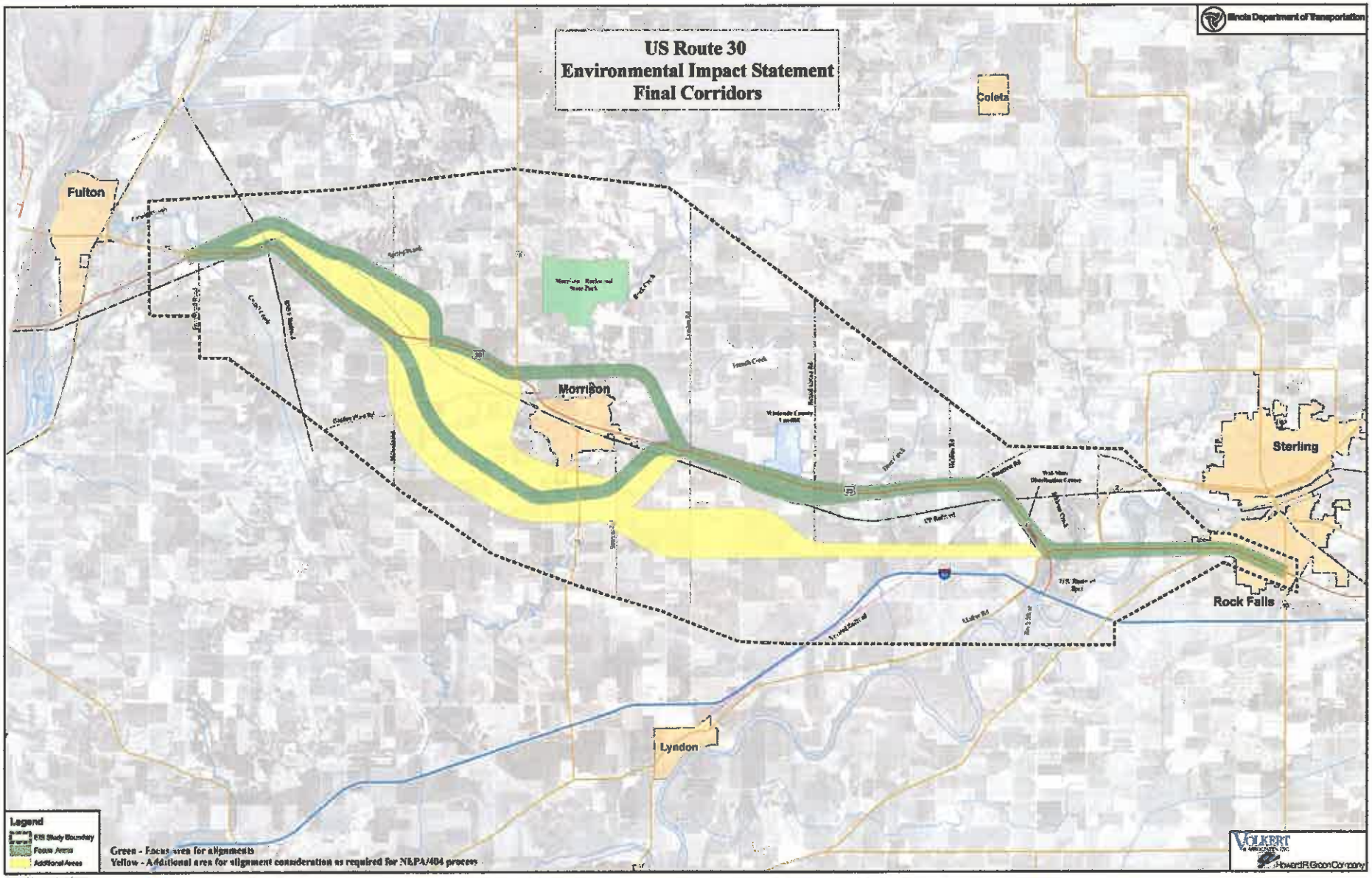
1) NEPA 404 Merger Meeting & Results
2) Environmental Survey Results
3) Public Informational Open House
4) Summary of CSS Input
5) Initial Alignments
6) Subsequent Alignment Changes (Adjustments)
7) Evaluation Matrix for Alternatives
8) Alignment Evaluation Results and Recommendations
9) PSG Consensus
10) Project Schedule
11) Next Steps

ILLINOIS NEPA 404 MERGER MEETING

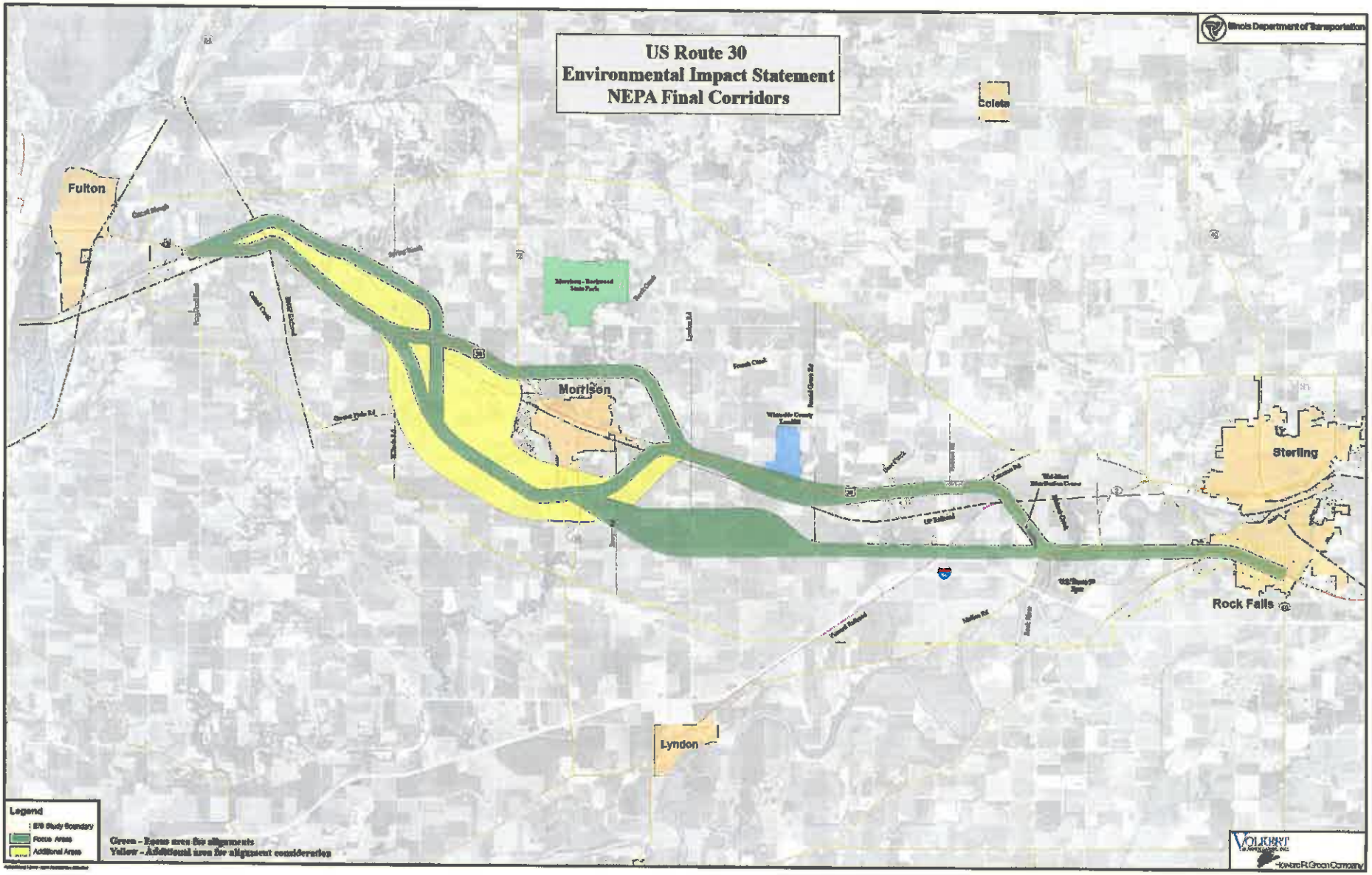
PROJECT UPDATE

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

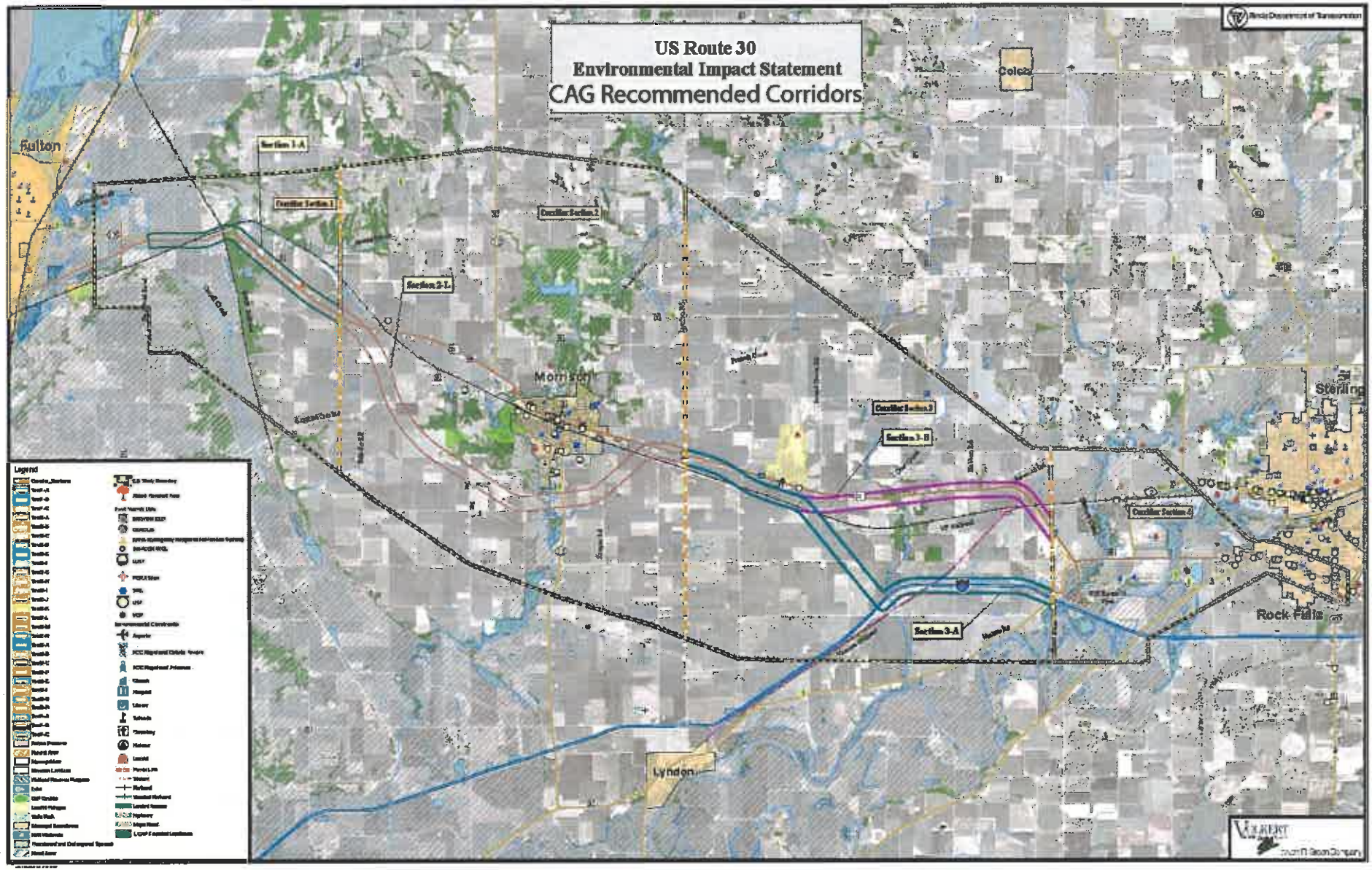
Summary of Public Informational Open House

- 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
Bill McWethy	IDOT D2	william.mcwethy@illinois.gov
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Charles Perino	IDOT BDE	charles.perino@illinois.gov
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Matt Fuller (phone)	FHWA	matt.fuller@dot.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

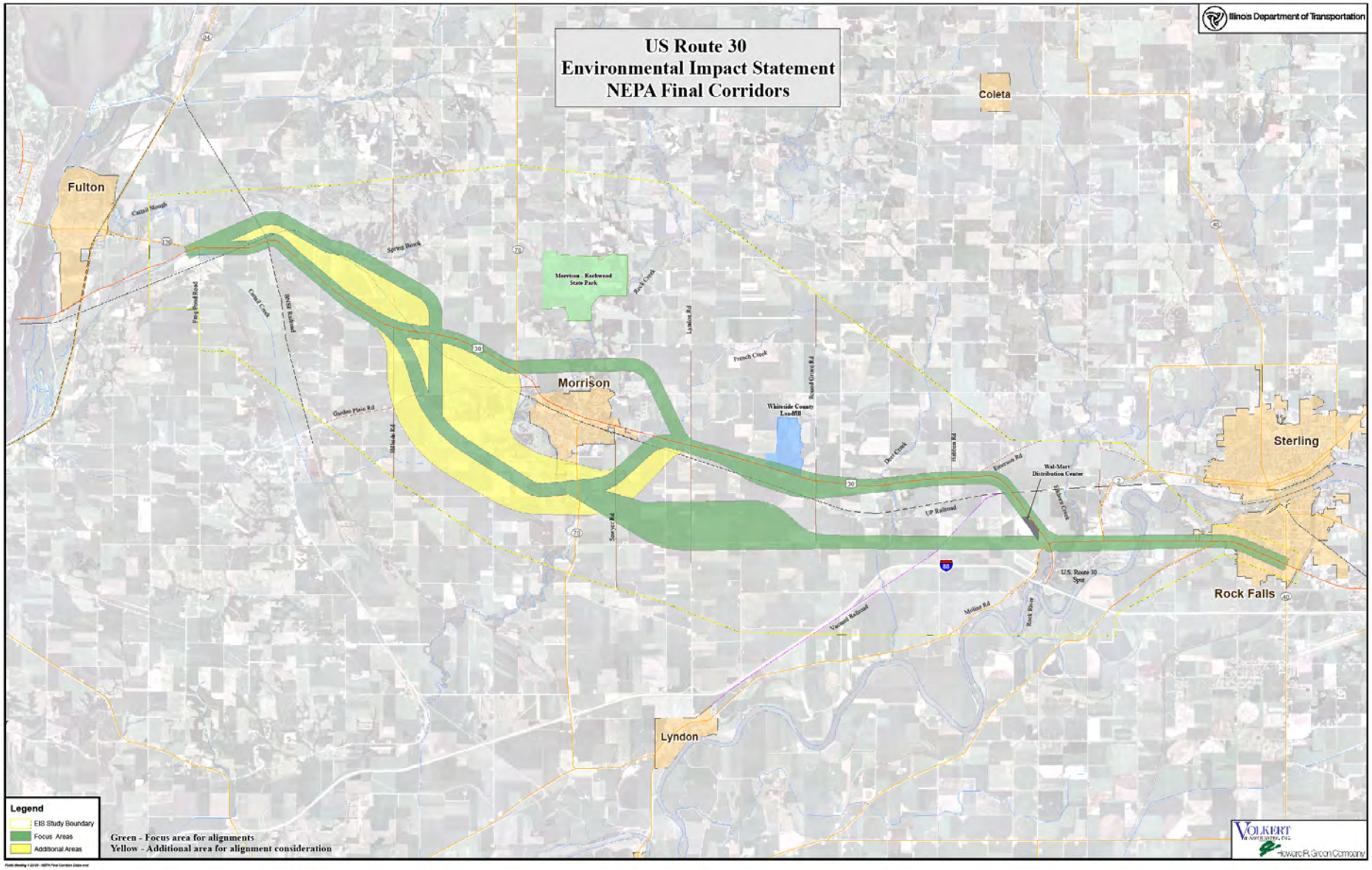
PROJECT STUDY GROUP MEETING
April 27, 2010

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

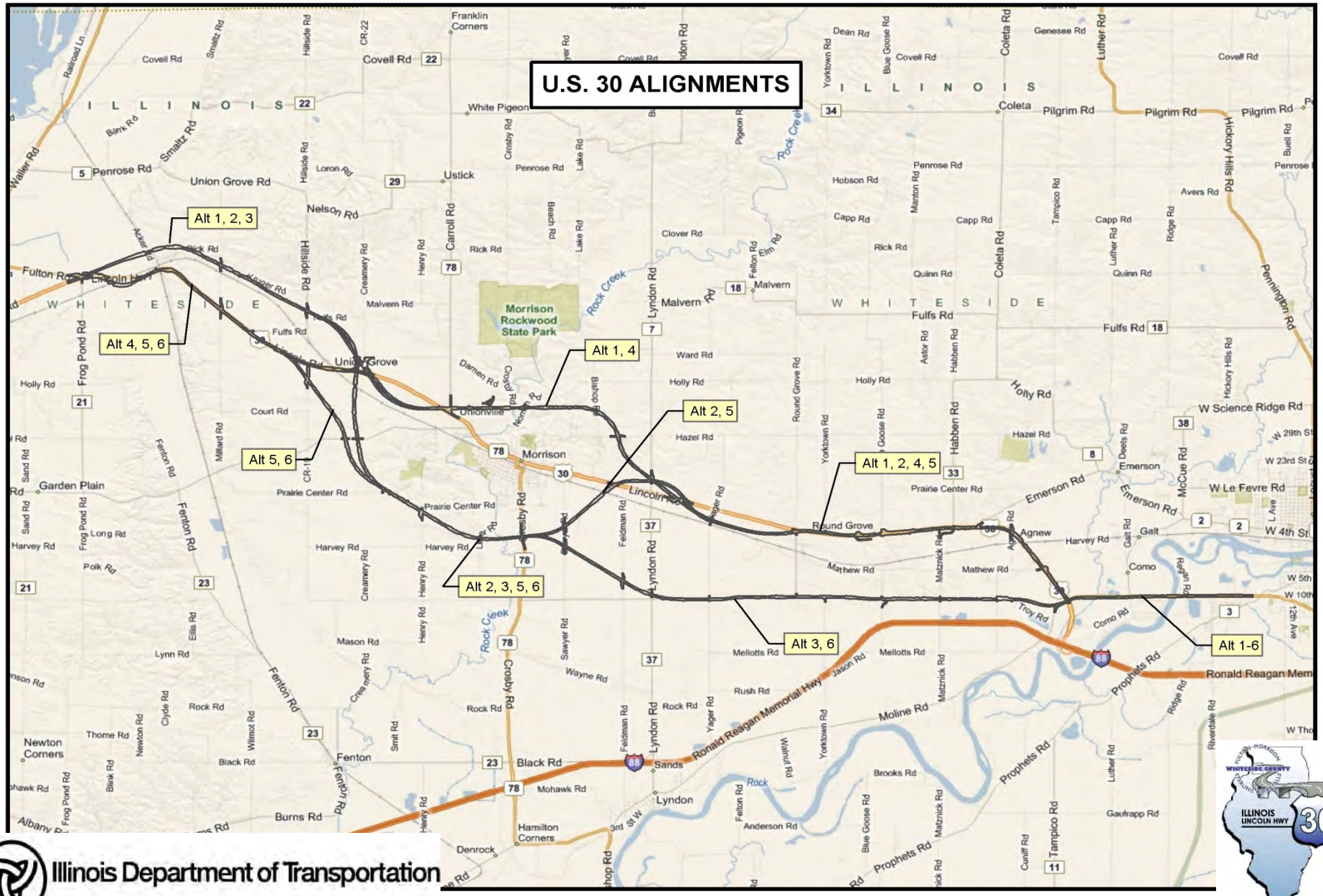
CAG Meeting June 10, 2009

- 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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Bryan Cross (phone)	KEG	
Shelia Hudson (phone)	Hudson & Associates	hudson.shelia@sbcglobal.net

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

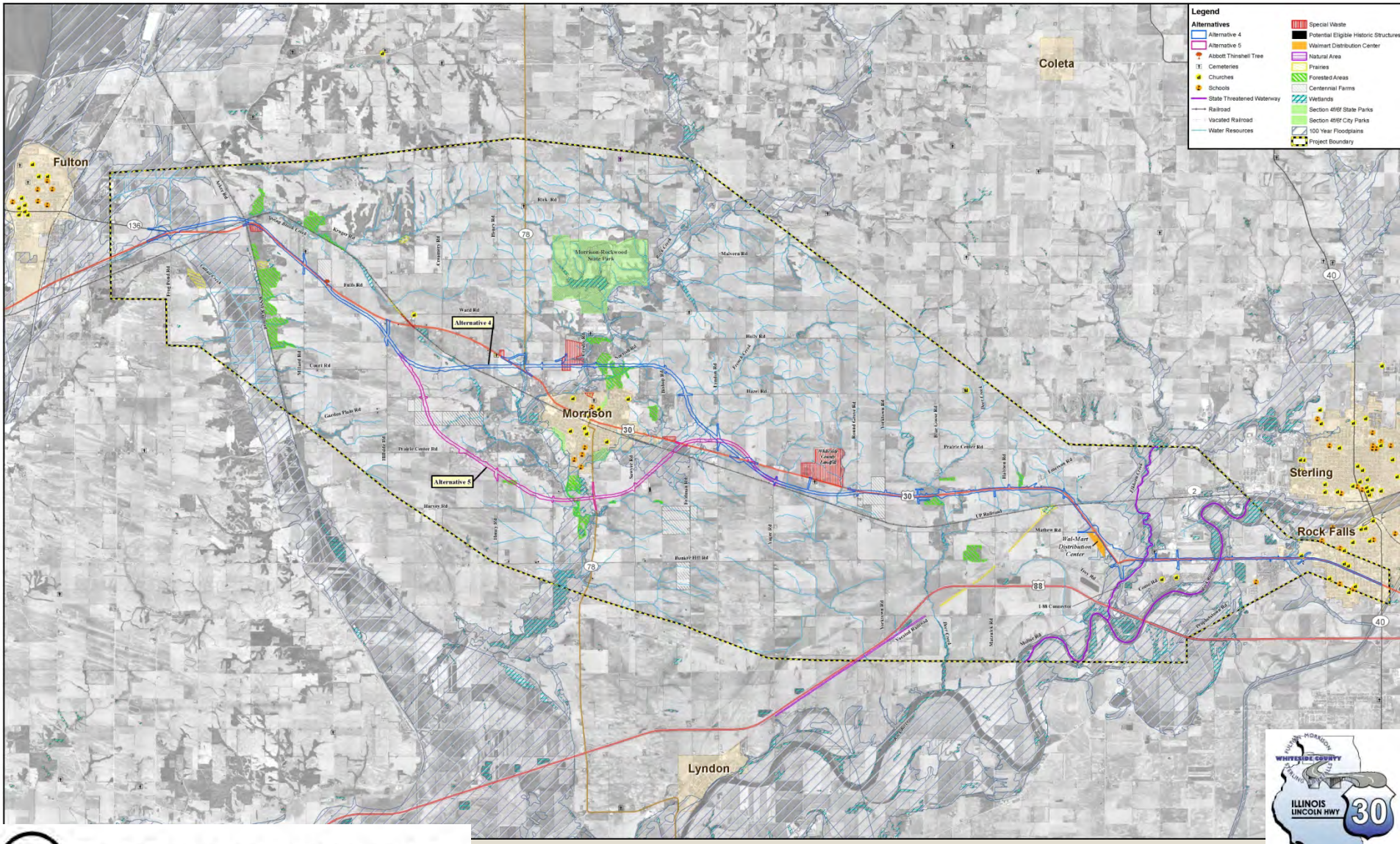
Discuss CAG Comments on Six Alignments

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

Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Cassandra Rodgers	IDOT D2	cassandra.rodgers@illinois.gov
Dan Long	IDOT D2	dan.long@illinois.gov
Deana Hermes	IDOT D2	deana.hermes@illinois.gov
Eric Therkildsen	IDOT Region Two Engineer	eric.therkildsen@illinois.gov
Jay Howell	IDOT D2	jay.howell@illinois.gov
Jennifer Williams	IDOT D2	jennifer.williams@illinois.gov
Mike LaFever	IDOT D2	michael.lafever@illinois.gov
Shawn Connolly	IDOT D2	shawn.connolly@illinois.gov
Thomas Burkardt	IDOT D2	thomas.burkardt@illinois.gov
Steve Hamer	IDNR	steve.hamer@illinois.gov
Vic Modeer	Volkert, Inc.	vmodeer@volkert.com
Mike Walton	Volkert, Inc.	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Mary Lou Goodpaster	Kaskaskia Engineering	mgoodpaster@kaskaskiaeng.com
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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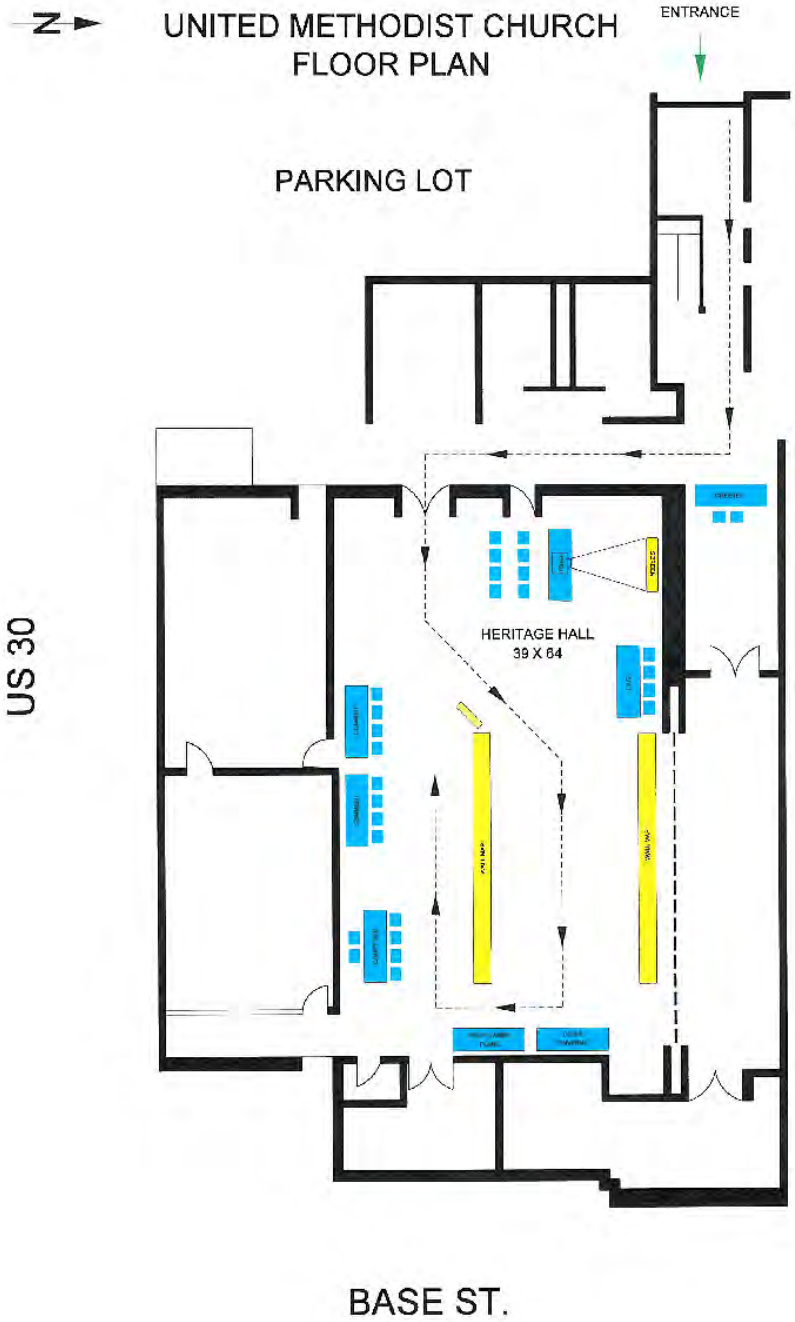
Illinois Department of Transportation

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

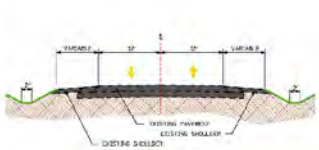
WELCOME TO THE U. S. 30 PUBLIC HEARING

Public Hearing
Wednesday, June 15, 2011

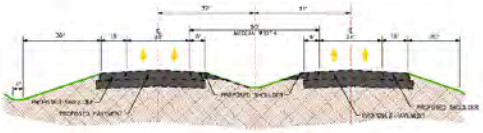
Illinois Department of Transportation

TYPICAL SECTIONS

US 30 RURAL TYPICAL SECTION

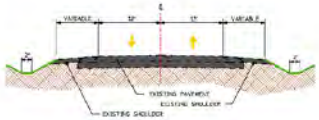


BEFORE IMPROVEMENTS

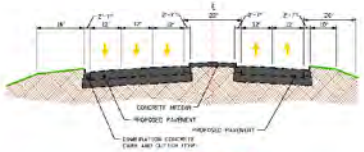


AFTER IMPROVEMENTS

US 30 URBAN TYPICAL SECTION



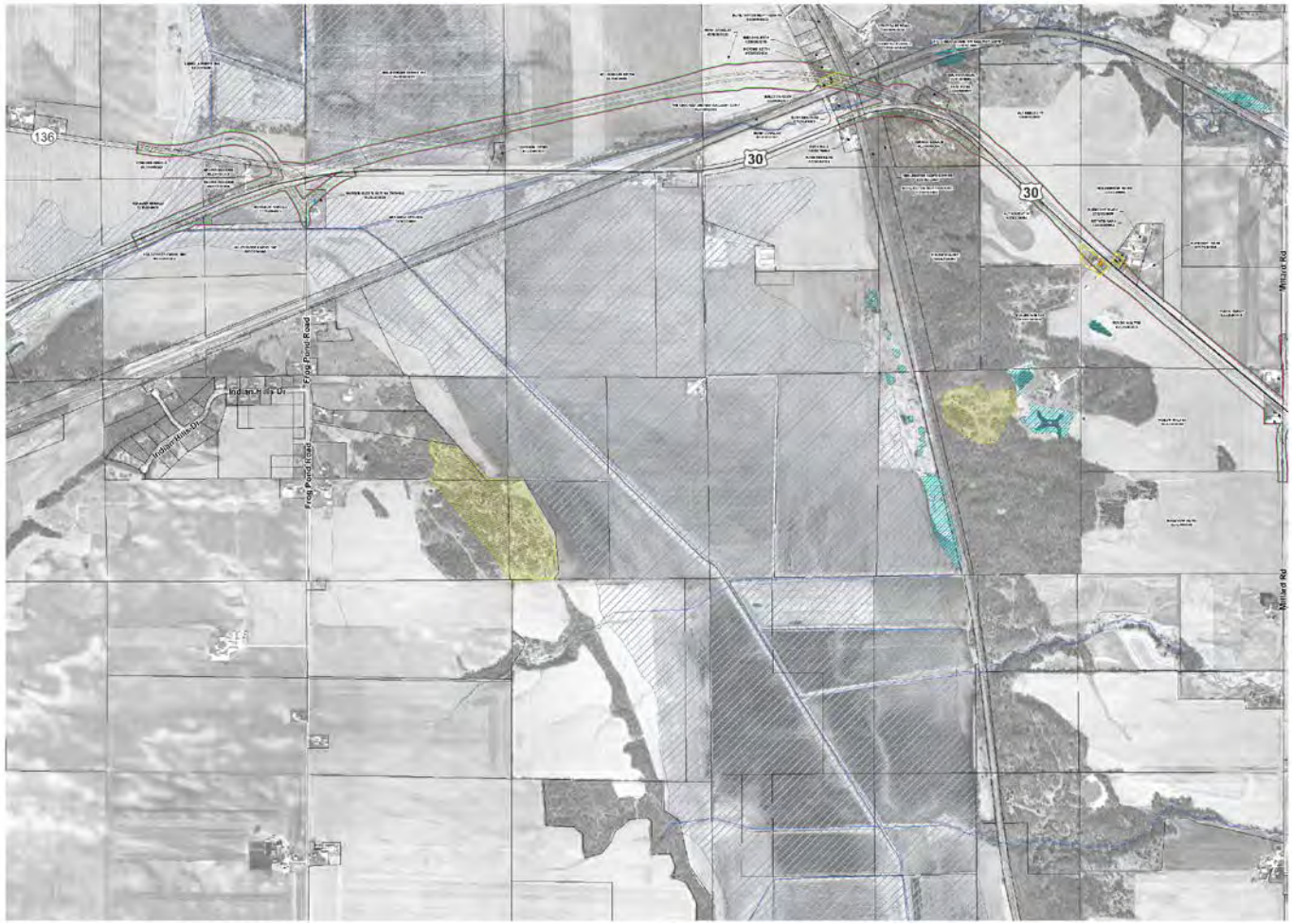
BEFORE IMPROVEMENTS



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

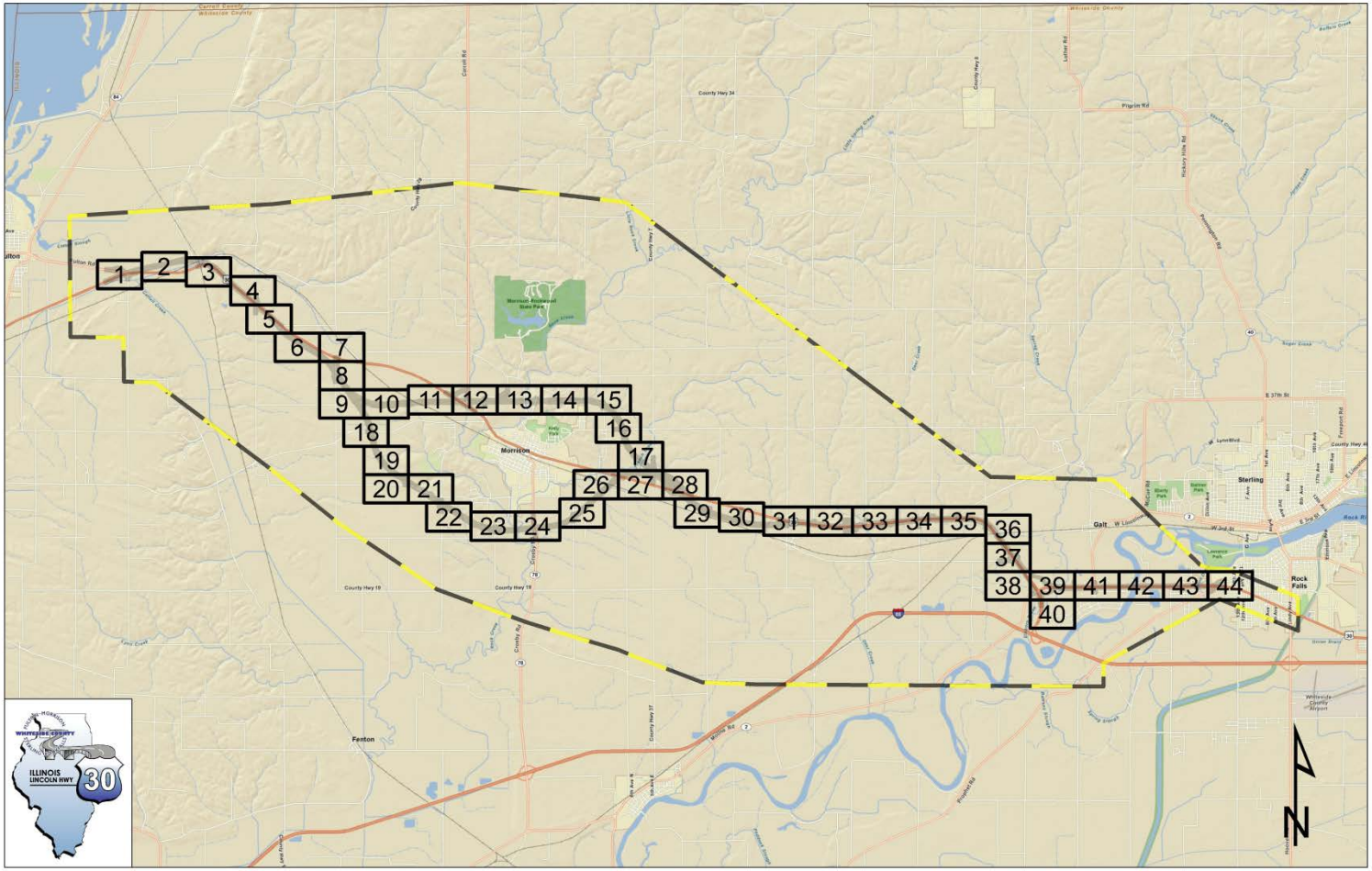
WHY DID IDOT DEVELOP AN ENVIRONMENTAL IMPACT STATEMENT?

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.

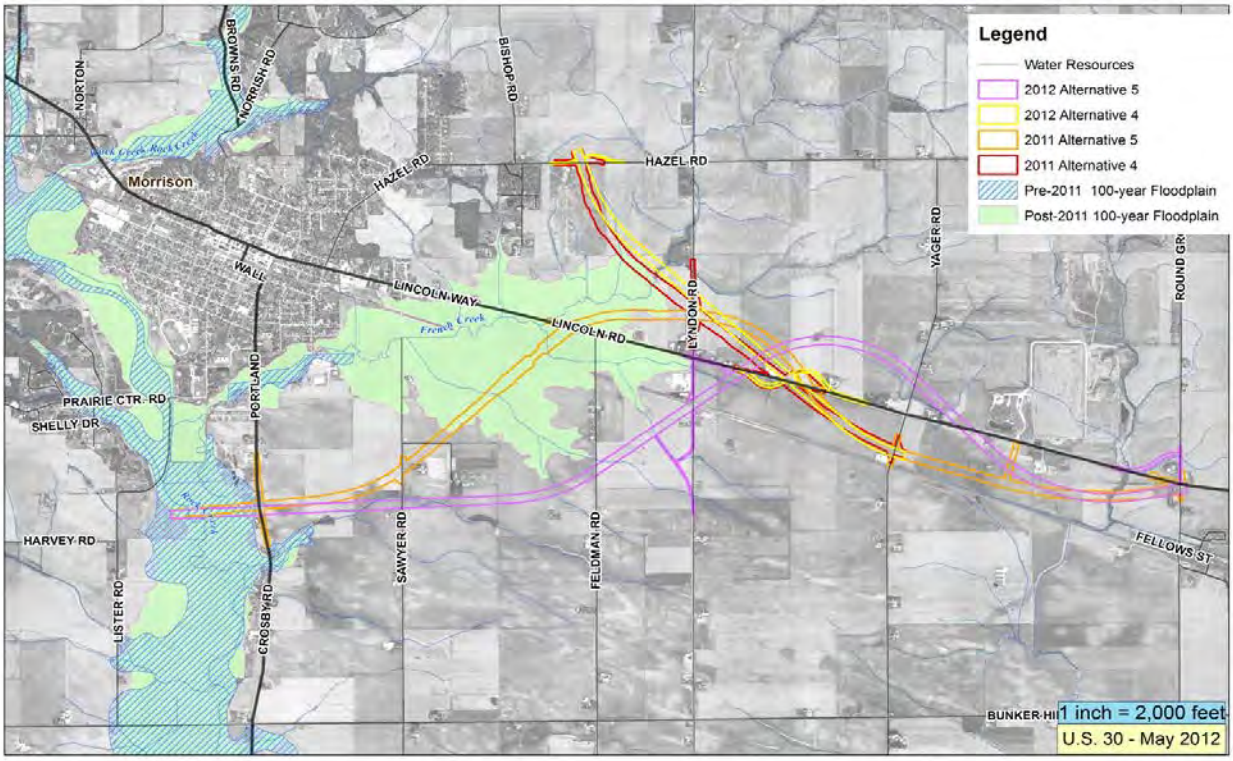
Ms. Jacquot explained that a section had already been included for this in the Supplemental DEIS.

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.

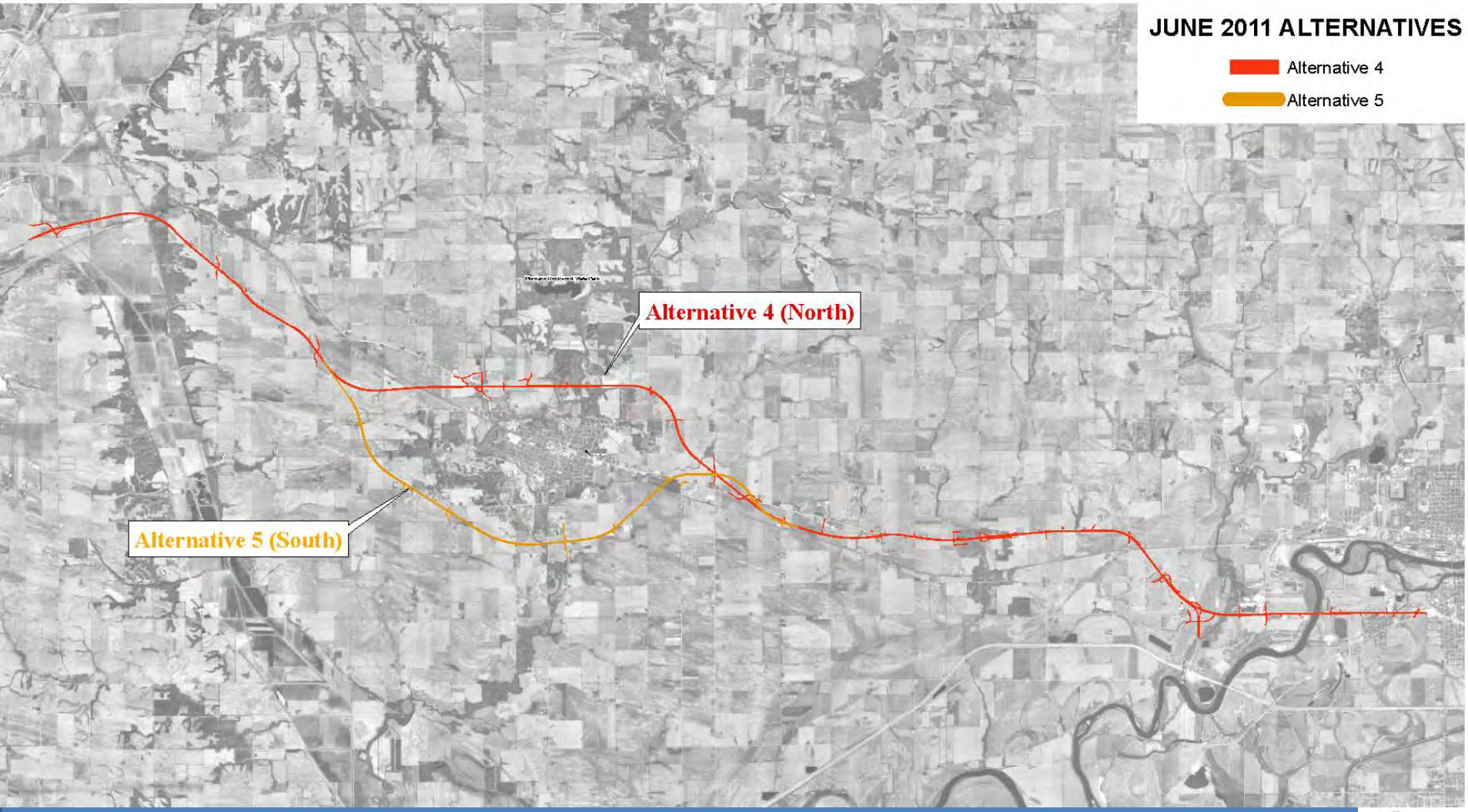
PROJECT STUDY GROUP

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

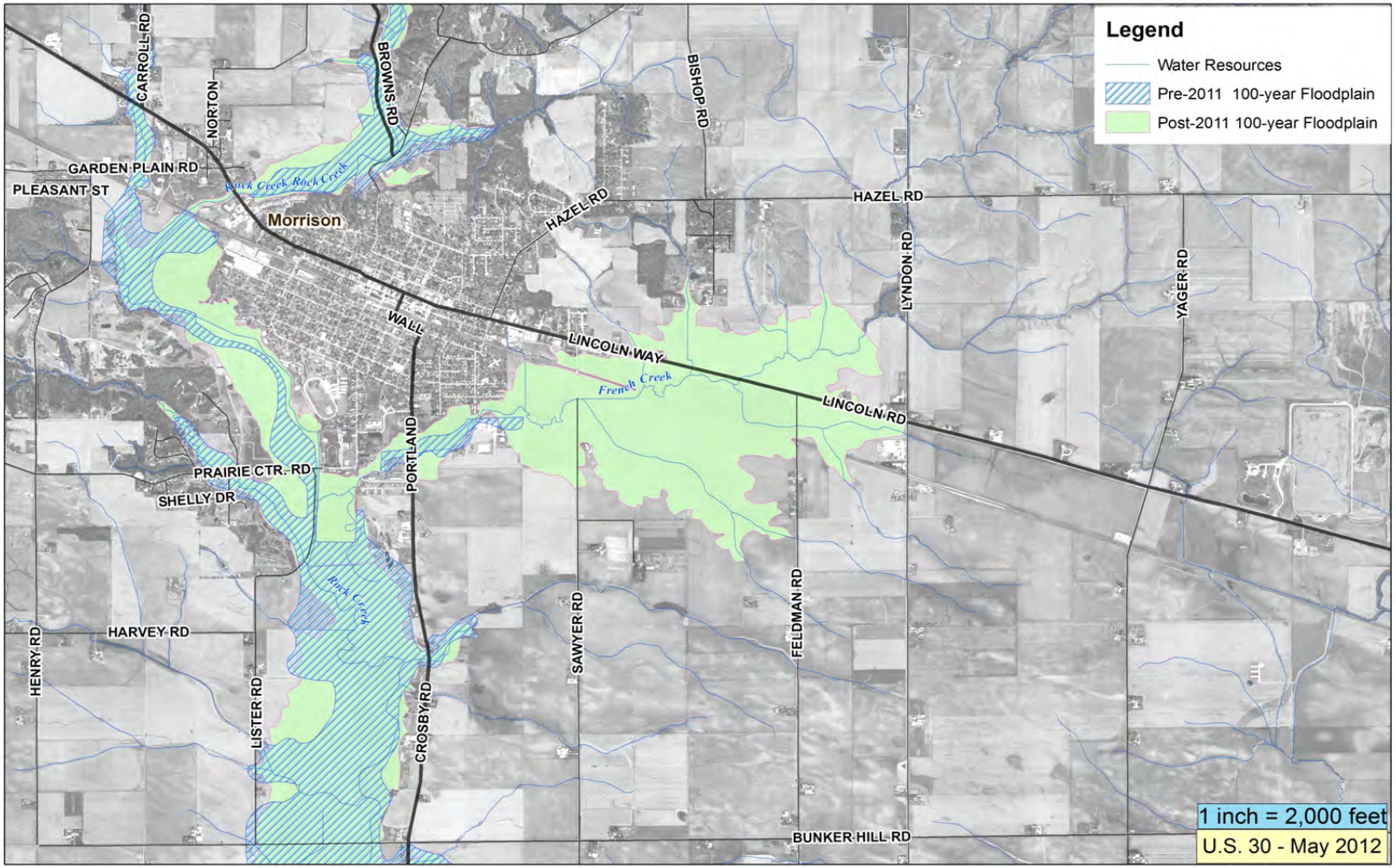
   - Recommend that the floodplain crossings be redesigned to take into account forecast climate change and recent flooding history within the project area
   - **Response:** The effect of climate change on flow patterns and volumes of streams cannot be predicted. Floodplain crossing designs will be based 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



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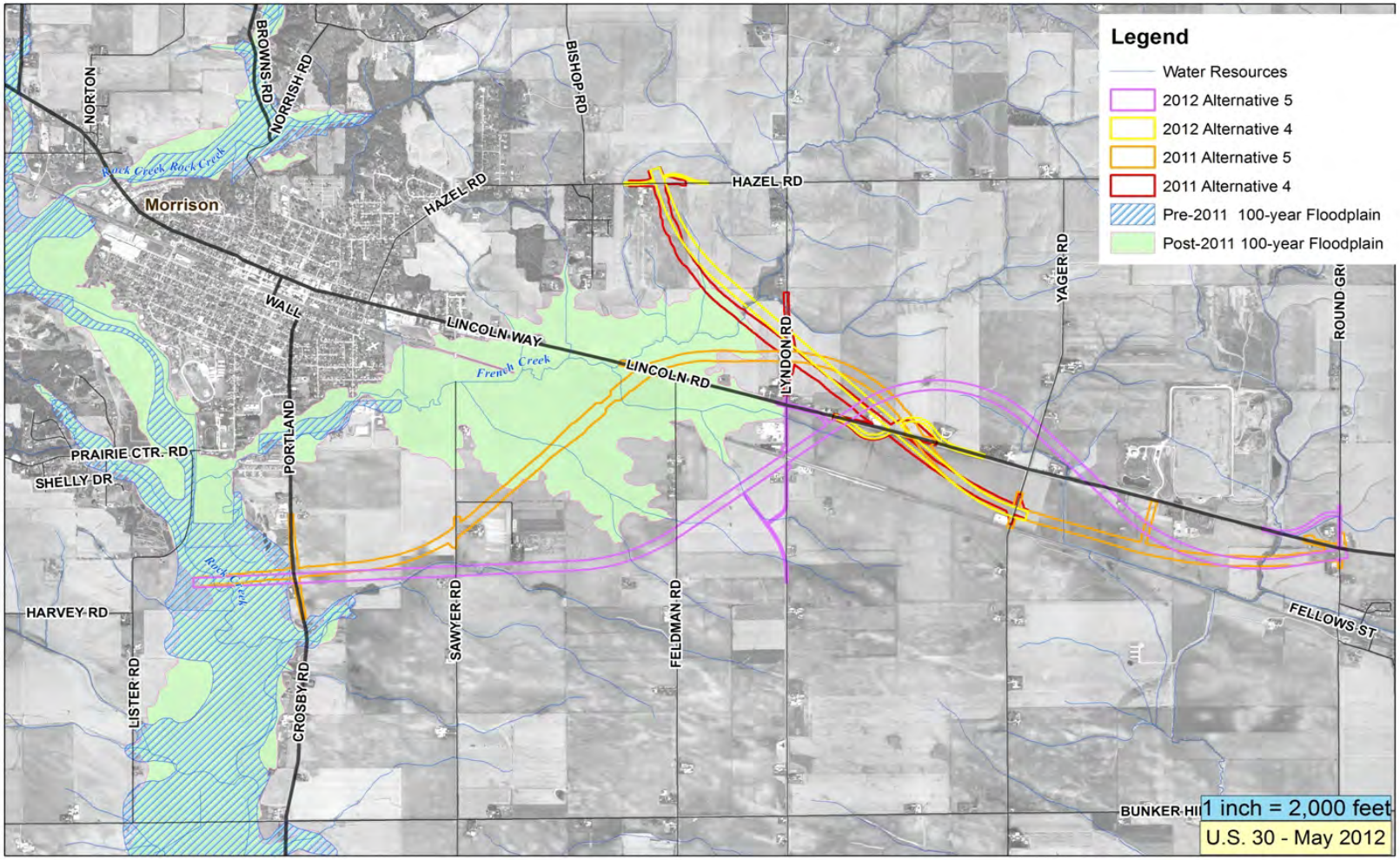
BUILD ALTERNATIVES



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

Illinois Department of Transportation

U.S. 30
DRAFT ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING RECORD REPORT

United Methodist Church
Morrison, Illinois
June 15, 2011

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APPENDICES

Appendix A: Handouts

Appendix B: Meeting Announcements

Appendix C: Stations

Appendix D: Comments and Responses

PUBLIC HEARING RECORD REPORT OVERVIEW

The Illinois Department of Transportation (IDOT) hosted an open house public hearing for the U.S. 30 Draft Environmental Impact Statement (DEIS) on June 15, 2011, from 1:00 p.m. to 7:00 p.m. at the United Methodist Church in Morrison, Illinois.

The purpose of the meeting was to afford the public an opportunity to view the DEIS document, discuss their concerns regarding the project with the study team, and provide comments on the two proposed build alternatives, 4 and 5, and the no-build alternative. A total of 88 comments were received through July 29, 2011, either at the hearing, via web email or mailed to the IDOT-District 2 office.

The contents provided in this report such as the public hearing process, the stakeholders profile and an analysis of their alternative preference and the summary will aid the Project Study Group (PSG) in selecting a preferred alternative for the U.S. 30 Final Environmental Impact Statement.

1.0 Public Hearing

1.1. Meeting Announcements and Outreach Efforts

The following are actions the Department took to notify the public about the hearing and how to view and comment on the DEIS document:

- **Legal Notices** – A public hearing notice was printed in the following local newspapers: The Journal (Fulton, IL), The Review, The Echo (Prophetstown, IL), Clinton Herald (Clinton, IA) and the Sauk Valley newspapers (The Daily Gazette – Sterling, IL and The Telegraph – Dixon, IL).
- **Press Release** – IDOT released a media advisory to all news sources and local officials within the project study area and surrounding vicinity informing them of the upcoming hearing and where to view and comment on the DEIS document.
- **Postcard Mailer** – Postcard announcements were mailed to over 700 property owners and stakeholders listed in the U.S. 30 project database.
- **Website Announcement** – Information was posted on the project website announcing the public hearing and listing the DEIS document web link.

All of these outreach efforts included the meeting's purpose, date, time, location, and where the DEIS document was available for the public to view and comment. A copy of the legal notices, press release and postcard mailer is located in **Appendix B.**

1.2. Meeting Format

An open house format was the best approach to allow attendees to view exhibits and meet with IDOT personnel and representatives from the consultant team. There were a total of nine stations at the hearing.

Following are the stations with a description of each exhibit:

- **Station 1: Welcome and Sign In sheet –** Representatives from the consultant team greeted attendees and explained the hearing process. Attendees were instructed to sign in and were provided with a public hearing brochure which included project details, a map of the build alternatives and a comment form. Copies of the handouts presented at this station are located in **Appendix A.**

- **Station 2: Project Overview PowerPoint Presentation –** A projector was set up to show a loop presentation which highlighted the purpose of the meeting, the project study's history, the DEIS process, and the next steps of the project.

- **Station 3: Typical Sections –** Two exhibits were provided to illustrate the proposed typical sections.

- **Station 4: Alternative Routes Displays –** Aerial maps at a 1:400 scale showing the proposed build alternatives, 4 and 5, including the environmental resources, property lines and business and residential displacements were available to view.

- **Station 5: Community Advisory Group (CAG**) **–** The public had an opportunity to meet and discuss their issues and concerns about the project with CAG members who participated in the planning process.

- **Station 6: Draft Environmental Impact Statement (DEIS) –** Two copies of the signed DEIS were made available for review and to allow attendees to provide comments. This document included the project's Purpose and Need, identified the project study area's environmental resources, outlined the project's alternative analysis and the environmental impacts of the proposed build alternatives, and summarized the project's public involvement process.

- **Station 7: Property Owner Maps –** Two sets of 18" x 24" maps were made available to identify impacts to the affected stakeholder's property.

- **Station 8: Public Comment –** Boxes were placed on tables for the public to deposit their comment sheets.

- **Station 9: Court Reporter –** A court reporter was also present to record public comments.

The sign in sheets and the station exhibits are in **Appendix C.**

1.3. Attendance Profiles

A total of 212 people signed in at the public hearing. There were seven IDOT personnel and nine members from the consultant teams of Volkert Inc., Howard R. Green, Kaskaskia Engineering, and Hudson & Associates in attendance to discuss the project and answer questions.

Shown in **Tables 1-1 to 1-4** are attendees that represent agency partners, elected officials, media, and special interest groups. **Table 1-5** provides a list of attendees categorized by city.

Table 1-1: Participating Agencies - Total 2
Whiteside County Highway
Union Grove Township

Table 1-2: Elected Officials - Total 9	
City of Fulton (1)	City of Rock Falls (1)
City of Morrison (4)	City of Clinton (1)
Illinois State Representative (1)	Whiteside County Board (1)

Table 1-3: Media - Total 5	
City 1 News Magazine (2)	Whiteside News-Sentinel (1)
WSDR – AM 1240 (1)	WHBF-TV Channel 4 Quad Cities (1)

Table 1-4: Special Interest Groups - Total 15	
Clinton Convention and Visitors Bureau (1)	Iowa - Illinois Highway Partnership (1)
Fulton Chamber of Commerce (1)	Clinton Chamber of Commerce / Dev. Corp (2)
Whiteside County (2)	Morrison MAPPING (1)
Blackhawk Hills RC & D (1)	Morrison Fire Department (1)
Rock Falls Chamber of Commerce (1)	Morrison Area Dev./Morrison Chamber (2)
Morrison Community Unit School District 6 (1)	Ray Farm Management (1)

Table 1-5: City Representation – Total 212		
City	**Number**	**Percentage**
Fulton	16/212	7.6%
Morrison	163/212	76.9%
Rock Falls	5/212	2.4%
Sterling	2/212	0.9%
Unidentified*	3/212	1.4%
Other locations**	23/212	10.8%

*Indicates attendees who did not list their address or provided information that was not legible
**Cities outside of the project study area

A copy of the sign in sheet is included in **Appendix C.**

2.0 PUBLIC COMMENTS AND RESPONSES

2.1. Public Comments

In addition to receiving comments at the public hearing the project study team obtained comments via web mail and postal mail. There were a total of 88 public comments acquired prior to the period end date, July 29, 2011. All comments received and the corresponding responses are located in **Appendix D.**

2.2. Stakeholders

Respondents who completed a comment form were asked to select a stakeholder type from the following: homeowner, farmer/farmland owner, business owner, developer, or other. As shown in **Table 2-1**, the types of stakeholders are categorized with the associated number of comments. Please note that some of the stakeholder types were assumed from the content in the court reporter transcriptions, web mails or postal letters.

Table 2-1: Stakeholder Types

Category	Number	Percentage
Homeowners	21/88	23.9%
Farmer/Farmland Owners	18/88	20.4%
Business Owners	8/88	8.0%
Developers	1/88	1.1%
Others *	21/88	23.9%
Unidentified Stakeholders**	19/88	21.6%

*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.

2.3. Location Profiles

Table 2-2 shows the cities for each stakeholder providing a comment on the proposed alternatives. The locations listed may represent a residence, business or place of employment for each stakeholder.

Table 2-2: Location Profiles

City	Number	Percentage
Fulton	16/88	18.2%
Morrison	56/88	63.6%
Rock Falls	4/88	4.6%
Sterling	1/88	1.1%
Other Illinois cities	5/88	5.7%
Iowa cities	6/88	6.8%

3.0 ALTERNATIVE ANALYSIS

This section focuses on the alternative preference identified by each type of stakeholder categorized in **Table 2-1** in **Section 2.2**. In developing the tables in this section, all of the 88 comments received were reviewed thoroughly and sorted by the stakeholder type and alternative preference. If more than one type of stakeholder was selected on the public comment form, then only one type was used to identify the alternative preference. For example, if a respondent selected homeowner and farmer/farmland owner, then the alternative preference was listed as a farmer/farmland owner. This determination was made due to the assumption that the individual's displacement of farms/farmland may be impacted in a more significant manner by the preferred alternative selection. Similar logic was applied to responses indicating stakeholder types of business owners and developers.

3.1. Homeowners

Twenty-one homeowners either listed this stakeholder type on the comment form or indicated they were a homeowner in the content of their response. As shown in **Table 3-1**, 38 percent of homeowners preferred the no-build alternative.

Table 3-1: Homeowners

Alternative	Number	Percentage
No-build	8/21	38.1%
Alternative 4	0/21	0.0%
Alternative 5	5/21	23.8%
Alternative 4 or No-build	0/21	0.0%
Alternative 5 or No-build	3/21	14.3%
Alternative 4 or 5	0/21	0.0%
No Preference	5/21	23.8%

3.2. Farmer/Farmland Owners

Eighteen people identified themselves as farmer/farmland owners either on the comment forms, via the court report transcription or by mail. As shown in **Table 3-2**, 50 percent of the farmers preferred the no-build alternative.

Table 3-2: Farmer/Farmland Owners

Alternative	Number	Percentage
No-Build	9/18	50.0%
Alternative 4	2/18	11.1%
Alternative 5	1/18	5.6%
Alternative 4 or No-build	0/18	0.0%
Alternative 5 or No-build	0/18	0.0%
Alternative 4 or 5	1/18	5.6%
No Preference	5/18	27.7%

3.3. Business Owners

A total of 8 individuals disclosed themselves as business owners. A majority of business owners preferred Alternative 5 at approximately 38 percent.

Table 3-3: Business Owners

Alternative	Number	Percentage
No-Build	2/8	25.0%
Alternative 4	1/8	12.5%
Alternative 5	3/8	37.5%
Alternative 4 or No-build	0/8	0.0%
Alternative 5 or No-build	0/8	0.0%
Alternative 4 or 5	0/0	0.0%
No Preference	2/8	25.0%

3.4. Developers

One person stated they were a developer with Alternative 5 as their preference.

3.5. Others

Twenty-one people were identified as “others” on the comment form. These individuals were listed as current and former elected officials, members from the chamber of commerce, a school administrator, regional development corporations, an energy company and other entities. The majority preferred alternative 5 at 76 percent.

Table 3-4: Others

Alternative	Number	Percentage
No-Build	1/21	4.8%
Alternative 4	0/21	0.0%
Alternative 5	16/21	76.2%
Alternative 4 or No-build	0/21	0.0%
Alternative 5 or No-build	0/21	0.0%
Alternative 4 or 5	3/21	14.2%
No Preference	1/21	4.8%

3.6. Unidentified Stakeholders

A total of 19 people did not identify a stakeholder type on the public comment form or in the content of their responses, but comments were provided on the proposed alternatives. Listed in **Table 3-5** are their alternative preferences by number and percentage. The majority of the unidentified stakeholders preferred Alternative 5.

Table 3-5: Unidentified Stakeholders		
Alternative	**Number**	**Percentage**
No-Build	3/19	15.8%
Alternative 4	0/19	0.0%
Alternative 5	11/19	57.9%
Alternative 4 or No-build	0/19	0.0%
Alternative 5 or No-build	0/19	0.0%
Alternative 4 or 5	0/19	0.0%
No Preference	5/19	26.3%

3.7. Alternative Preference by Location

Table 3-6 lists the location of the respondents and their overall build alternative preference. As shown, the preferred alternative selection is Alternative 5.

Table 3-6: Alternative Preference By Location							
Location	**No-Build**	**Alternative 4**	**Alternative 5**	**Alternatives 4 or No-Build**	**Alternatives 5 or No-Build**	**Alternatives 4 or 5**	**No Preference**
Fulton		1	13				2
Morrison	23	2	14		3	1	13
Rock Falls			3			1	
Sterling			1				
Other Illinois cities			2			1	2
Iowa cities			4			1	1
Total	**23**	**3**	**37**	**0**	**3**	**4**	**18**

3.8. Public Comments Summary

A summary of comments for each alternative and other alternatives suggested by the public are listed by stakeholder type as shown in **Table 2-1** in **Section 2.2**. The comments are as they were written on the forms, web mails, postal mail, and transcribed by the court reporter.

NO-BUILD ALTERNATIVE
Homeowners
"Businesses like Dairy Queen, FS Fast Stop and Casey's will suffer a significant loss of business. Also, it will impact tax for Morrison (sales and motor fuel)."
"The state of Illinois has enough debt now – lets maintain what we have."
"Morrison and Route 30 have worked hand and hand since long before my time. That route going through town helps the community, and brings people to the downtown."
Farmers/Farmland Owners
"All proposed routes have been laid out to slaughter too much farmland."
"I don't think it's prudent to build a bypass that will take away homes and farmland."

NO-BUILD ALTERNATIVE
Farmers/Farmland Owners (continued)
"Subtracting "bypass consumed" land from food production, taxing values to the county, state and federal governments and destruction of a "way of life" for many farm families would be counterproductive to all involved."
Business Owners
"I believe a bypass (north or south) will virtually kill the business climate of Morrison."
"…the other concern I have is just the people that have businesses being displaced, but more so the residents in the area."
Others
"It will take farmland out of production. Morrison business will suffer."
Unidentified Stakeholders
"The proposed route to the south will be close to an already existing four lane, route 88."
"I feel that the town businesses would suffer far more than anticipated and the land would be affected by destruction too great."
"I just think they should just have a no build and just fix what they've got and leave it."

BUILD ALTERNATIVE 4
Farmers/Farmland Owners
"The Alternate 5 will encounter many wet areas of land."
"I suggest the route going….to the north as the shortest, less costly and least corrosive to farming operations."
Business Owners
"It is shorter and may influence travelers to enter Morrison due to its proximity."

BUILD ALTERNATIVE 5
Homeowners
"..it makes more sense logistically from a connection point with Route 78, Route 88 and it would give more access to the new Wal-Mart Distribution Center which is obviously a big source of truck traffic."
"The bypass needs to run close to the Industrial Park." Expensive homes and dwellings and quality of life worth more then wetlands."
"The north route would put more traffic on already narrow dangerous windy hilly roads and dangerous intersections…"
Farmers/Farmland Owners
"The truck traffic coming from the south and heading to the Mississippi or ADM at Clinton needs to bypass Morrison."
Developers
"…Alternative 4 goes through too much housing and the development for Morrison, because we're also developers besides farmers, we do a subdivision and you're coming up against - - right up against my new subdivision where my plans were some day to keep developing that way ...."
Business Owners
"I would like the southern alt. #5 route because it goes through the industrial area of Morrison."

BUILD ALTERNATIVE 5 (continued)
Others
"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."
"This will open up development for an industrial park in Morrison."
"It will not be the best route for growth but will be less costly, fewer acres will be removed from farm productions, and fewer residences displaced."
"The environmental impact of increased truck traffic through Morrison's historic district is significant. Air quality and noise levels in that restricted corridor will deteriorate further."
"The southern route uses less acres of farmland and takes fewer homes."
"Having the new route near the Industrial Park could provide for economic growth opportunities, not only in Morrison, but also could be extremely beneficial to growth in Sterling."
"The southern "5" route fits the best for reduction of through present traffic in Morrison."
"This will give Morrison the needed overpass to enable emergency vehicles to cross the Union Pacific Rail development for an industrial park in Morrison."
Unidentified Stakeholders
"I feel it would be far less disruptive to the community & environment."
"The south route is less expensive, less disruptive, and otherwise effective."
"This route makes more sense overall with home displacement, less farmground, etc."

OTHER ALTERNATIVES *(Alternatives 4 or No-build, Alternatives 5 or No-build, Alternatives 4 or 5, No Preference)*
Homeowners
"If the biggest goal is to bypass Morrison just do it with a 2 lanes road instead of 4 lanes, then connect back to 2 lane Rt 30."
"I am concerned that a fill across the Rock Creek bottoms could cause additional flooding problems."
"…if Alternative 4 were selected, our request would be that the proposed route be shifted so that the lake is not eliminated."
Farmers/Farmland Owners
"Why don't you make Rt 30 four lane east & west of town because the shoulder & ditches are wide enough and leave it 2 lane in town and then town won't die. The state is short of money and would be a cheaper way to do it."
"I feel you have chosen routes that will impact the least amount of family & farms & use the existing Rt 30 as much as possible."
"The impact on our town should be minimal. Informational signs and directions should direct interested traffic to their destinations."
Business Owners
"The advantages of a northern route are that the soil type is more favorable to building, its proximity and signage for the state park, and a more direct route to the potential jobs at the prison in Thomson. The advantage of a southern route is the close proximity to our industrial park, but it would be redundant to have a four-lane highway close to I-88."

OTHER ALTERNATIVES (continued) *(Alternatives 4 or No-build, Alternatives 5 or No-build, Alternatives 4 or 5, No Preference)*
Others
"Widening the roadway from two lanes to four lanes, we believe, would invite economic activity along the route in an already depressed area of the state."
"My preferred route would be the shortest, most direct route from the point where it connects to I-88 to the point where it connects to 136 staying south of the railroad tracks."
"The safety and environmental impacts of a no-build approach are significant."
Unidentified Stakeholders
"I know Route 30 is east and west on Lincoln Highway, but they do so much in Morrison why don't they have inside turning lanes."
"My major concerns are the flooding along Rock Creek. My concern is if we go on a southern route with this it's just going to build another dam along Rock Creek and create more water hazard…"
"…I still think it would be a great idea to move the railroad tracks from downtown Morrison to south - - south of Morrison thus eliminating many crossings and allowing emergency vehicles and so forth to go from north to south…"

3.9. Agency Comment Summary

The Department received comments from the following State and Federal Agencies on the DEIS document: Illinois Department of Agriculture (IDOA), Illinois Department of Natural Resources (IDNR), United States Department of Interior (USDOI), and the United States Environmental Protection Agency (USEPA). Listed below are summarized statements and concerns from their letters, which are located in **Appendix D**.

Illinois Department of Agriculture (IDOA)

- The IDOA had no objection in using either alternative for the proposed transportation improvement. This Department would consider such an action to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act.

Illinois Department of Natural Resources (IDNR)

- The IDNR identified that the state threatened black sandshell mussel was found in the Rock River and Elkhorn Creek. Also, an Incident Take Authorization (ITA) will be required one year prior to construction. Based on the referenced ITA application in the DEIS, consultation is closed on this project.

United States Department of the Interior (USDOI)

- The USDOI had concerns regarding an adverse affect of the project on the Rock River's water quality, change in the free flow characteristics of this reach of the Rock River, change the long term recreational use of the River, or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System.

United States Environmental Protection Agency (USEPA)

- The USEPA gave the DEIS document a rating of Environmental Concerns Level 2 (EC-2) based on some concerns with the Purpose and Need, Alternatives, Environmental Impacts and Proposed Mitigation of Unavoidable Impacts.

4.0 PUBLIC HEARING RECORD REPORT SUMMARY

In summary, 88 public comments were received as a result of the public hearing process with 63 identifying a singular alternative preference. The remaining 25 comments did not provide an individual preference on the build alternatives or the no-build alternative. In addition, IDOT received response letters from State and Federal agencies regarding the DEIS document.

The stakeholder types providing comments were homeowners, farmers/farmland owners, business owners, developers, other entities, and some were unidentified by their response. Safety, economic development, preserving farmland, impacts to businesses, property, and the environment; funding of the overall project were common responses and concerns from stakeholders. A majority of the comments received were from homeowners and other entities. Approximately 64 percent of the comments received had a Morrison address.

Preference for the build alternatives, 4 and 5, and the no-build alternative varied between all stakeholder types. The no-build alternative was preferred by homeowners and farmers/farmland owners. Responses received by business owners, developers, other entities, and the unidentified stakeholders favored build alternative 5. Build alternative 4 received limited support from the public.

The information compiled in the report illustrates that in reviewing the stakeholder's location and their build alternative preference, respondents within the city of Morrison expressed a stronger preference for the no-build alternative. However, build alternative 5 was the preferred alternate among the responses with comments provided by stakeholders located within the other surrounding communities and cities in Iowa.

Appendix A

Handouts

- DEIS Brochure
- Comment Form
- Business Card
- Elected Official and Media Kits *
    - IDOT Contact Information
    - Business Card
    - DEIS CD
    - DEIS Brochure
    - Alternatives Map
    - Comment Form
    - Project Overview PowerPoint Presentation

*The information in the kits was issued to elected officials and media representatives.

Illinois Department of Transportation
Program Development
819 Depot Avenue
Dixon, Illinois 61021

Public Hearing – DEIS

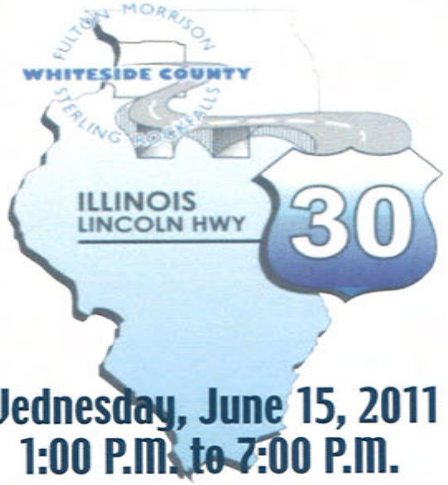
Illinois Department of Transportation

Special Points of Interest:

- Welcome to Public Hearing / Contact Information – Page 1
- Project Location Map – Page 2
- Frequently Asked Questions – Pages 2 – 4
- Map of Build Alternatives – Pages 5 – 6
- Public Comment Form – See Insert
- Project Time Table – Pages 7 – 10

U.S. Route 30

From Illinois Route 136
To Illinois Route 40 in Rock Falls



Wednesday, June 15, 2011
1:00 P.M. to 7:00 P.M.

Meeting Location:

United Methodist Church
200 West Lincolnway
Morrison, Illinois

Welcome to the Public Meeting

Welcome to the Public Hearing to present the proposed project for a U.S. Route 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls. Personnel from the Illinois Department of Transportation and the consultant firms of Volkert, Inc., Howard R. Green, Kaskaskia Engineering, and Hudson & Associates are here to answer your questions and receive your comments regarding the proposed improvements.

This meeting is being held in an Open House format to allow informal discussions between the public and study team members. Participants are encouraged to submit written comments about the project. Persons wishing to give verbal statements may visit the court reporter attending this meeting. Written statements may be given to us today or mailed to the IDOT - District 2 office by ***July 29, 2011***. A form is provided in this handout that you may use to submit your statement.

The proposed project includes alternatives that were evaluated in the Draft Environmental Impact Statement (DEIS), including the two proposed alternatives, and the project's potential impacts to the natural and man-made environment in the study area.

For Further Information Contact:

- All comments and recommendations will receive consideration.
- The DEIS, maps, drawings, and other pertinent information are available at the IDOT - District 2 office, located at 819 Depot Avenue, Dixon, Illinois 61021.
- Project Hotline and Website: 1-866 ROUTE30 (1-866-768-8330) or TDD/TTY (815) 284-1667 and www.dot.il.gov/us30/index1.html.
- Further questions may be addressed to:

Title	Name	Telephone
IDOT—Acting Engineer of Program Development	Jay Howell	(815) 284-5351
IDOT—Project Engineer	Becky Marruffo	(815) 284-5902
IDOT—Studies & Plans Squad Leader	Jennifer Williams	(815) 284-5950

The Illinois Department of Transportation wishes to thank you for your interest and participation in this meeting.

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways
Region Two Engineer
Illinois Department of Transportation

Project Location Map

Frequently Asked Questions

1. When is it anticipated that the Environmental Impact Statement (EIS) and Phase I Design Report will be completed and the proposed project constructed?

It is anticipated that the EIS and Phase I Design Report will be completed in 2012. Funding for Phase II (Design) and Phase III (Construction) is currently not available.

2. What is an Environmental Impact Statement (EIS)?

An EIS is a document that discusses the direct and indirect effects a project has on the environment. Projects like U.S. 30 (new four-lane roadways on new alignment) that typically could have "significant" impacts to the environment or public opposition require the preparation of an EIS under the National Environmental Policy Act (NEPA).

3. What are the Build Alternatives? What is the No-Build Alternative?

IDOT is proposing two Build Alternatives, 4 and 5. Both alternatives share the same alignment east and west of the city of Morrison. However, within the city limits Alternative 4 travels north of Morrison and Alternative 5 travels south of Morrison. The No-Build Alternative may include some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements that may be necessary depending on traffic needs and highway conditions.

Frequently Asked Questions – CONTINUED

4. What will happen after the Public Hearing?

After the Public Hearing and completion of the DEIS comment period, IDOT will review the comments received from the public. Additionally, IDOT will consider input from the Community Advisory Group (CAG) and stakeholder groups, as well as comments received on the Draft Environmental Impact Statement (DEIS) document. All of this information will be considered in identifying a preferred alternative for study within the Final Environmental Impact Statement (FEIS) document.

5. How were Community Advisory Group (CAG) members selected for the U.S. 30 Project?

The CAG members were selected from individuals, groups, organizations, and agencies from the communities within the project study area, and represents a wide cross section of people and interests.

6. 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 Department will conduct a historic survey of the project area and receive a determination from the Illinois Historic Preservation Agency (IHPA) regarding structures that have historical context. It is possible that we will acquire some right-of-way from these properties and we will make every effort to avoid such structures.

7. If a bypass is built, who will maintain the existing Route 30 through town?

Maintenance of the roadway could remain the responsibility of the State, or a jurisdictional transfer agreement could be developed between the State and a local entity (city, township, or county). This would be determined during Phase II (Design) of the project, which is not currently funded.

8. Would the State reconsider the three-lane project that they had originally planned through Morrison?

The study that proposed the construction of a three-lane section from IL 78 (N) to French Creek in Morrison was completed in 2004. As a direct result of public comments and concerns, the project length was reduced to extend only from Jackson Street to French Creek. Resurfacing and maintenance work has been performed on the remaining roadway section, including the replacement of the bridge carrying U.S. 30 over Rock Creek.

The construction of a three-lane roadway would not eliminate the safety and operational concerns associated with the non-compatible uses of the corridor with large truck traffic, increasing volumes of traffic, narrow lanes, sidewalks adjacent to the roadway, school crossings, and farm equipment use. As a result, construction of a three-lane roadway through the downtown area would not eliminate the need for a four-lane expressway routed outside of town to accommodate future traffic demands.

Frequently Asked Questions – CONTINUED

9. What will be the impact on downtown or U.S. 30 businesses if a bypass is built around Morrison?

Based on historical results of previous bypass projects, we understand that a bypass has the potential to bring both positive and negative impacts to frontage and downtown businesses within the city of Morrison. As an example, one potential benefit to building a bypass around the city could be the minimization of commercial truck traffic travelling through the downtown area. However, we also realize that this change in traffic patterns may have a negative impact on some businesses in the downtown area, particularly businesses that are traffic-dependent. The determination of both positive and negative impacts depends significantly on the characteristics (e.g. proximity to the existing route, access, signing, etc.) of the route that is selected for further study, as well as the type and nature of the business. The Draft Environmental Impact Statement (DEIS) has identified potential impacts and benefits to the businesses of Morrison.

10. 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 calculated?

The Department would 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 would determine the value of the area being purchased from you and any damage to the remaining parcel. If the whole property is being acquired, additional relocation assistance would be provided by the Department.

11. The proposed roadway will be closer to my house. Will moving the traffic closer structurally damage my house?

There have been no incidences of claims for vibration damage to adjoining structures caused by car and truck traffic which has been moved closer to any structures. This even includes brick structures that are over 100 years old and in places were the road is 10-15 feet away from the structure. Also, our new design will provide a smoother pavement, thus eliminating the majority of the vibrations that come with a bumpy highway.

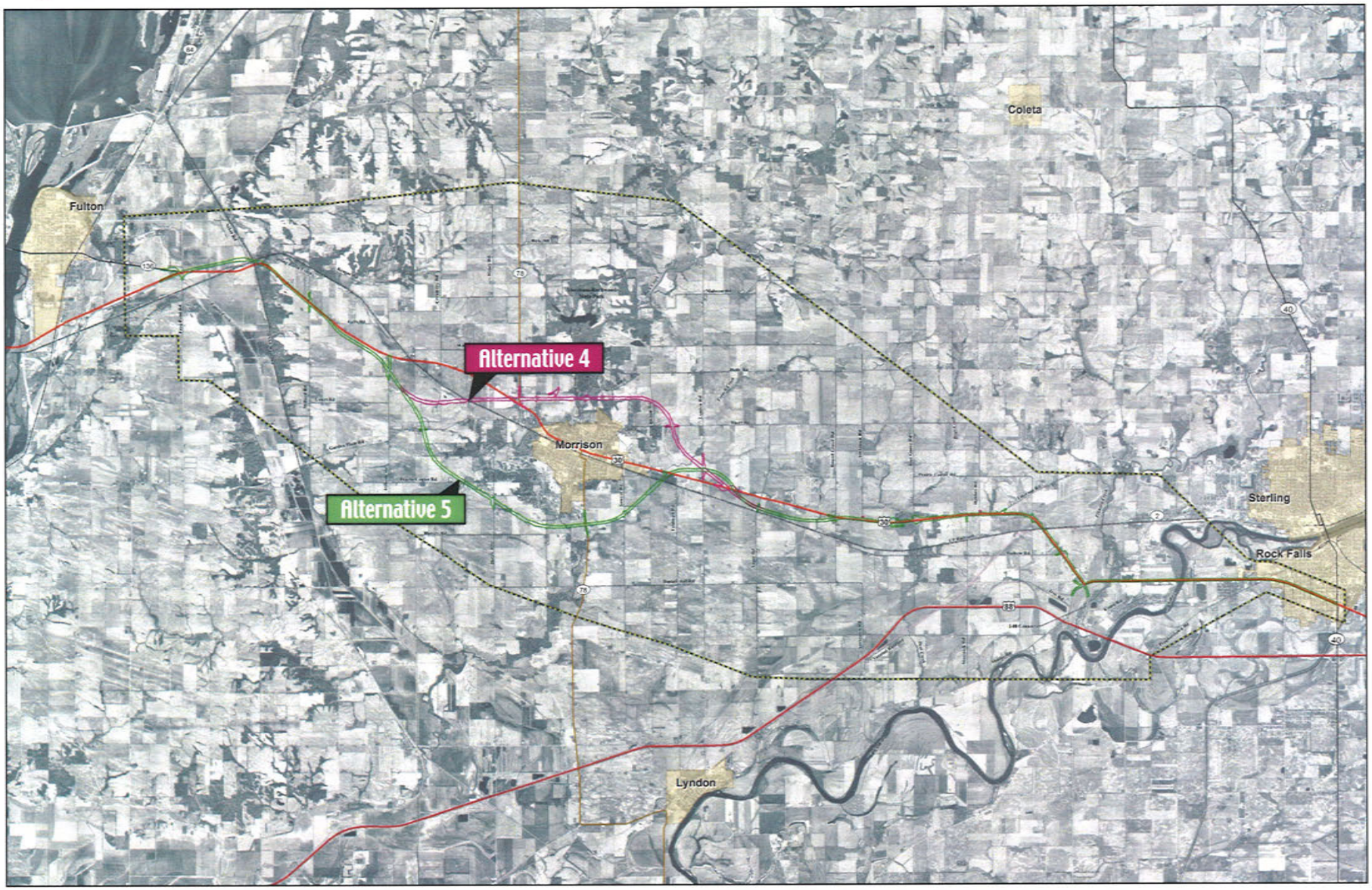
12. My septic field is located within the proposed right-of-way or easement area. How will I be compensated for that?

If the septic field is located within the right-of-way needed for this project, compensation will be made for the loss of the septic field during the Land Acquisition phase of the project. This is usually done with the payment for the design and installation of a new septic field.

13. When IDOT acquires the necessary parcel for the improvement, who will pay for the recording cost?

When it comes to the recording fees, the Department is financially responsible for all fees and the preparation and filing of all the legal documents required to transfer ownership of the parcel of land needed for the project.

Map of Build Alternatives 4 and 5



The map of Build Alternatives 4 and 5 is located on the project website, www.dot.il.gov/us30/index1.html.

PROJECT TIME TABLE

FEASIBILITY STUDY

↓

PHASE I STUDIES & ENGINEERING

↓

PHASE II ENGINEERING

↓

CONTRACT PROPOSAL AND ADVERTISING FOR BIDS

↓

CONTRACT AWARDED: CONSTRUCTION BEGINS

↓

CONSTRUCTION CONTINUES

On Behalf of IDOT

This section of the handout is to assist the public in understanding the study, design, and construction of a highway project.

Feasibility Study

A feasibility study is typically initiated to assess whether or not a proposed highway improvement warrants further study. Feasibility studies are typically conducted to address the following types of questions:

- Will a new highway or major river bridge promote economic development in a certain region of the State and create more benefits than costs, or would upgrading existing highways be a better solution for satisfying State and local needs?
- Is a missing link of a four-lane highway causing traffic operational problems which, in turn, are creating a high number of collisions?
- Would it be possible and cost effective to build a new four-lane highway on new alignment through rugged terrain in comparison to upgrading the existing alignment?
- Other similar situations where additional information is needed before making a decision to proceed with more detailed engineering studies (e.g. major drainage alternatives, alternate locations for a proposed interchange).

Phase I Studies & Engineering

SCOPE

Phase I Studies include both Engineering and Environmental Studies, each requiring a separate decision-making process.

Phase I work can vary from a very minor type study to an in-depth investigation of corridors, alternative alignments and cross sections, different highway types, and other design features with consideration of social, economic, environmental, and engineering factors.

PURPOSE

Phase I studies are developed to ensure that, as practical, highway locations and proposed designs are consistent with Federal, State, and local goals and objectives.

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

The following items are discussed when developing a highway improvement:

- Effects on regional and community growth
- Conservation and preservation of natural resources
- Public facilities, services, and recreational areas
- Community cohesion
- Displacement of people, businesses and farms
- Air, noise, and water pollution
- Aesthetic value

The depth of social, economic and environmental analysis will vary depending upon the scope and nature of the project, the stage of project development, and magnitude of any adverse impacts. For major projects, IDOT will prepare a separate environmental document i.e. an Environmental Impact Statement (EIS) and Environmental Assessment (EA). For most projects, the Project Report will document the environmental analysis.

DESIGN AND ENGINEERING CONSIDERATIONS

Phase I studies are used to identify the following:

- Need for highway improvement
- Capacity deficiencies
- Need to improve safety
- Project termini
- Typical Section
- Need for right-of-way
- Drainage concerns
- Location of traffic control devices
- Project Cost

The scope and depth of engineering analyses will vary depending on the scope of work.

Phase II Engineering

PLAN DEVELOPMENT STAGE

The designer is responsible for preparing the final plans so that they can be constructed in the field. To ensure the plans are correct and complete, the designer will review the Phase I report and the project commitment files. The plans are reviewed at the preliminary, pre-final and/or final stages to ensure that they are free from errors and omissions.

Preliminary Plan Review

During this stage, various bureaus, sections, agencies, etc. have an opportunity to conduct a major review of the plans. The preliminary plan review will occur after the designer has essentially completed the plans including the cover sheets, plan and profile sheets, detail sheets, cross section sheets, determined pay items, special provisions, etc. During this stage the designer will address any utility conflicts and determine if adjustments and/or relocations are necessary. For major projects, several reviews may be necessary to avoid having to make substantial changes later in the plan preparation process.

LAND ACQUISITION

Once the amount of property necessary for the improvement is established, an appraiser will determine the value of the property IDOT needs to acquire and the effect it has on the remaining parcel. When the appraisal has been completed, it is then given to a negotiator who will meet with the property owner and discuss the value of the property. After the price has been set, either by negotiation or as determined by the court, the sale of the parcel is started and the transfer of the land is recorded. Also, a part of the land acquisition process is relocation assistance for anyone in legal physical possession of the real estate. That may be tenants or owner/occupants and those occupants may be residents, businesses (including farms and non-profit organizations), or just a matter of personal property to be moved. In any case, anyone displaced by acquisition will be afforded relocation assistance.

UTILITY WORK

The utility coordination starts in Phase I where preliminary plans are provided to the utility owners. The utility owners mark their facilities on the plans and return them to IDOT, where they are incorporated into the project files. The designer will try to minimize the impact to the utilities. Pre-final plans are then sent to the utilities so they can begin to design the relocation of their facilities that are being impacted. Final plans are sent out with a 15-day notice to submit for a permit. This is done when the project is submitted for letting. Once the permit is approved and the new right-of-way purchased, the utilities have 90 days to relocate any conflicts. If the proper coordination is not done between IDOT and the utilities, it could affect the timing of the project.

Phase III Engineering

CONTRACT PROPOSAL AND ADVERTISING FOR BIDS

After all of the design plans and contract documents are completed, the construction improvement project is included on the Department's regularly scheduled advertisement for bids. All contractors must meet the Department's pre-qualification requirements.

The pre-qualification process reviews each contractors experience; the quality and timeliness of previously constructed work; and the equipment and capital they have available to complete projects. This pre-qualification rating establishes the size of projects each contractor can bid on and the type of work they are qualified to do (i.e. bridges, resurfacing, concrete paving, traffic signals, etc.). This helps assure that the contractor is capable of completing the work in a quality manner within the scheduled time limits.

All interested contractors have four weeks to review the contract plans for the proposed project and prepare their bids to complete the work. All sealed bids are then opened at the scheduled bid opening. The contract is then awarded to the lowest bidder on each project that meets all the contract requirements and pre-qualifications.

CONTRACT AWARDED: CONSTRUCTION BEGINS

During construction of the project, the Department inspects all the materials used in the improvement, monitors the contractor's operations to assure all specifications are followed, and completes all of the required documentation.

Material inspection involves testing and approval of all items used on the contract. This includes all aggregates, concrete, asphalt, culverts, traffic signals, and metal products. Everything from trees and topsoil to pavement marking paint must meet IDOT specifications before it can be used on the project.

Construction engineers and inspectors are assigned to each project to monitor the progress and complete the necessary documentation. They make sure that everything is located properly and that it is built to correct dimensions.

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

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

NAME

ADDRESS

CITY STATE ZIP CODE

( )

TELEPHONE NUMBER

E-MAIL

Check one or more if applicable:

☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other_____

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

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

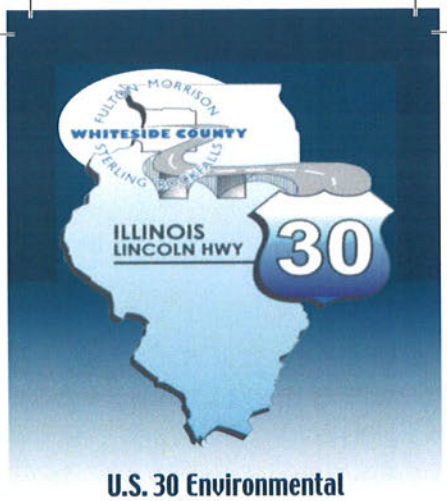
Comments must be received by Friday, July 29, 2011.

Your comments are greatly appreciated!

To return form, fold in thirds on dotted lines, affix stamp and mail

PLACE
STAMP
HERE

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways
Region Two Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021



U.S. 30 Environmental Impact Statement and Phase I Design Report

sponsored by:

Illinois Department of Transportation

U.S. 30 Environmental Impact Statement and Phase I Design Report

Project Website:
www.dot.il.gov/us30/index1.html

Project Comments:
www.dot.il.gov/Email/Email.asp?from=31

Project Hotline:
1-866-ROUTE30 (1-866-768-8330)

Appendix B

Meeting Announcements

- Legal Notices
  - The Clinton Herald (Clinton, IA)
  - Sauk Valley Media
    - The Daily Gazette (Sterling, IL)
    - The Telegraph (Dixon, IL)
  - Whiteside News-Sentinel
    - The Journal (Fulton, IL)
    - The Echo (Prophetstown, IL)
    - The Review
- Press Release
- Postcard Mailer

Illinois Department of Transportation

PUBLIC HEARING

FOR

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

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1:00pm to 7:00pm

WHERE?
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200 W. Lincolnway
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Jennifer J. Williams, P.E.
Studies & Plans Squad Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, Illinois 61021
Phone: (815) 284-2271
TDD: (815) 284-1667
Fax: (815) 284-5486

AFFIDAVIT OF PUBLICATION

CLINTON COUNTY } ss.
STATE OF IOWA

I, Charlene Bielema, being first duly sworn an oath depose and say:

That I am the Editor of The Clinton Herald, a newspaper of general circulation published and printed daily in the City of Clinton, County of Clinton, State of Iowa, and that the

ILLINOIS DEPARTMENT OF TRANSPORTATION PUBLIC HEARING FOR U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE 1 DESIGN REPORT

hereto attached and made a part thereof, was printed once each week for TWO weeks , in said newspaper Clinton Herald that the dates of said print were

MAY 14, 2011 AND JUNE 11, 2011

and that the copy of said notice, hereto attached, was cut from one of said printings.

(Signed) Charlene Bielema
Editor

Charlene Bielema

Subscribed and sworn to before me this 16 day of JUNE, 2011

(Signed) Teresa Dellit
Notary Public

Teresa Dellit

My Commission Expires April 18, 2014.

NOTARIAL SEAL IOWA
TERESA DELLIT
COMMISSION NUMBER 767613
MY COMMISSION EXPIRES
APRIL 18, 2014

AFFIDAVIT OF PUBLICATION

ILLINOIS DEPARTMENT OF TRANSPORTATION PUBLIC HEARING for U.S. 30 Environmental Impact Statement & Phase I Design Report

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Studies & Plans Squad Engineer
Illinois Department
of Transportation
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Dixon, Illinois 61021
Phone: (815) 284-2271
TDD: (815) 284-1667
Fax: (815) 284-5486

Date of second publication:
June 11, 2011.

Published: May 14 & June 11, 2011

No. 96666

Certificate of Publication

State of Illinois SS.

Whiteside County

This is to Certify that a notice, a true copy of which is hereto attached, was published in the Daily Gazette, a secular newspaper of general circulation published daily in the City of Sterling, in the County of Whitesid and State of Illinois, by SAUK VALLEY NEWSPAPERS, a corporation existing under the laws of said State, once each week for 2 sucessive week(s); that the date of the first paper containing said notice was the 14th day of May , 2011 , and that the date of the last paper containing said notice was the 11th day of June , 2011

And this is to further certify that said newspaper have been regularly published for one year prior to the first publication of said notice therein, and that the person who signs the name of said company to this certificate is as appears by the records of said company, it is duly authorized agent for such purpose

Dated at Sterling, in said county, This 17th day ofAugust , 2011

Daily Gazette

Publication Fee $314.40

by: Sara Branscum
Authorized Agent

Received payment
Daily Gazette

by: Sara Branscum

Illinois Department of Transportation

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

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Illinois Department of Transportation
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Dixon, Illinois 61021
Phone: (815) 284-2271
TDD: (815) 284-1667
Fax: (815) 284-5486

May 14, June 11, 2011

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of The Fulton Journal; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Fulton, Whiteside County, Illinois, and of general circulation in said City, County and State; that a notice, Public Hearing of which the annexed is a copy, was published in said paper 1 times, once each week for 1 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 18th day of May A.D., 2011, and the _____ day of _____ A.D., 20____.

EXHIBIT "D"

WNS PUBLICATIONS

By Sue R Patter, Mgr.

Fees for Publication: $ 165.75

Paid by _____

WNS PUBLICATIONS

By _____, Mgr.

Illinois Department of Transportation

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Dixon, Illinois 61021
Phone: (815) 284-2271
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Fax: (815) 284-5486

21-May 17

Certificate of Publication

WNS Publications, certify that I am, and during the entire period of publication of the notice herein men-
oned, was the publisher of The Prophetstown Echo; that the same is, and during all of said period was, a
cular weekly public newspaper, printed and published in the City of Prophetstown, Whiteside County,
linois, and of general circulation in said City, County and State; that a notice, Public Hearing

EXHIBIT "D"

of which the annexed is a copy, was published in said paper 1 times, once each week for 1 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 17th day of May A.D., 2011, and the _____ day of _____ A.D., 20____.

WNS PUBLICATIONS

By Sue Patten, Mgr.

Fees for Publication: $ 156.00

Paid by _____

WNS PUBLICATIONS

By _____, Mgr

Illinois Department of Transportation

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is Department of Transportation
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n, Illinois 61021
e: (815) 284-2271
: (815) 284-1667
(815) 284-5488

21-May 17

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of the The Review; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Port Byron, Rock Island County, Illinois, and of general circulation in said City, County and State; that a notice, Public Hearing of which the annexed is a copy, was published in said paper 1 times, once each week for 1 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 18th day of May A.D., 20 11, and the _____ day of _____ A.D., 20____.

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WNS PUBLICATIONS

By Sue Ratter, Mgr.

Fees for Publication: $ 185.25

Paid by _____

WNS PUBLICATIONS

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Illinois Department of Transportation

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21-May 17

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of the Whiteside News Sentinel; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Morrison, Whiteside County, Illinois, and of general circulation in said City, County and State; that a notice, Public Hearing

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WNS PUBLICATIONS

By Sue R Patten, Mgr.

Fees for Publication: $199.88

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WNS PUBLICATIONS

By Sue R Patten, Mgr.

Fees for Publication: $ 185.25

Paid by Il Dept of Transp.

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819 Depot Avenue
Dixon, Illinois 61021
Phone: (815) 284-2271
TDD: (815) 284-1667
Fax: (815) 284-5486

21-June 8

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of The Fulton Journal; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Fulton, Whiteside County, Illinois, and of general circulation in said City, County and State; that a notice, Public Hearing of which the annexed is a copy, was published in said paper 1 times, once each week for 1 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 8th day of June A.D., 2011, and the _____ day of _____ A.D., 20____.

EXHIBIT "D"

WNS PUBLICATIONS

By Sue R Patten, Mgr.

Fees for Publication: $ 165.75

Paid by IL Dept of Transp.

WNS PUBLICATIONS

By Sue R Patten, Mgr.

Illinois Department of Transportation

PUBLIC HEARING

FOR

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

The Illinois Department of Transportation (IDOT) will hold an open house public hearing to present the proposed project for a U.S. 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls.

WHEN?	WHERE?
June 15, 2011 1:00pm to 7:00pm	United Methodist Church 200 W. Lincolnway Morrison, Illinois 61270

IDOT will hold an open house public hearing to present proposed alternatives for improving U.S. 30. All interested parties are invited to attend and participate in the public hearing. You may attend any time between 1:00 pm and 7:00 pm. NO FORMAL PRESENTATION WILL BE GIVEN. IDOT personnel and representatives from their consultant team will be on hand to answer questions and receive comments about the proposed project. A Court Reporter will be available at the hearing to take oral testimony. The public may also submit written comments. All comments received by July 29, 2011 will be included in the official hearing record. Property acquisition and relocation assistance information will be available. Exhibits and maps of the proposals developed in the study will be available for review during the entire time, as will copies of the Draft Environmental Impact Statement (DEIS).

The DEIS is also available for public review and comment at IDOT's website (http://www.dot.state.il.us/desenv/env.html) and at the libraries listed below:

Schmaling Memorial Public Library 501 10th Avenue Fulton, IL	Rock Falls Public Library 1007 7th Avenue Rock Falls, IL
Odell Public Library 307 S. Madison Street Morrison, IL	Sterling Public Library 102 West Third Street Sterling, IL

The document discusses the alternatives that were evaluated, including IDOT's two proposed alternatives, and the project's potential impacts on the natural and man-made environment in the study area. Comments on the DEIS can be sent to Mr. Eric S. Therkildsen, P.E. at the address listed at the bottom of this ad any time before July 29, 2011.

The hearing location is accessible to persons with disabilities. Persons with disabilities needing special accommodations or additional information should contact the person listed below at least 5 days prior to the public hearing.

Jennifer J. Williams, P.E.
Studies & Plans Squad Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, Illinois 61021
Phone: (815) 284-2271
TDD: (815) 284-1667
Fax: (815) 284-5486

21-June 8

State of Illinois
Pat Quinn, Governor

Illinois Department of Transportation
Gary Hannig, Secretary

FOR IMMEDIATE RELEASE
June 8, 2011

CONTACT:
Jay Howell 815/284-5351
FAX 815/284-5486
TTD 888/642-3457
www.dot.il.gov

Dixon, IL – The Illinois Department of Transportation announces that a public hearing will be held to present the proposed project for a US 30 four-lane facility from IL 136 east of Fulton to IL 40 in Rock Falls. The open house format hearing will be held **Wednesday, June 15, 2011, from 1:00 to 7:00 p.m. at the United Methodist Church in Morrison, Illinois.** The public will have an opportunity to comment on the two proposed alternatives to be studied further as part of the upcoming Final Environmental Impact Statement Study and Phase I Design Report for the project.

IDOT personnel and representatives from their consultant team will be present at the public hearing to answer questions and receive comments about the proposed project. A court reporter will be available to take oral testimony, and written comments will also be accepted. Property acquisition and relocation assistance information will be available. Exhibits and maps of the proposals developed in the study will be available for review during the meeting, as will copies of the Draft Environmental Impact Statement (DEIS).

In order to facilitate the public involvement process, the DEIS is available for review and comment at IDOT's website, http://www.dot.state.il.us/desenv/env.html, and at the public libraries in the communities of Fulton, Morrison, Rock Falls, and Sterling. The document discusses the alternatives that were evaluated and the project's potential impacts on the natural and man-made environment in the study area.

IDOT encourages members of the community to review the DEIS and send comments on the two proposed alternatives to Mr. Eric S. Therkildsen, P.E., 819 Depot Avenue, Dixon, IL 61021. You may also submit your comments using the project website, http://www.dot.il.gov/US30/Index1.html, online comment form or by calling the project hotline at 1-866-ROUTE30 (1-866-768-8330). All comments received by July 29, 2011 will be included in the official hearing record.

Nr25-11

Illinois Department of Transportation

IDOT invites you to attend a Public Hearing for the proposed U.S. 30 project

The Illinois Department of Transportation (IDOT) will host an **Open House Public Hearing** to present and receive comments on the Draft Environmental Impact Statement (DEIS) and two proposed alternatives for a **U.S. 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls.**

DATE: June 15, 2011
TIME: 1:00pm to 7:00pm
LOCATION: United Methodist Church
200 W. Lincolnway, Morrison, IL 61270

For more information, please contact the U.S. 30 project hotline at 1-866-ROUTE30 or 1-866-768-8330, or visit the project website, www.dot.il.gov/us30/index1.html.

Public Hearing

Public Hearing

Illinois Department of Transportation

IDOT invites you to attend a Public Hearing for the proposed U.S. 30 project

Hudson & Associates, LLC
1204 Washington Avenue, Suite 400
St. Louis, Missouri 63103

Appendix C

Stations

- Station 1: Welcome and Sign In sheet
- Station 2: Project Overview PowerPoint Presentation
- Station 3: Typical Sections
- Station 4: Alternative Routes Displays
- Station 5: Community Advisory Group (CAG)
- Station 6: Draft Environmental Impact Statement (DEIS)
- Station 7: Property Owner Maps
- Station 8: Public Comment
- Station 9: Court Reporter

WELCOME TO THE U. S. 30 PUBLIC HEARING

Illinois Department of Transportation

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

PUBLIC HEARING

Wednesday, June 15, 2011
1:00 p.m. – 7:00 p.m.

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Amber Wood	631 Genesee Ave Morrison	(815)291-4595	amberleighwood@gmail.com	
Rich Lappa Sr	20860 White Oaks Rd, Morrison	815-772-4656		
Joanne Lappa	" " " "	" "		
Scott Smithee	1608 Flock Ave Rt	815 631-5330		
Paul Vandermude	320 W. Jackson Morrison	815-772-3652		
[illegible]	106 Carolee Lane	815 772-3187		
Paul Walters	13365 Green Plain RD Morrison	815-772-4930		
Tom Determan	3601 Valley Oaks Drive Clinton, IA	563-242-7152	TomDeterman@mchsi.com	IA IL H.P.
Roland Ebbers	304 Oak St Morrison, Ill.	815 772-4370	gghartz@frontiernet.net	
Gladys Hartz	11700 Lincoln Rd Morrison	815-772-8121		
Gene Hartz	" "	"		
Stephanie Vavra	218 W. Main St. - Suite 100 Morrison	815-772-8718	stephanie@thecity1.com	thecity1.com
Gordon L. Zschiesche	500 1st. St. E. Lyndon, IL	61261 (815) 778-3624	ZSHE1@LIVE.com	
Sharon Moore	310 W. Lincolnway Morrison	61270 (815) 230-9652	sharonkmoore@mchsi.com	
Mary Wright	13321 Creamury Morrison	815-441-8906		
Randy Smyth	Box 187 Albany Il. 61230	309-887-4245		
Brenda VanDlest	12630 Prairie Center Rd	815-985-5450		
Richard VanDlest	12630 Prairie Center Rd	815-985-5450		
Jon Gentz	708 W. Lincolnway Morrison	815-772-4848		
John Prange	701 N Genesee Morrison	815-772-3866		

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

Illinois Department of Transportation

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

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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
MARY CARLSON			WSDR NEWS @ THORAMN.NET	WSDR / Media
Bill Abbott	6267 PENROSE Rd FULTON IL	815-589-2434		FARMER
RON CORLAN	114 E. MAIN ST, MORRISON, IL	815-772-7441	—	
Scott Richels	13677 Crosby Rd.	772-4520		
Janae Rickels	"	"		homeowner
DAVID DIMOND	9781 Krueger Rd	~~772~~ 441 1419		
DOUG RAY	PO BOX 39 Princeton IL	815-872-3276	rayfarm1@comcast.net	RAY FARM MANAGEMENT
Bill + Sue Brinkman	11879 Yager Rd Lyndon	815-499-9598	brinkman6@hotmail.com	
Mary Snoke	14163 Warren Rd Morrison	815 499-8598	MSNOKE1@HOTMAIL	
Jim WISE	City of Morrison	815 772 8247	JWISE@MORRISONIL.org	
STEVE HARING	WHI Co. Hwy	815-772-7651		
STEVE & JOYCE MILEY	17955 HILLSIDE Rd. MORRISON	815-772-2681		
David J Stoudt	14749 Norrish Rd Morrison	815-772-9990	~~vulture~~ vulturepirb@gmail.com	
JANE HEATH	13889 LINCOLN RD. MORRISON	815-772-4513	gmajane@frontiernet.net	
JOHN STOUDT	504 MAPLE AVE	815-772-4790	j.stoudt@mchsi	
Frances Bishop (FRANCES BISHOP)	20810 White Oak Rd. Morrison	815-772-2493	jfbishop1@hotmail.com	
Al & Lynne Drews	16911 TANGLEWICD DR. MOR	815-772-4598	DREWSLA@FRONTIER.COM	
Russ [illegible]	19222 Acker Rd	815-441-4224		
Martha [illegible]	11506 Garden Plain Rd	815-772-7590		
Helen R. Harvey	11269 Prairie Center Rd. Morrison IL	815-772-2253		

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Glen R. Ruhlemier	1011 6th Ave, Rock Falls IL	815 626 5573		Blackhawk Hills RC+D
Bill Conboy	607 Diamond Ct. Morrison	815-772-4875		
MARK KAISER	USDA/NRCS 16253 Liberty ST. MORRISON	815-772-2124 ext 3		
EVERETT PANNIER	608 GREENWOOD - MORRISON IL	815-772-2528		MORRISON AREA DEVEL CORP.
BOB DOESCHER	16462 NORTON Rd - MORRISON	815-772-8441		
Bob Sheets	502 Meadow Ln Morrison	815-772 3924		
LINDA LEE ANDERSON	12931 Crosby Rd. Morrison	815 499 5721		
Forest J. Vetter	11157 Prairie/Lester Rd Morrison	815-772-3971		
Mary Jane VanHuys	17357 Hazelwood Morrison	815-772-3089		
[illegible] Manchester	17530 Millard Rd Morrison	4127		
Bill + Alice Senior	500 Elm St. Morrison	772-3072		
Lois Workman	20862 - White Oaks Rd. Mor	772-7466		
Susan HAMSTRA	16427 Malvern Rd MORRISON	815-772-3141		
FRED HAMSTRA	" " " "	" " "		
Kathy Peterson	300 W Monroe	815 779-5423		
Allen Buikema	13079 Feldman Rd. Morrison, IL	815-441-9628		
Mathew Pratt	218 WEST MAIN ST, MORRISON IL	815-772-3360		
George Benson	15686 ~~Bon~~ Bunker Hill Rd Morrison	815 772 3133		
Barb Bess	6006 W. Lincolnway	815-508-5211		CAG - MORRISON MAPPING

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Joyce Medema	13577 Hillside-Morrison	815-441-3436	NONE	land owner
Nancy Janssen	2326 120th Ave, Fulton, IL	815-223-7311	"	"
Kent Zuidema	15252 Yorktown Rd Morrison			
Doug Kuehl	12903 Malvern Rd Morrison			
Gary Dykstra	229-3rd Street Fulton			
Chris Hilby (2)	9470 Lincoln Hwy, Morrison	630-290-9393	Greasebie@aol.com	Business owner
John Bishop	20810 white oaks Rd. Morrison, IL	815-772-2493	jfbishop1@hotmail.com	home owner (CAC)
Julie Allesee	3415 Valley Oaks Dr	563-259-8961	j.allesee@clintonIA.com	Clinton Chamber
Steven Ames	144 8th Ave S. Clinton IA	563-242-4536	Sames@clintondubuque.com	CLINTON DEV
Gene Peterman	15661 Millard Rd Morrison			
Doug Wieverson	601 W. 10th St. Rock Falls	815-632-1545	doug@rockfallschamber.com	RF Chamber of Commerce
Roger Pell	17218 Lincoln Rd Morrison	815-772-2879		
GARY HAVENGA	1004 VALLEY VIEW DR FULTON	815 589 2123	gary.havenga@wellsfargo.com	
Karen Zuidema	1023 Hilltop Morrison	815-772 3084	oboyKE@frontiernet.net	
Harvey Zuidema	1023 Hilltop Morrison	815 772 3084		
Frank Belt	12985 Feldman Rd Morrison	815-772-2274	none	land owner
Linnea Belt	" " " "	"	"	"
Larry Bielema	9 Kara Ct Washington Il	3094449283		Dorothy Nelson - landowner
Catherine Rambo	705-3 Melody Ct Morrison	815-772-7317	crambo@mchsi.com	

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

Illinois Department of Transportation

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

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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Jeff Meinsma	17578 Bunker Hill Rd	815-772-3501		
MARLENE J OSTERHAUS	PO Box 3111 Davenport IO 52808	563-505-1731	MOSTER1219@AOL.com	
Betty J. Steinert	200 E. Knox Morrison IL 61270	815-772-5192	bsteinert@whiteside.org	Whiteside ED/EZ
Larry Russell	200 N 12th St. Fulton IL 61252	815 589-4591		
Laura Bryson	15430 Molin Rd Lyndon	815-778-3389		
Merle Shaw	501 East 2nd St	815-772-4797		
Dave Rose	4426 Bellevue Rd	563 242 7631		
STEVE HOLLISTER	401 E WINFIELD ST, MORRISON	815-772-4032		
John Dickey Jr.	18795 Henry Rd Morrison	772-7737		
Rosemary Mack	715 10th Ave Fulton	(815) 589-3509		
Arlene Dickey	18795 Henry Rd Mor	815 772 2564		
Ron Werner	13629 Garden Plain Road	815-772-4495		
HAL SNYDER	15216 NORRESH RD. MORRISON	815-772-2037		
W. KILGUS	14932 NORRISH RD MORRISON	815-772-2121		
Mary Ann Stillings	10338 Kruger Rd Morrison	815-772-4977		
Kathleen S. Forth	19287 LAKE RD MORRISON	815-772-4780		
JAMES SCOTT	600 Hickory Hills Dr	815 772-7595		
Kent Forth	19287 LAKE RD. MORRISON	815-772-4780		
Gary Meyer	20640 WHITE OAKS Rd	815 772-4632		

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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Ray Thyne	17120 Lincoln Rd Morrison	815-772-2621	thynes5@citlink.net	
John Thyne	" " "	"	"	
Gilbert L Stralow	2261 Lincoln Rd	815 772 4721		
Martha (Marti) Wood	208 W. WINFIELD MORRISON	815-590-2378	ilovemusicboxes@hotmail.com	alderman MORRISON
Susan Gomez	400 E Main Morrison	815 772-4671		
Alan Manchester	17530 Mullord Rd Mor	— — 4127		
Eric Benson	12044 Sawyer Rd. Morrison	815-778-3009		
KENNETH MEINSMA	17117 ROUND GROVE RD. MORRISON	815-772-4183		
Edith Reiss Pfeffer	931 2nd Ave So Clinton	563-243-7751		
Erin Stewart	637 W Lincoln	515-772-3995		
Heather Bennett	415 14th Ave Fulton, IL 61252	815-589-4545	chamber@cityoffulton.us	Fulton Chamber of Commerce
Tim VEGTER	11791 LINCOLN Rd Morrison	815 772 3294		
Dean Burkholder	10320 GARDEN PLAIN RD	309-236-6239		
Ashley Morgan	Fulton			
Curtis Corynne Bender	509 S Orange Morrison	815.772.4749	morrisonchamber@frontiernet.net	Morrison Chamber
Robert Shamlansky	19147 HOLLY RD "	815 772 7606		HAMSTAR CARPET CLEANING
Deanna Steve Siefken	11489 Ward Rd Morrison	815 772-7197	dsiefken7@gmail	
MERRIE ROISENBIGLER	604 ASH MORRISON	815-772-2907	MERRIE@RCSmith.hmo.com	SCENIC STAGELINE, INC
Douglas E Bush	16671 NORTON RD	815 772 2520		
Linda Snyder	15216 Norrish Rd., Morrison	(815) 772-2037	lksnydz@yahoo.com	

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Illinois Department of Transportation

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

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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Marge Beleme	1200-8 Ave. - Fulton, Il.	815-589-4440		
Shawn Tegeler	808 Jackson St. Prophetstown IL	815-499-9978		
Sandy Thorndike	1006 Glenwood Dr.	815.772.7936		city of Morrison
Will Thorndike	" " "	"		
Roger Johnson	1209 - 9th AVE - Fulton, IL	815-589-2412		
Roger Graw	Morrison Il	815.772-4757		
Peggy Graw	Morrison, Il	"		
Kelly Gray	210 Jr. Morris Morrison	815-772-4876		
Craig Gray	" " "	"		
Ron Baner	21210 Lincoln Rd	625 1348		
JOER BEELEMA	207 RAILROAD AVE MORRISON 61270			MORRISON FIRE DEPT
Darlene J. Meyer	20640 White Oaks Rd Morrison	815/772-4632		
Cheryl Carrollmann	20644 White Oaks Rd, Morrison	815-772-4342		
Kyle Bush	13400 Prairie Center Rd, Morrison	815-772-3087		
Pam Brockenyer	16409 Bishop Rd Morrison	772-2532		
Larry Brockenyer	16409 Bishop Rd Morrison Il	815-772-2532		
John F. Stowell	15405 Lincoln Rd Morrison Il	815-772-4642		
William S. Huber	13575 TRIEVA DR Morrison IL	815-772-3453		
Margie Baker	15725 Norwich Rd Morrison	815-772-7123		
Rich Montgland	14225 265th St N Cordova			IL House

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

Illinois Department of Transportation

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

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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Donald F. Blad	14219 Blue Moose Rd	815-772-2695		
Perry Loot	201 E 4th Fulton	778 4448		
BOB & DIXIE JOHNSON	1414 N. CHERRY ST. GALESBURG, IL	(309) 368-4225		
Michael J. Kearney	200 5th. Ave. S. #304 Clinton	563-242-0914	Kearney@alum.wustl.edu	
Gary + Barb Siefken	9084 Lincoln Rd. Fulton Il	815-772-3093		
Sherry Schwartz	13781 Prairie Center Rd Morrison	815-772-3664	Schwartz-cps@yahoo.com	
Connie Yeager	9052 Bick Rd Morrison	815-772-2860		
Harlan Johannsen	20711 Lincoln Rd Morrison	815-772-4221		
Gary & Christy Simpson	14240 Lister Rd Morrison	815-772-7773		
MARK SCHULES	15778 Hazel Rd MORRISON	815/772-2196	Schulesmotors@frontiernet.net	Schules motors
Ronald Long	13845 Lincoln Rd Morrison	815/772-4532		
Gary Guy Engel	509 Meadow Lane	815-772-2127		
Steve Hurtado	12361 Garden Plain Rd	815-718-3253		
Leila Stuber	206 Cedar St. Morrison	815-772-2633		
Ann Farrell				
Mr + Mrs Orville Bush	16333 Hazel Rd Morrison	815 772-2396		
Suellen Girard	116 E Main St. Morrison	815-772-2064	suellen.girard@morrisonschool.org	Morrison CUSD #6
Jerry Stuart	701 W. Morris Morrison Il	815 772 2494		
Vern Wiersema	Box 353	815 772 2974	VWiersema@Yahoo.Com	
	11629 Prarie Center Road, PO 353 Morrison, IL 6			

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

check address

Illinois Department of Transportation

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
ZENAIDA G. GRANADA	1311 N. OAKLEY BLVD. CHGO. 60622	773-904-7490	zenygranada@gmail.com	
David J. Weber	624 E. Lincolnway	815 772 2641	dweber@frontiernet.net	
Nancy Gravert	406 N Bane, Morrison	815-772-7334		WNS-Media
Landy Bonneau	6238 Fulton Rd	815-589-3484		
Jack Ottesen	13801 Lester Rd, Morrison	815-772-3013		
Gerald & Matthew	19873 Lincoln Rd Morrison	815-772-4192		
Rosemary Rodgers	8889 Lincoln Rd, Fulton	815-772-8256		
Kay Hood	522 E. High Morrison, Il	815-535-1644		
Ken Kophamer	118 E Main St. Morrison IL	815-631-6115		
Brian Dongeur	20108 Lincoln Rd Morrison Il	815 772 4367		
Ken Petersen	16820 TANGLEWILD DR.			
Emil Goodenough	11584 Garden Plain Rd	815-772-4598		
Alan Medema	13577 Hillside Rd Morrison Il	815-622-8381		
Leo Sullivan	746 Mines Dr Morrison Il	815-772-2818		Official
Barb Kophamer	PO Box 150 Morrison, IL	815-772.4850	bKophamer@yahoo.com	
Gerald Schaper	806 13TH AVE FULTON IL	563-212-2431		
Marsha Smith	707 Park Place Clinton IA	563-212-9582	msmith@clintonia.com	Clinton CVB
Doug Holesinger	16640 Sand Road Fulton, IL	563-559-0248	dougmindyh@frontiernet.net	

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GERALD MEINSMA	12910 YAGER RD MORRISON	815-772-3060		FARMER
Rick Smith	14910 Schipper Lane morrison	815-772-2346		LaBorer
Frank Vandermyde	702 Glenwood Dr Morrison	815-772-4834		Farmer
CHARLOTTE DOWNEY	Rt 30 & AT INDIAN RIDGE	815-718-9415		SEC/TRS. CHURCH OF GOD
Jeff Woodworth	11880 Yager Rd Lyndon	815-118-3397		
ARLYN FOLKERS	24013 HAZEL RD STERLING	815 626 3170		FARMER
GARY RALSTON	19212 Acker Rd FTN	815-589-3791		
Doug Vandermyde	600 Diamond ct, Morrison	815-772-4902		Farmer
Andy Vetter	10909 Prairie Center RD Morrison	815-772-7768		Highway Commissioner / Farmer
[redacted] Adams / Reed	20736 White Oaks Rd Morrison	815-772-7155		
Jean Quick	9868 Kruger Rd Morrison	815-772-2496		
[illegible]	901 Rein RD Rapids	815 625 1457		
LOUIS SEDIG	14366 SAWYER RD	815-772-8722		
KATHY SEDIG	"	"		
KIM VANDERMYDE	15213 NORRISH RD MORRISON	815-772-4953		PAYROLL CLERK / CGA MEDICAL CENTER

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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
GLENN FRANK	13678 Lyndon R MORRISON	815-772-7077		
Randy Renkes	11760 Garden Plain Rd Morrison, IL	815-772-7399		
Katy Renkes	" "	"		
Kenzie Renkes	" "	"		
STAN AND RUTH MITICK	513 ANTHONY COURT, MORRISON	815-772-2295		
Les & Beth Renkes	14825 Norvish Rd	815-772-2704		
David Dunham	509 west Lincolnway Morrison	815-772-4149		
Kevin Schisler	116 Carolee Lane Morrison	815-772-7918	schisler.kevin@gmail.com	Community State Bank
John DYKE	106 E NORTH MORRISON	8156314881		
Gerry Akker	14103 Feldman Rd Morrison	815 772 2679		
DOUG PANNITER	1716 RIDGEWOOD DR, MORRISON	815-772-2328		

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

Illinois Department of Transportation

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

PUBLIC HEARING

Wednesday, June 15, 2011
1:00 p.m. – 7:00 p.m.

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Court Reporter

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Rosemary Rodgers	8889 Lincoln Rd Fulton	(815)772-8256		Homeowner
Orville Bush	16333 Hazel Rd, Morrison	(815)772-2396		Farmer
Suellen Girard	116 E. Main Morrison	(815)772-2064		Business
Frances Bishop	20810 White Oaks Rd Morrison	(815)772-2493		Homeowner
William Brinkman	11879 Yager Rd, Lyndon	(815)718-3590		Landowner
Susan Brinkman	11879 Yager Rd Lyndon	(815)718-3590		Landowner
~~Mary Smoke~~ Mary Smoke	14163 Damen Rd Morrison	(815)499-8598		Landowner
Chris ~~Hr~~ Hruby	9470 Lincoln Rd Morrison	~~(815)~~ (630)290-9393		Business
James Hruby	9470 Lincoln Rd Morrison	(630)290-9393		Business
John Stoudt	504 Maple Ave Morrison	(815)772-4790		Homeowner
David Stoudt	14749 Norrish Morrison	(815)772-9959		Homeowner
Les Workman	20862 White Oaks Rd Morrison	(815)772-7466		Homeowner
Larry Russell	415-11th Avenue Fulton	(815)589-2616		Business
George Benson	15686 Bunker Hill Rd Morrison	(815)772-3133		Farmer
Violet Stoudt	14749 Norrish Rd Morrison	(815)772-9959		Homeowner
James Scott	600 Hickory Hills Dr. Morrison	(815)772-7595		Homeowner
Larry Pam Brackemyer	16409 Bishop Rd Morrison	(815)772-2532		~~Hom~~ Farmer
Douglas Pannier	1716 Ridgewood Dr. Morrison	(815)772-2328		Homeowner
Louis Sedig.	14366 Sawyer Rd Morrison	(815)772-8722		Homeowner
Kathy Sedig	14366 Sawyer Rd Morrison	(815)772-8722		Homeowner

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

WELCOME TO THE U. S. 30 PUBLIC HEARING

The following presentation will provide you with an overview of the U.S. 30 four-lane study from IL 136, east of Fulton, to IL 40 in Rock Falls. This study began in June of 2007.

Thank you for taking the time to review this presentation. Please speak with an IDOT employee or consultant team member if you have any comments or questions.

We appreciate your attendance and interest in the U.S. 30 project.

WHAT IS THE PURPOSE OF THIS MEETING?

- Review the two proposed alternatives

- Receive public comments
  - Two proposed alternatives
  - No-build alternative

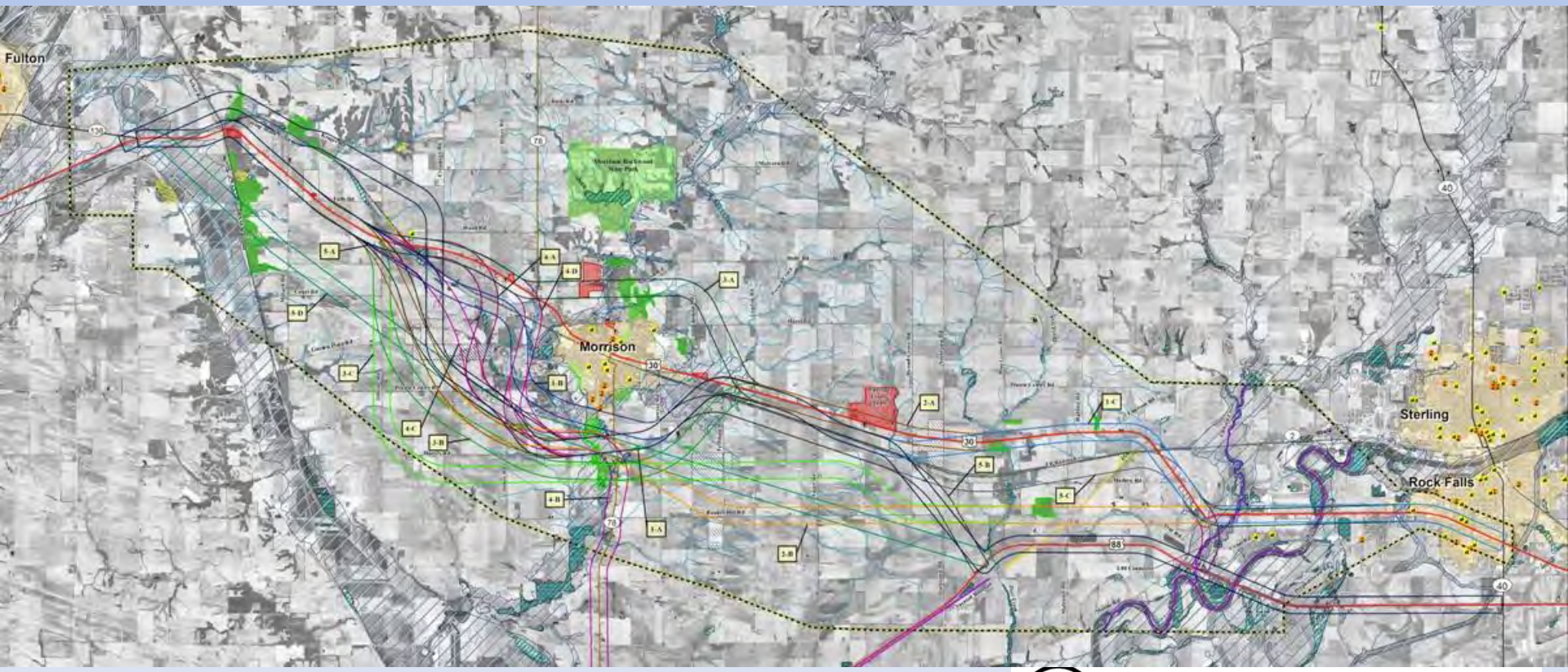
U.S. 30 PROJECT BEGAN IN 2007

Project study area is from IL 136/Frog Pond Road to IL 40
Approximately 24 miles long and 10 miles wide

Public Hearing
Wednesday, June 15, 2011

Illinois Department of Transportation

IN 2007, CORRIDORS CREATED BY COMMUNITY ADVISORY GROUP



Public Hearing
Wednesday, June 15, 2011

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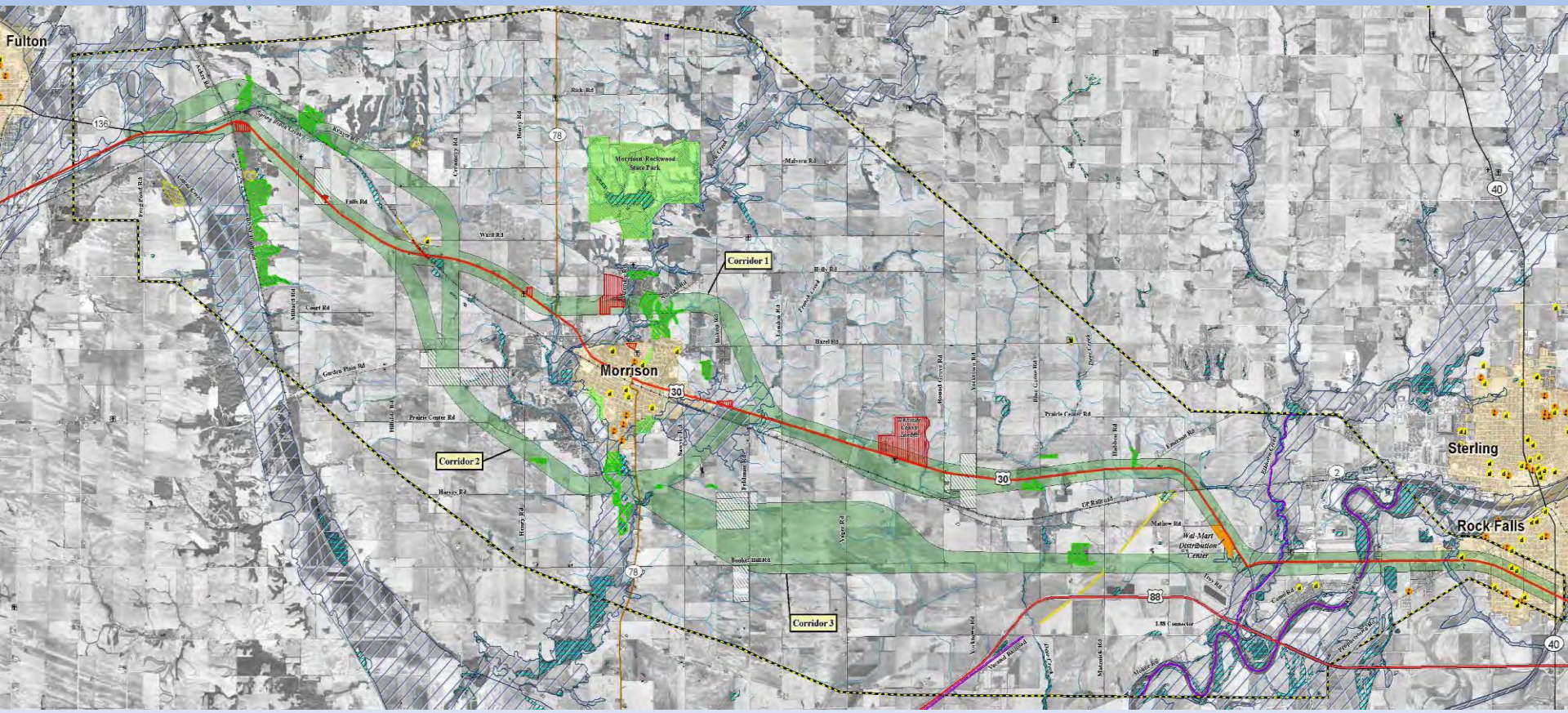
2008 AND 2009

- Corridors screened against natural and man-made environmental resources
- Resulted in three corridors - 1400 feet wide

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

THREE SELECTED CORRIDORS



Public Hearing
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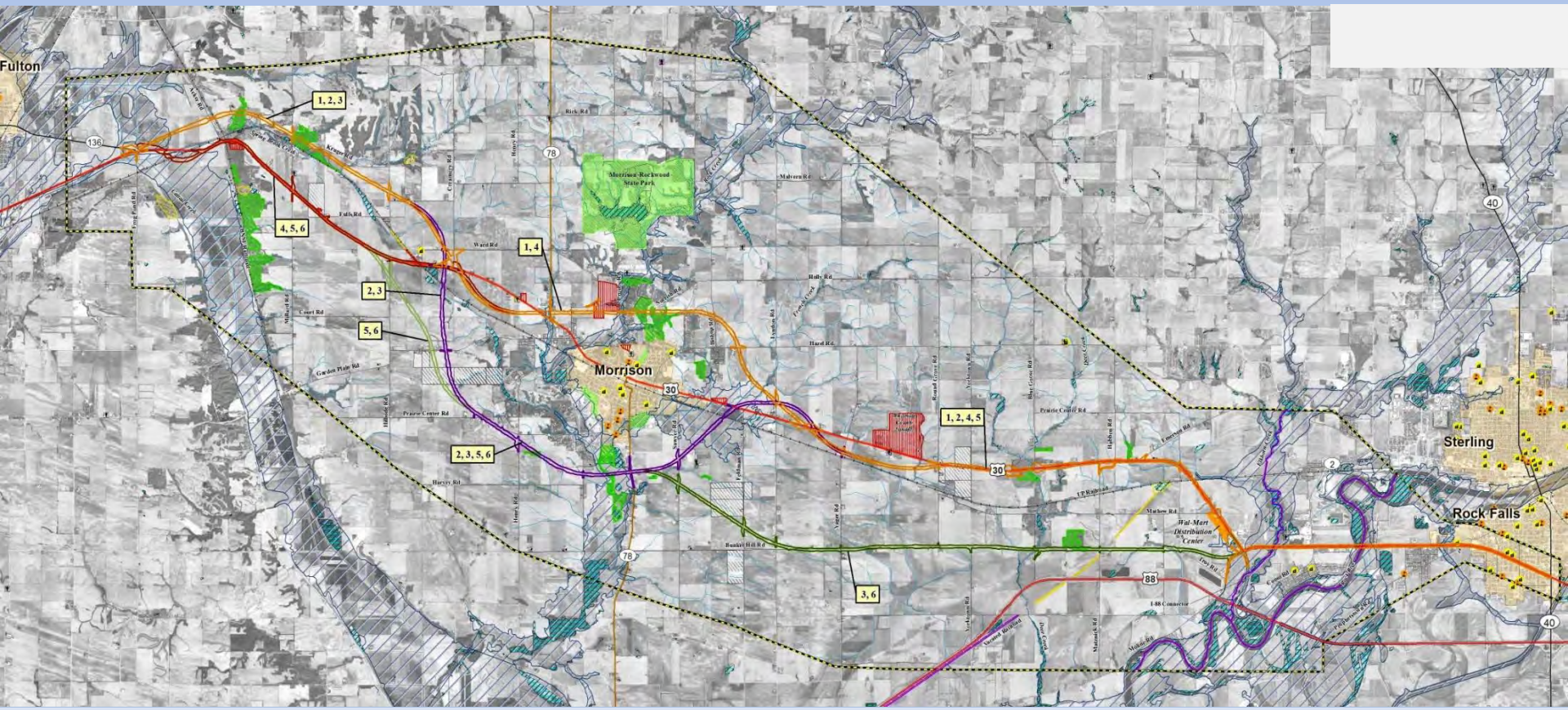
ALTERNATIVES DEVELOPMENT

- Initial alternatives developed within the 3 corridors
- Alternatives were screened against environmental resources
- As a result, six alternatives were carried forward for further study

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

SIX ALTERNATIVES - 2010



Public Hearing
Wednesday, June 15, 2011

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PUBLIC INPUT ON THE SIX ALTERNATIVES

Results of public comments:

- Utilize more existing roadway
- Cause least impacts to adjacent properties

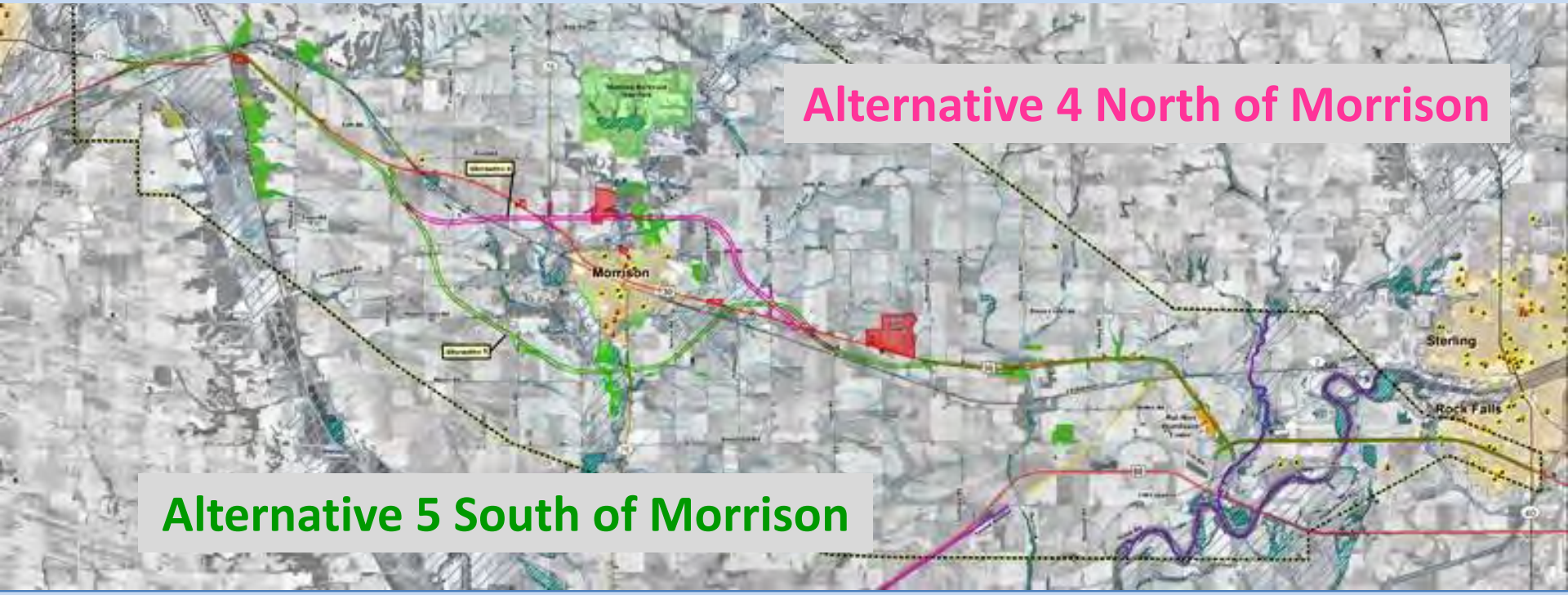
ALTERNATIVES THAT BEST MET CRITERIA

Alternatives 4 and 5 chosen

- Best utilizes existing roadway
- Least environmental impacts
- Best facilitates movement through the corridor

ALTERNATIVES 4 and 5 - 2011

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



Public Hearing
Wednesday, June 15, 2011

Illinois Department of Transportation

ALTERNATIVES 4 AND 5 ON DISPLAY TODAY

WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

An EIS is a document that discusses the direct and indirect effects a project has on the environment. Projects like U.S. 30 (new four-lane roadways on new alignment), that typically could have "significant" impacts to the environment or public opposition require the preparation of an EIS under the National Environmental Policy Act (NEPA).

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

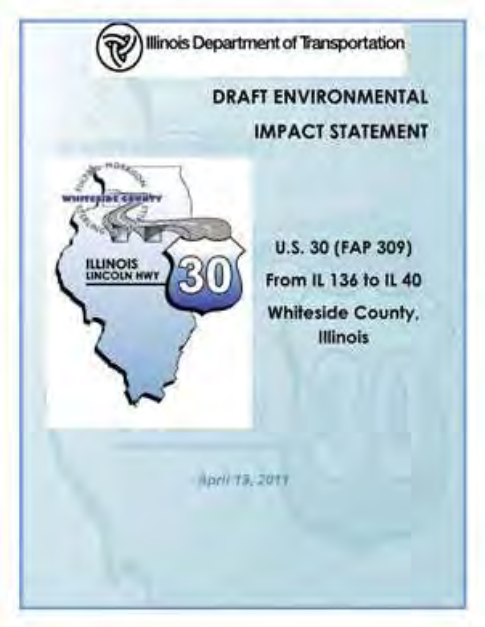
What is in the DEIS?

- Purpose and Need for project
- The environmental resources identified throughout the project study area
- Impacts of the build alternatives on those resources
- Figures & public involvement information

HOW TO VIEW DEIS

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



YOUR INPUT MATTERS

- Review the two proposed alignments
- Provide comments by:
  - Speaking with the court reporter
  - Filling out a comment form
  - Calling 1-866 ROUTE30 (1-866-768-8330)

All Comments Must Be Received by IDOT No Later than *July 29, 2011*

NEXT STEPS

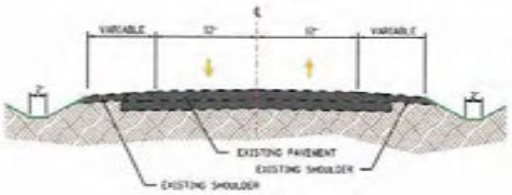
- Identify a Preferred Alternative
- Final Environmental Impact Statement
- Record of Decision

IDOT Would Like to Thank You for Coming to Today's Meeting…

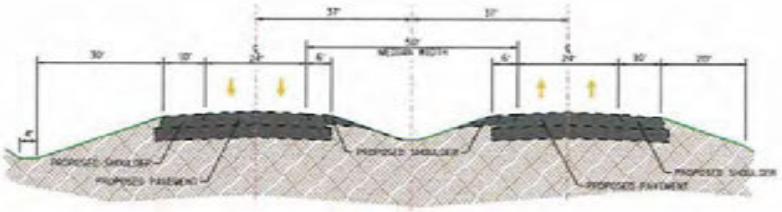
...Please Proceed to View the Displays and Provide Comments...

...All Comments Will Become Part of the Public Coordination for this Project.

US 30 RURAL TYPICAL SECTION

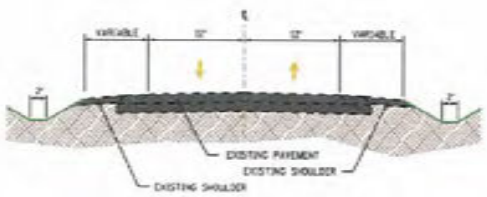


BEFORE IMPROVEMENTS



AFTER IMPROVEMENTS

US 30 URBAN TYPICAL SECTION



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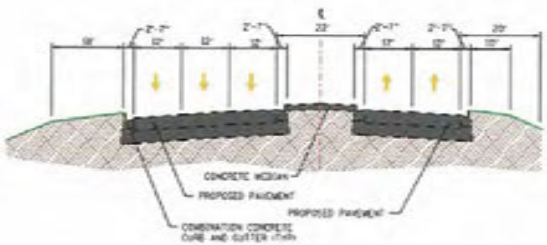
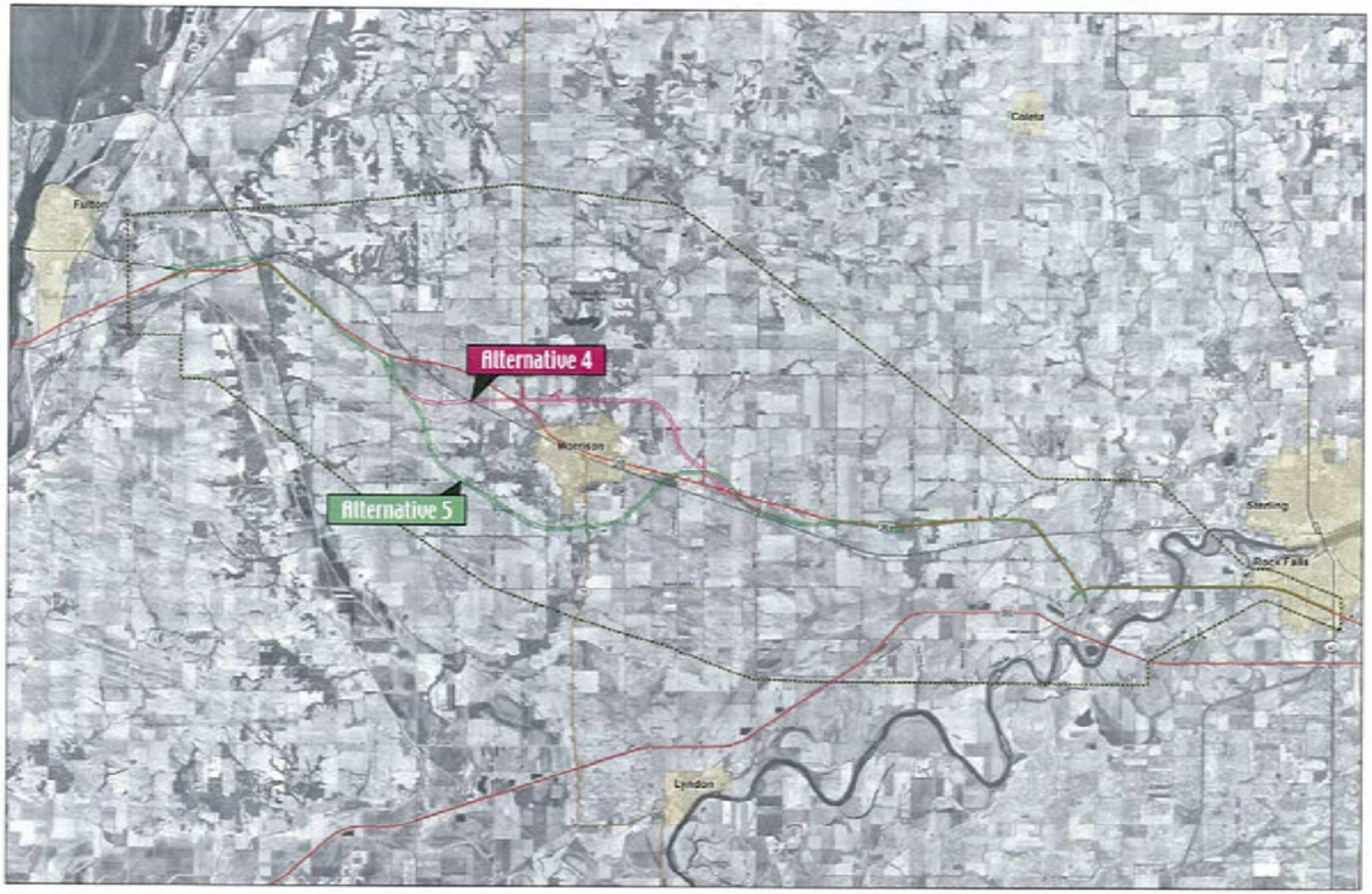


AFTER IMPROVEMENTS

Map of Build Alternatives 4 and 5



Illinois Department of Transportation

U.S. 30 Environmental Impact Statement and Phase I Design Report

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Wednesday, June 15, 2011
1:00 pm – 7:00 pm

Community Advisory Group (CAG)
Staffing for Public Hearing

NAME	TIME 1:00pm – 3:00pm
Bill Abbott	

NAME	TIME 3:00pm – 5:00pm
EVERETT PANNIER	
BARB BEES	

NAME	TIME 5:00pm – 7:00pm
Barb Suehl-Janis	
Arlyn Folkers	

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

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Public Hearing
Wednesday, June 15, 2011

Illinois Department of Transportation

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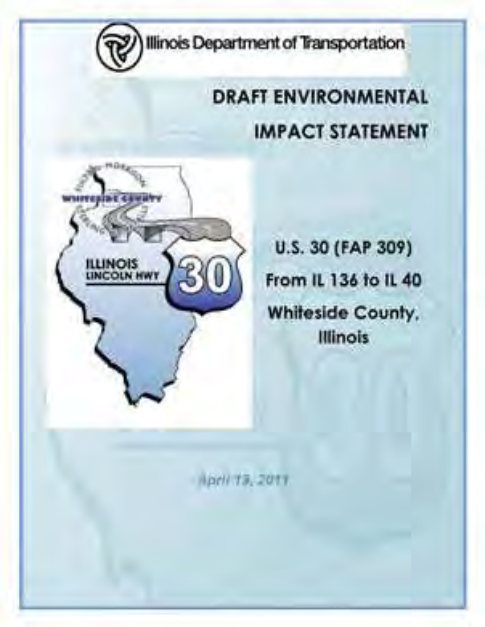

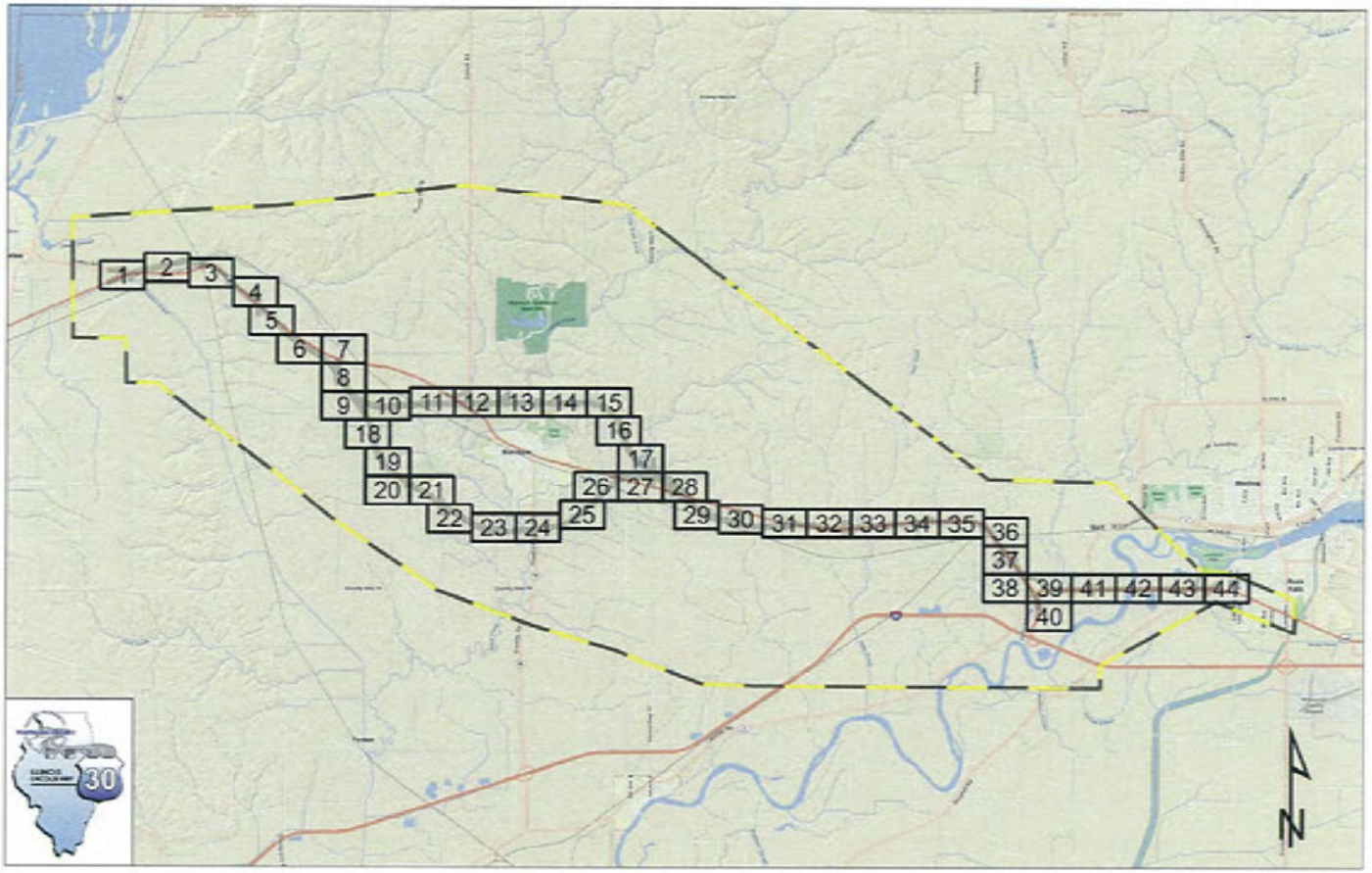
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MEIPOMA KENNETH	0924476007	31
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MORRISON GREASE RECYCLING	0213300001	4
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NELSON DOROTHY	0903301004	7, 8
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NEWENHOYS EDWARD	0330400001	4, 5
NG RICHARD	1131126008	42
NG RICHARD	1131201006	42
NIELSEN TOMMY	1019473003	35
NIELSEN TOMMY	1019473004	43
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PELL ROSIE	0922100002	27, 28
PEREZ HUMBERTO	1131126003	42
PETRY MARK	1019476004	33
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PIERSON RAYMOND	1027400006	37, 38
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POLLOCK MALCOLM	1132101015	43
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QUALITY READY MIX	1026400007	39, 41
QUALITY READY MIX	1026400010	39, 41
RALSTON GARY	0230302007	3
RATZLAFF MARJORIE	1129376001	43
REDA DENNIS	0835400011	19, 20
RENKES LESTER	0907276001	13
RENKES LESTER	0907276004	13, 14
RENKES RANDALL	0919400005	13
REPASS CURTIS	1130376003	42
ROCK RIVER CHRISTIAN CENTER	1129476004	44
ROCK RIVER FIRST CHURCH OF GOD	1036224002	42
RODRIGUEZ CHONITA	1130100008	43
ROGERS RAKER	1132203001	44
ROSTNOW RUTH	0237300005	5
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RUBRIGHT MARK	0923100009	4
RUBRIGHT VERA	1130353001	42
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SCHAFER GERALD	0135200003	1
SCHREIMER G	1026300009	18, 19
SCHROEDER LAVERNE	0912300007	12
SCHROEDER STEVEN	0909300001	15
SCHROEDER STEVEN	0909300009	15
SERVATZ PAYANNE	1132126004	42

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SCOTT RICHARD	0924401004	31
SCUFFHAM HAROLD JR	0823300003	20, 21
SEDIG CHARLES	0909300006	15, 16
SEDIG LOUIS	0909400006	24
SHANE ROBERT D	0824400004	23
SHIRK LOLA	0907276001	13, 14
SHIRK WILLIAM	0908132001	14
SHIPLINGARY	0232300002	4
SMITH MARK	0232300003	4, 5
SMITH MARK	0232300006	5
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SNYDER EDWARD	0804100003	4
SNYDER RANDY	0812300007	11
SOLETA DANNY	1019400209	32
SORBERG LARRY	0908137003	14
SORTINO ANTHONY	0812400005	12
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SUMPTION LACK	1020400008	33, 34
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SUTRAY ROBERT	1020376001	33
TATE VICKI	0230400004	3
TENBOER KENNETH	0923300005	29, 30
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TERVEET RUTH ANN	0812300003	12
THE CHICAGO AND RW RAILWAY COMP	0330502001	2, 3
THE CHICAGO AND RW RAILWAY COMP	0230502002	4
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TICHLER MARVIN	0940200008	24
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TOMCZAK JOHN	1016132007	41, 42
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VANDERWYDE CALVIN	0908132004	14
VANNETTI REINARD	0914400000	21
VANZIDOM ROBERT	0804400003	2, 4
VESTER MICHAEL	0834300011	22
VEUTH TIMOTHY	0810400002	19
VEUTH TIMOTHY	0810400004	19, 18
VINHUIZEN THELMA	0924401001	31
VINHUIZEN THELMA	0924401005	31
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VOCK PAUL	1020376006	33
VOCK PAUL	1020400007	33, 34
VOCK PAUL	1020400009	34
VOCK PAUL	1020400011	33, 34
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VOCK PHILLIP	0924376006	31
VOGEL BARRY	1029400005	37
VOSS JAY	0816132002	8, 9
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WARKINS BETTY	0919400007	24
WARKINS BETTY	0920300002	24
WEAVER JEFFREY	0812400005	12
WEEVS JEFFREY	0916300002	22
WEEMAN BETTY	1020313002	33
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WHITESIDE COUNTY	1035300005	39, 40
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WIERSMA LARRY	0916476002	27
WIERSMA LARRY	0916476003	27
WIERSMA LARRY	0916476005	27
WILKINS TODD	0924376001	32
WILLIAMS GUIMAN	1132126006	44
WILLIAMS GUIMAN	1132201001	44
WOESSNER WARD	1036300002	43
WOLF KENNETH	0734400005	5
WOLF KENNETH	0234400007	5
WORRMAN STEVEN	1019451005	32, 33
YOUNGER ANDREW SR	1025300006	41

Name	PIN	Page Number
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ZUIDEMA JAMES & RANDALL	0920200003	26
ZUIDEMA JAMES & RANDALL	0921351001	25, 26
ZUIDEMA JAMES & RANDALL	0922100013	28, 29
ZUIDEMA JAMES & RANDALL	0922100013	27, 28
ZUIDEMA JAMES & RANDALL	0922200010	28, 29
ZUIDEMA JAMES & RANDALL	0922400009	29
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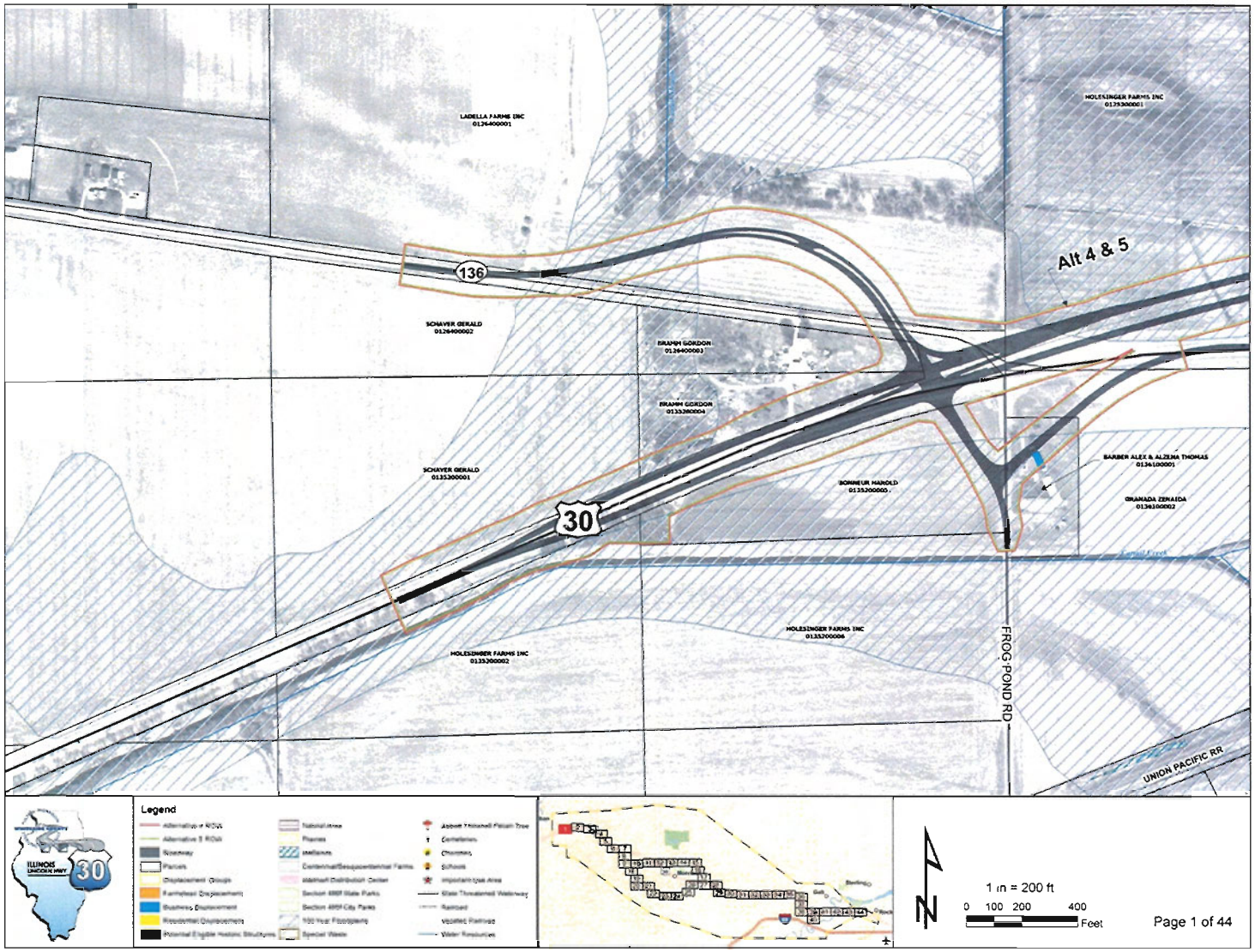
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0126400001
HOLESINGER FARMS INC
0129300001
136
Alt 4 & 5
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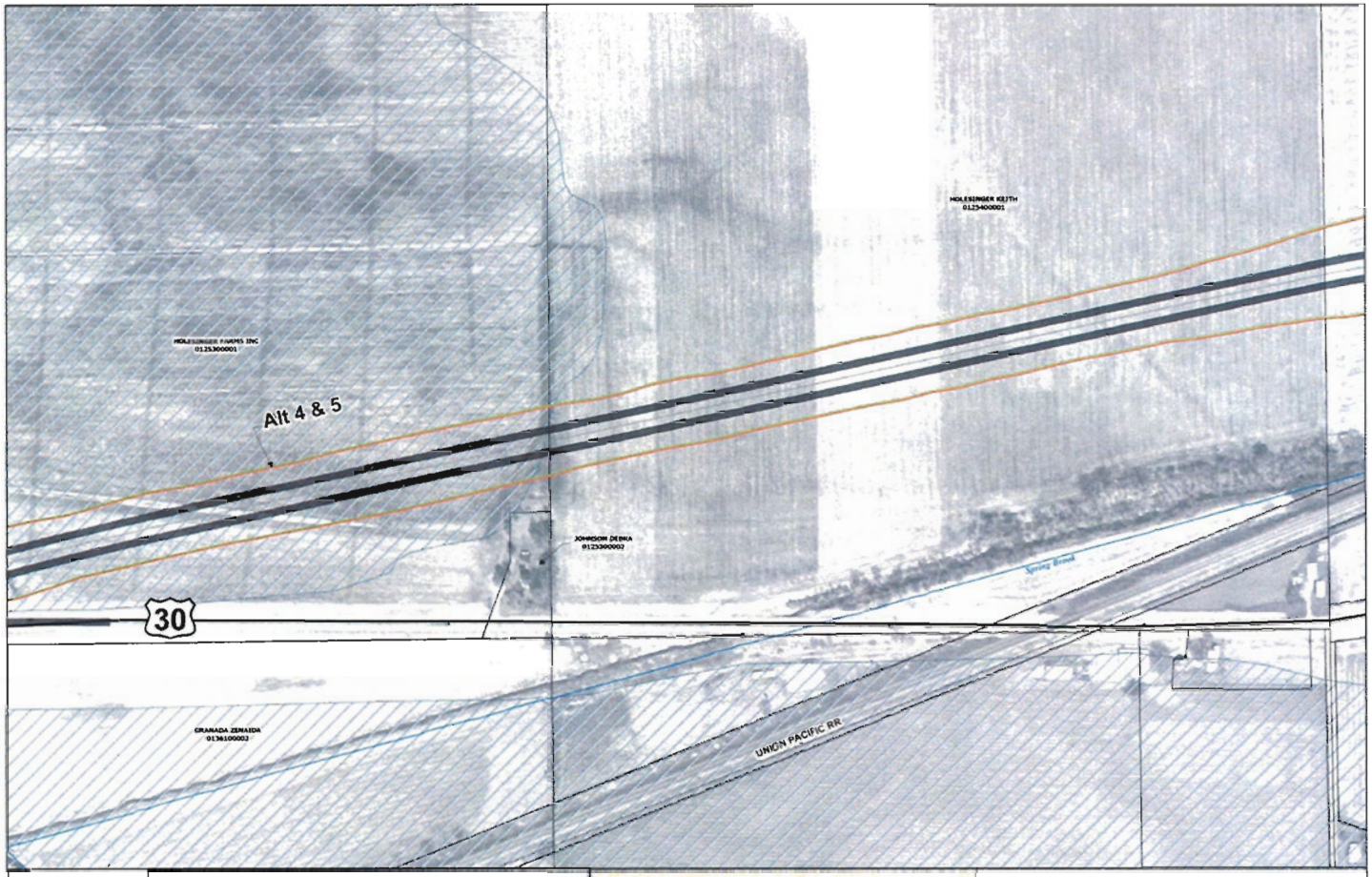
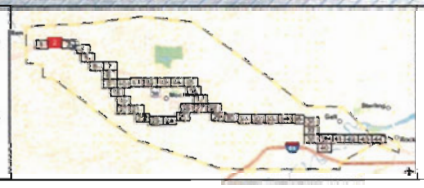
0126400002
BRAMM GORDON
0126400003
BRAMM GORDON
0133280004
SCHAVER GERALD
0133300001
BARBER ALEX & ALZENA THOMAS
0136100001
BORNEUR HAROLD
0133200000
GRANADA ZENAIDA
0136100002
30
HOLESINGER FARMS INC
0133200006
HOLESINGER FARMS INC
0133300002
FROG POND RD
UNION PACIFIC RR
ILLINOIS
LINCOLN HWY
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacements
Potential Eligible Historic Structures
National Areas
Places
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f) State Parks
Section 4(f) City Parks
100 Year Floodplains
Special Waste
Jubert Trimmell Fetzer Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet
N



Legend

- Alternative 4 route
- Alternative 5 ROW
- Roadway
- Parcels
- Displacement Groups
- Farmstead Displacement
- Business Displacement
- Residential Displacement
- Potential Eligible Historic Structures
- Nature Area
- Prairies
- Wetlands
- Centennial/Sesquicentennial Farms
- Walmart Distribution Center
- Section 4(f)/ State Parks
- Section 4(f)/ City Parks
- 100 Year Floodplains
- Special Waste
- Mount Tamaha Pecan Tree
- Cemeteries
- Churches
- Schools
- Important Use Areas
- State Threatened Waterway
- Railroad
- Vacated Railroad
- Water Resources



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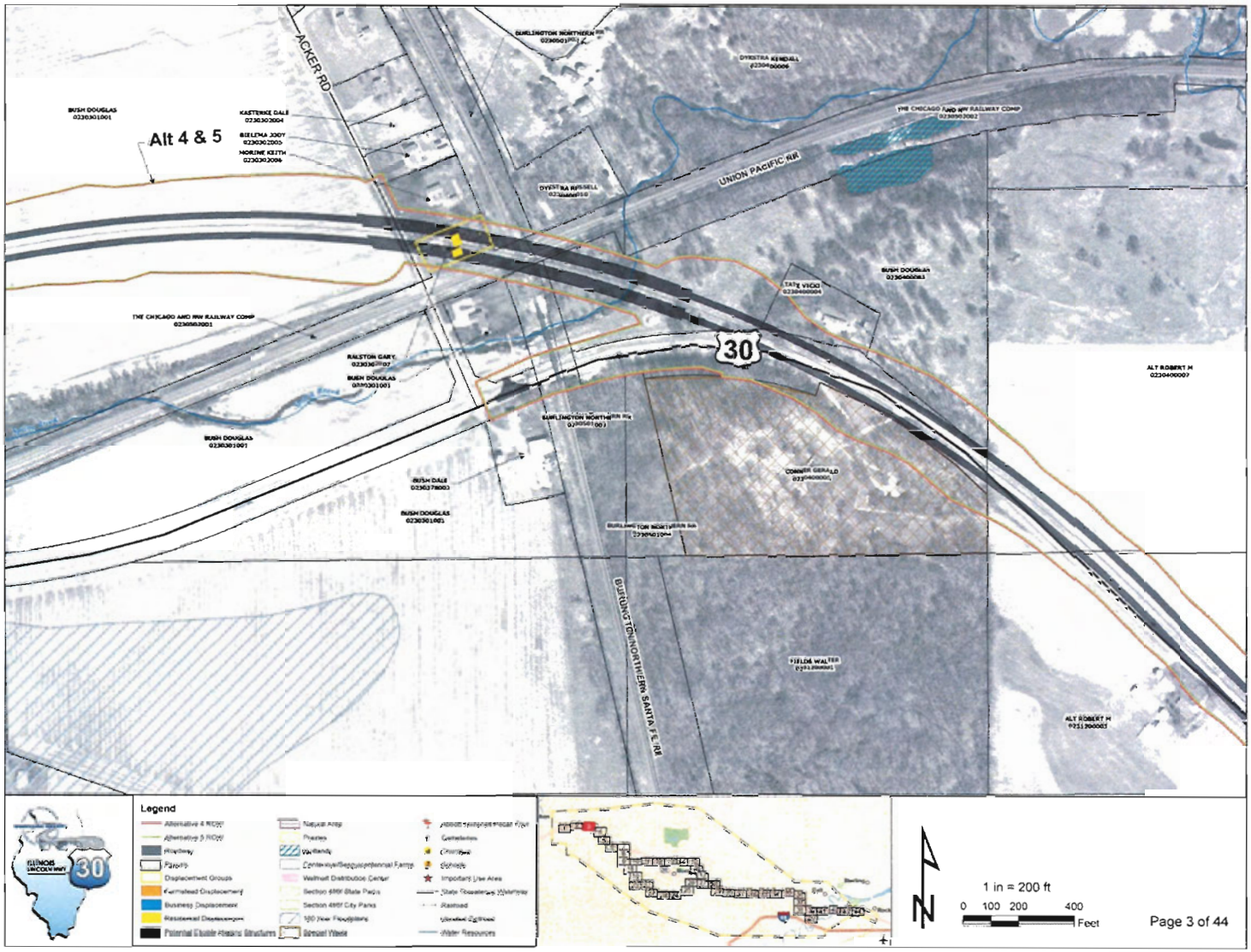
1 in = 200 ft

0 100 200 400 (Feet)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Alt 4 & 5
BUSH DOUGLAS
0230301001
KASTERKE DALE
0230302004
BIELEMA JODY
0230302005
MORINE KEITH
0230302006
BURLINGTON NORTHERN RR
DYKSTRA KENDALL
DYKSTRA RUSSELL
THE CHICAGO AND NW RAILWAY COMP
UNION PACIFIC RR
TATE VICKI
BUSH DOUGLAS
30
THE CHICAGO AND NW RAILWAY COMP
RALSTON GARY
BUSH DOUGLAS
BURLINGTON NORTHERN RR
BUSH DOUGLAS
BUSH DALE
BUSH DOUGLAS
CORNER GERALD
BURLINGTON NORTHERN RR
BURLINGTON NORTHERN SANTA FE RR
FIELDS WALTER
ALT ROBERT H
0230400007
ALT ROBERT H
ILLINOIS LINCOLN HWY
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structure
Natural Area
Prairies
Wetlands
Centennial/Bicentennial Farms
Wellhead Distribution Center
Section 4(f)/6(f) State Parks
Section 4(f)/6(f) City Parks
100 Year Floodplains
Sensitive Waters
Important Line Area
State Threatened Waterway
Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet
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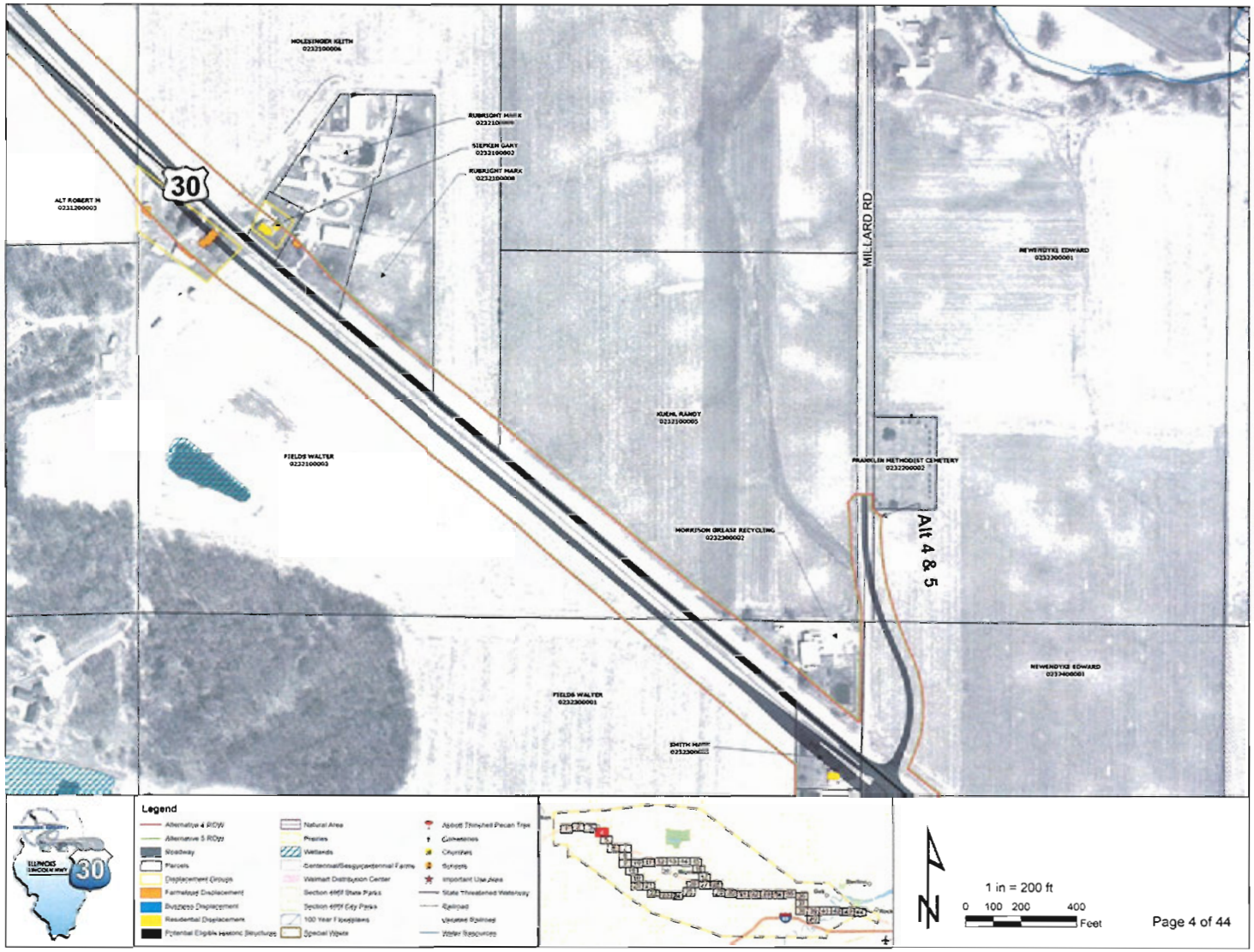
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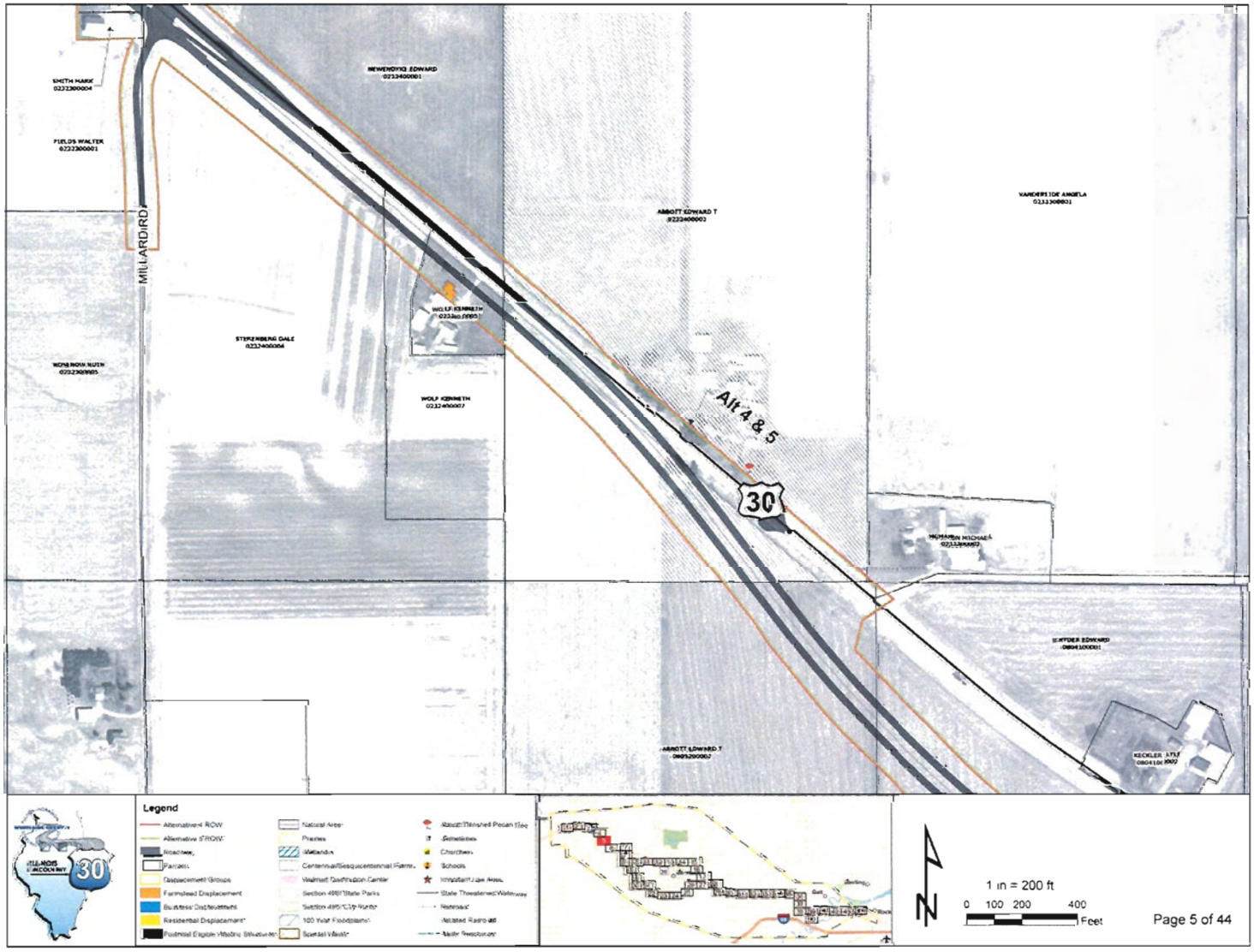
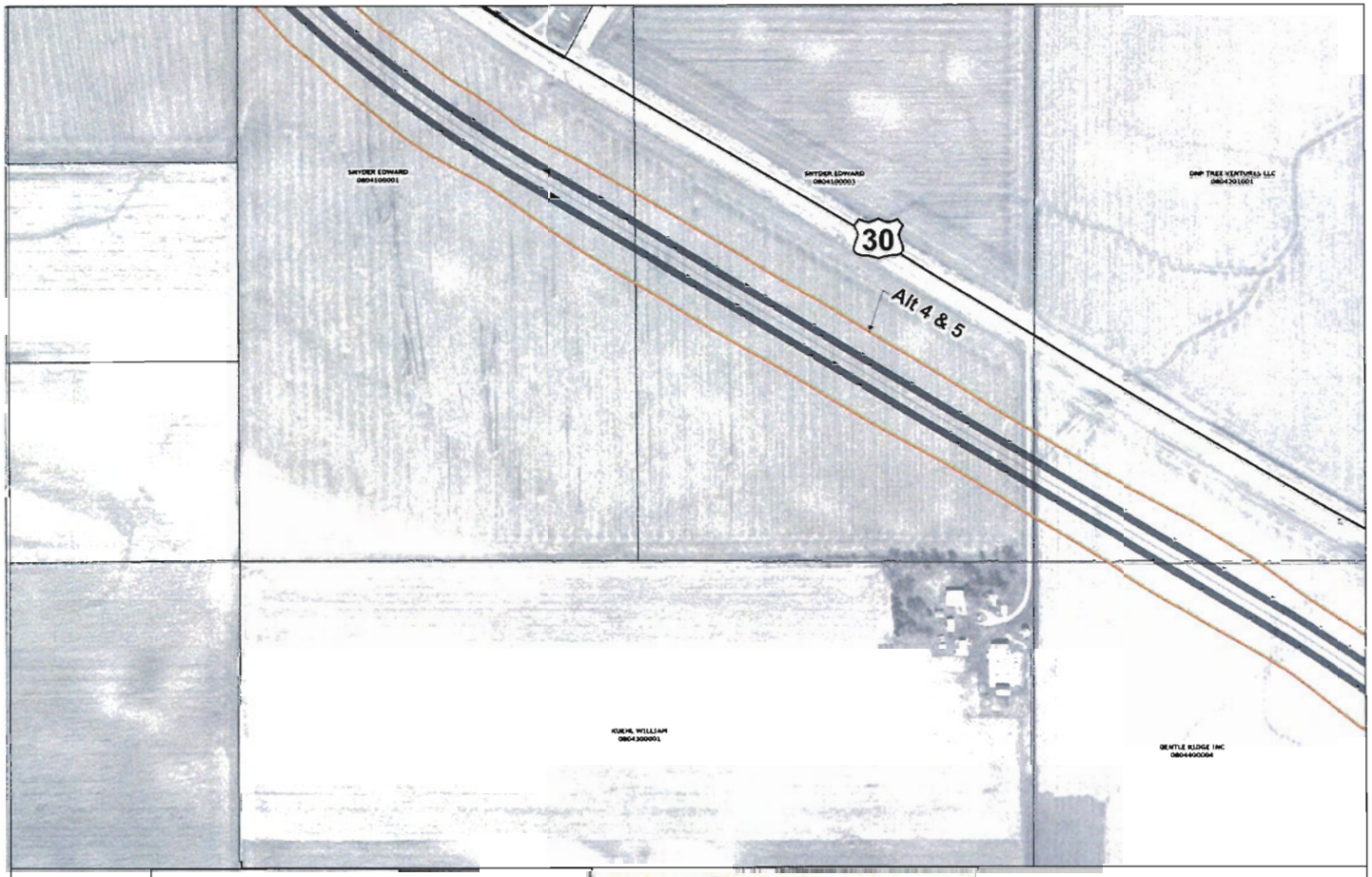
RUBRIGHT MARK
0232100008
SIEPKEN GARY
0232190002
RUBRIGHT MARK
0232100008
ALT ROBERT H
0232200003
30
MILLARD RD
NEWENDYKE EDWARD
0232300001
KUEHL RANDY
0232190005
FIELDS WALTER
0232100003
FRANKLIN METHODIST CEMETERY
0232200002
MORRISON GREASE RECYCLING
0232300002
Alt 4 & 5
NEWENDYKE EDWARD
0232400001
FIELDS WALTER
0232300001
SMITH MARK
0232300003
ILLINOIS
LINCOLN HWY
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/6(f) State Parks
Section 4(f)/6(f) City Parks
100 Year Floodplains
Special Waste
Abbott Threshed Pecan Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
N
1 in = 200 ft
0 100 200 400
Feet


SMITH MARK
0232300004
FIELDS WALTER
0232300001
MILLARD RD
NEWENDYKE EDWARD
0232400001
STEKENBURG DALE
0232400004
WOLF KENNETH
0232400007
ARNOTT EDWARD T
0232400001
VANDERSIDE ANGELA
0232300001
Alt 4 & 5
30
MCMAHON MICHAEL
SNYDER EDWARD
KECKLER LYLE
ARNOTT EDWARD T
0965200002
Legend
Alternative ROW
Alternative STROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
National Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/State Parks
Section 4(f)/City Parks
100 Year Floodplains
Special Waste
Abbott/Thimshell Pecan Tree
Cemeteries
Churches
Schools
Industrial Use Areas
State Threatened/Endangered
Reservoir
Abandoned Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet



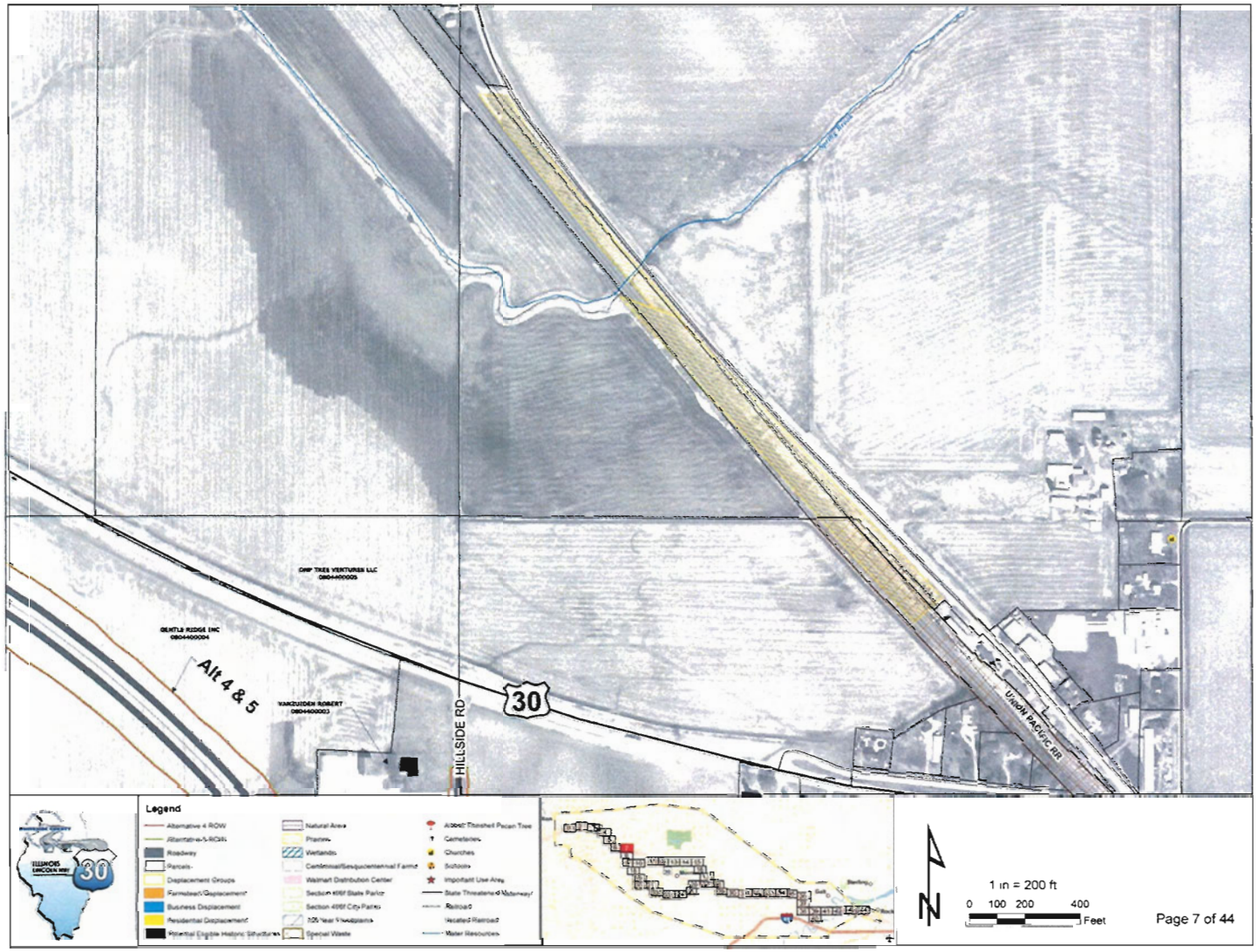
Legend

- Alternative 4 ROW
- Alternative 5 ROW
- Roadway
- Parcels
- Displacement Groups
- Farmstead Displacement
- Business Displacement
- Residential Displacement
- Potential Eligible Historic Structures
- Natural Area
- Prairies
- Wetlands
- Centennial/Sesquicentennial Farms
- Walmart Distribution Center
- Section 4(f) State Parks
- Section 4(f) Lighted
- 100-Year Floodplains
- Spiral Vistas
- About Mitchell Prairie Site
- Cemeteries
- Churches
- Schools
- Important Use Area
- State Threatened Vertebrate F
- Railroad
- Vacated Railroad
- Water Resources

N

1 in = 200 ft

0 100 200 400 Feet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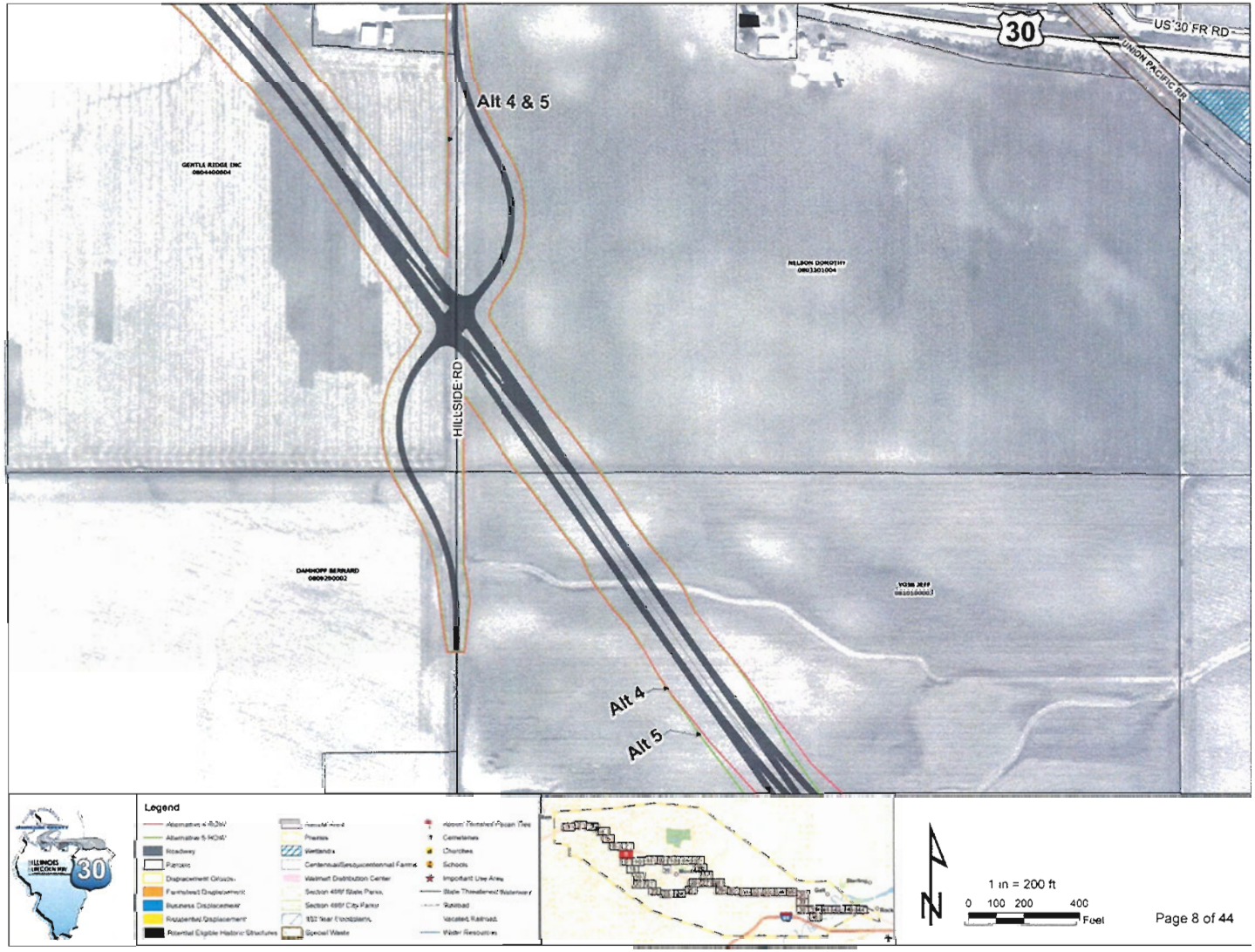
0804400005
GENTLE RIDGE INC
0804400004
Alt 4 & 5
VANZUIDEN ROBERT
0804400003
HILLSIDE RD
30
UNION PACIFIC RR
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f) State Parks
Section 4(f) City Parks
100 Year Floodplains
Special Waste
Albert Thinshell Pecan Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterways
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet


30
US 30 FR RD
UNION PACIFIC RR
Alt 4 & 5
GENTLE RIDGE INC
0804400004
NELSON DOROTHY
0803301004
HILLSIDE RD
DAMHOFF BERNARD
0809290002
YOSS JEFF
0810100003
Alt 4
Alt 5
Legend
Alternative 4 (N2W)
Alternative 5 (N2W)
Roadway
Parcels
Displacement Groups
Farmland Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Removal Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/ State Parks
Section 4(f)/ City Parks
100 Year Floodplains
Special Waste
Above Threshold Pecan Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
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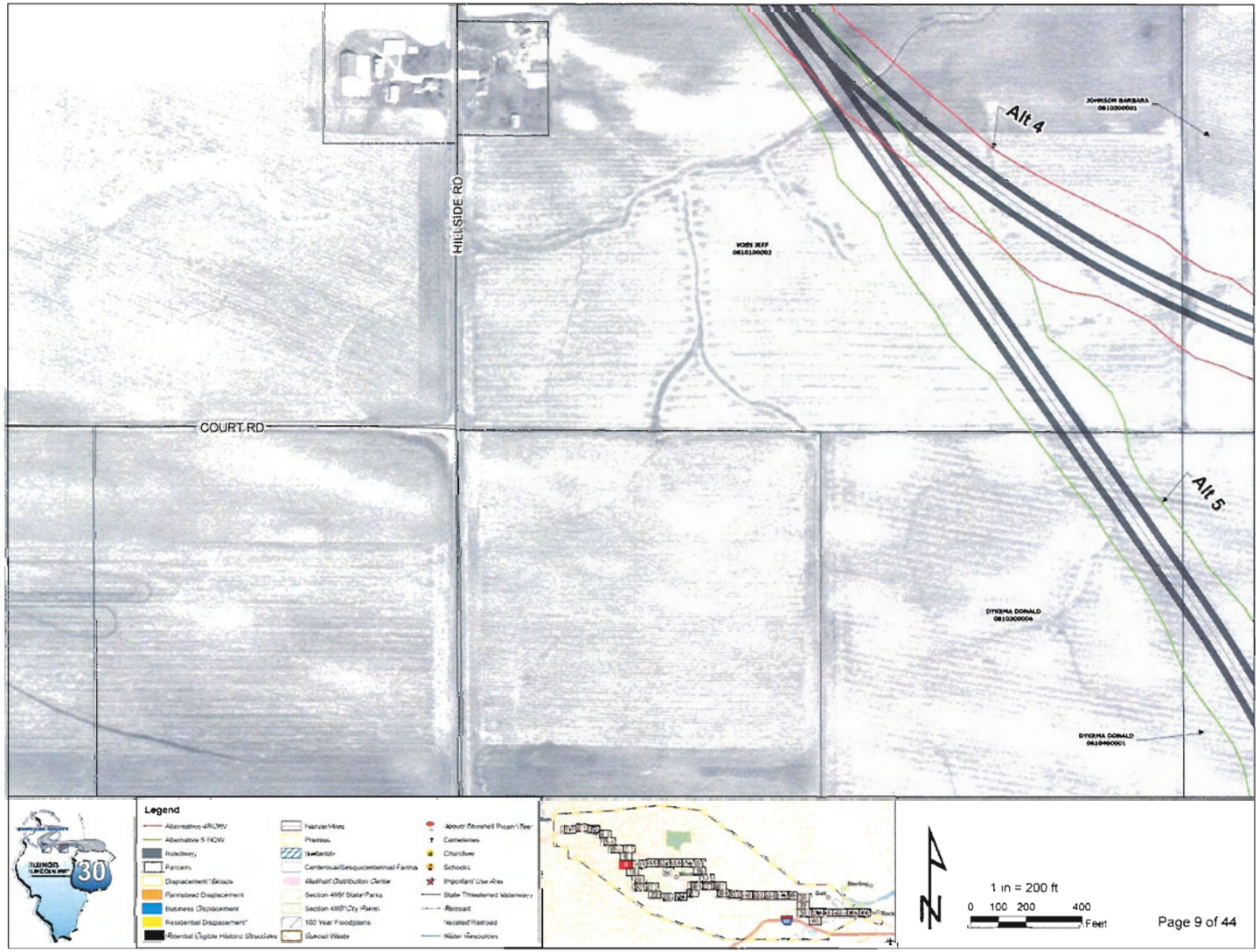
Feet


HILLSIDE RD
COURT RD
Alt 4
Alt 5
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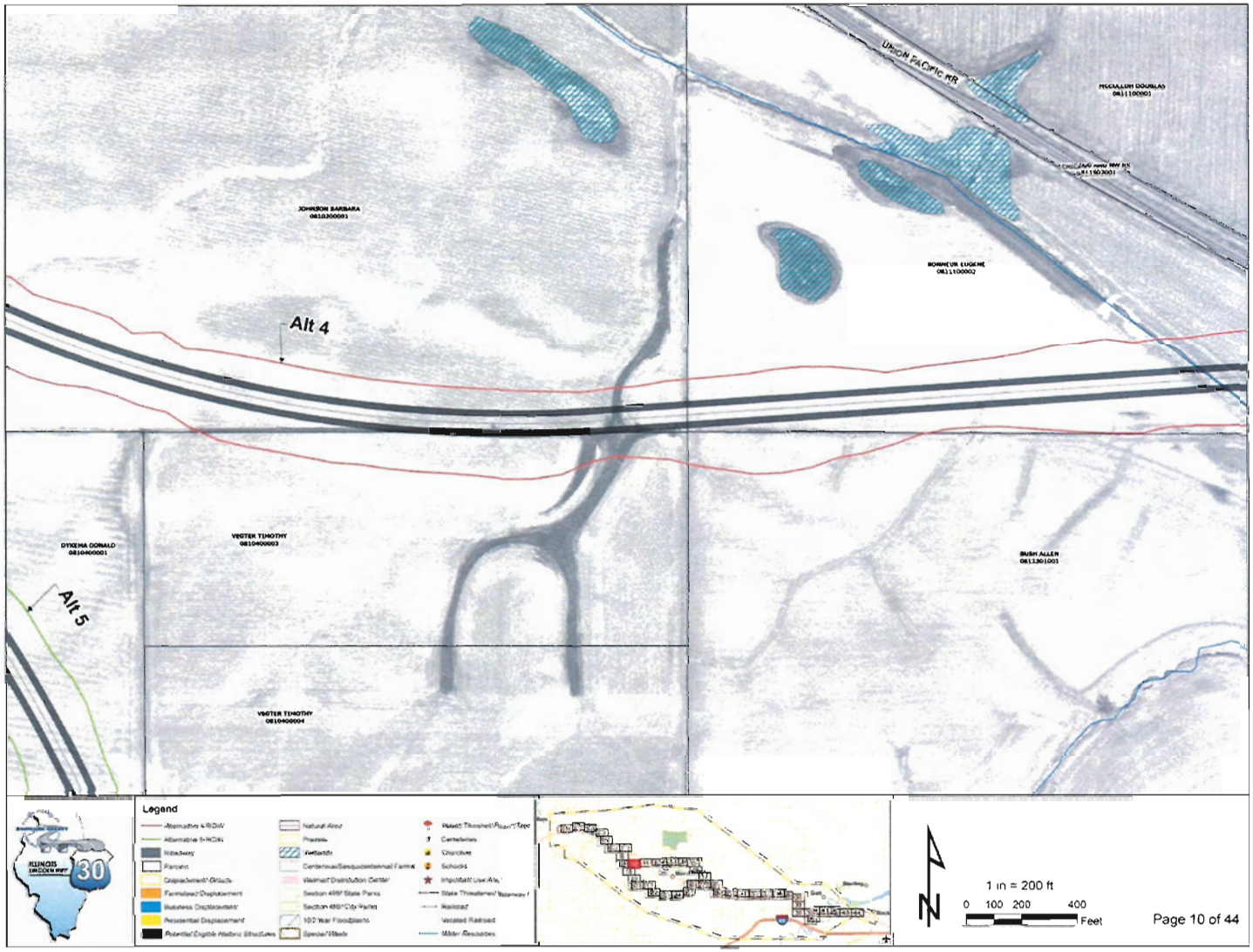
0810200001
VOSS JEFF
0810100002
DYKEMA DONALD
0810300004
DYKEMA DONALD
0810400001
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Sheds
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Nature Preserves
Preserves
Wetlands
Centennial/Sesquicentennial Farms
Walthall Distribution Center
Section 4(f)/ State Parks
Section 4(f)/ City Parks
100 Year Floodplains
Special Waste
Abbott Farmshed Prairie Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
ILLINOIS
ILLINOIS 30
1 in = 200 ft
0 100 200 400
Feet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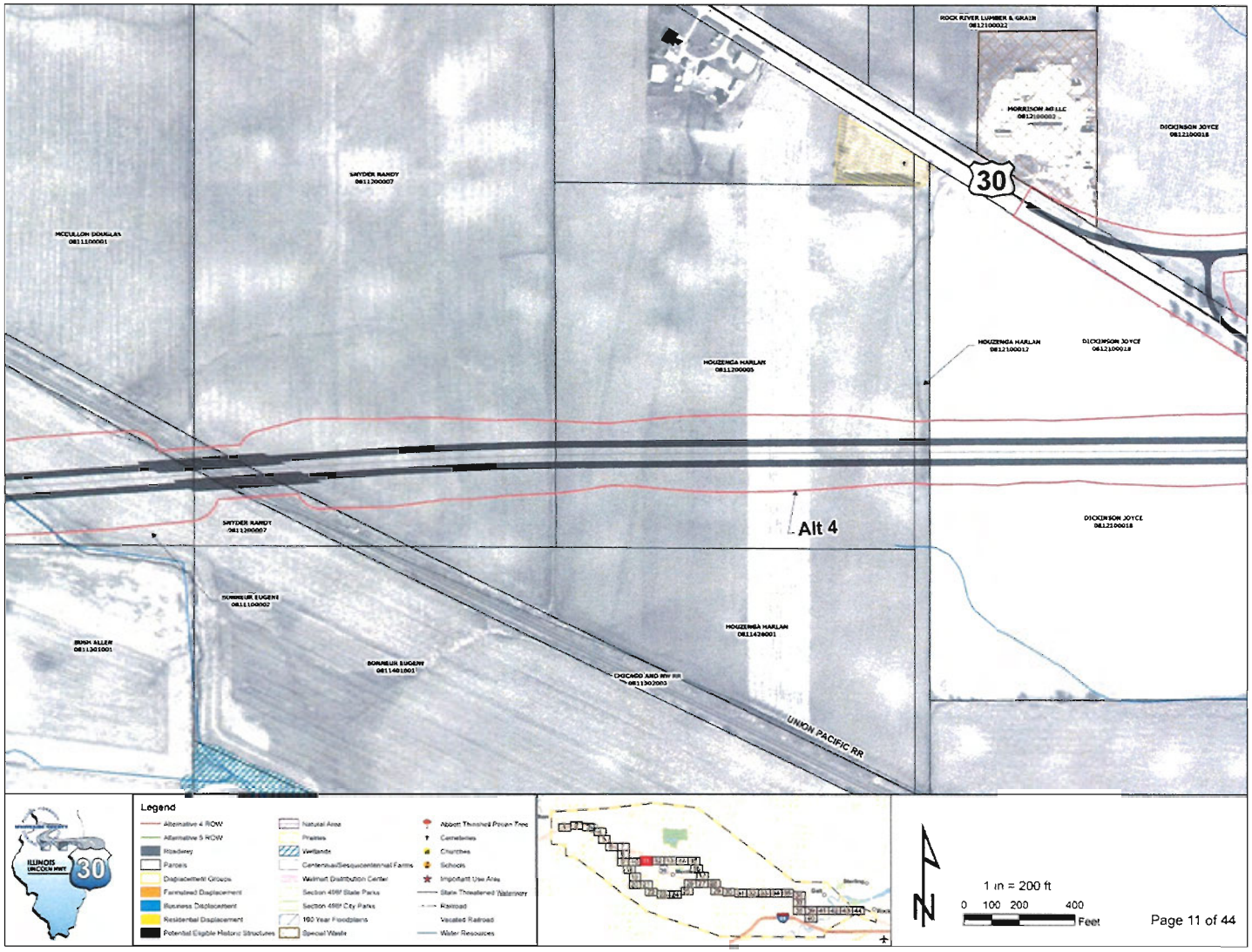
MCCULLOH DOUGLAS
0811100001
BOHNEUR EUGENE
0811100002
Alt 4
DYKEMA DONALD
0810400001
VEGTER TIMOTHY
0810400003
VEGTER TIMOTHY
0810400004
BUSH ALLEN
0813301001
Alt 5
ILLINOIS
LINCOLN HWY
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Offsets
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Preserve
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/ State Parks
Section 4(f)/ City Parks
100 Year Floodplains
Special Waste
Cemeteries
Churches
Schools
Railroad
Vacated Railroad
Minor Residences
1 in = 200 ft
0 100 200 400
Feet
N


ROCK RIVER LUMBER & GRAIN
0812100022
MORRISON MILLC
0812100002
DICKINSON JOYCE
0812100018
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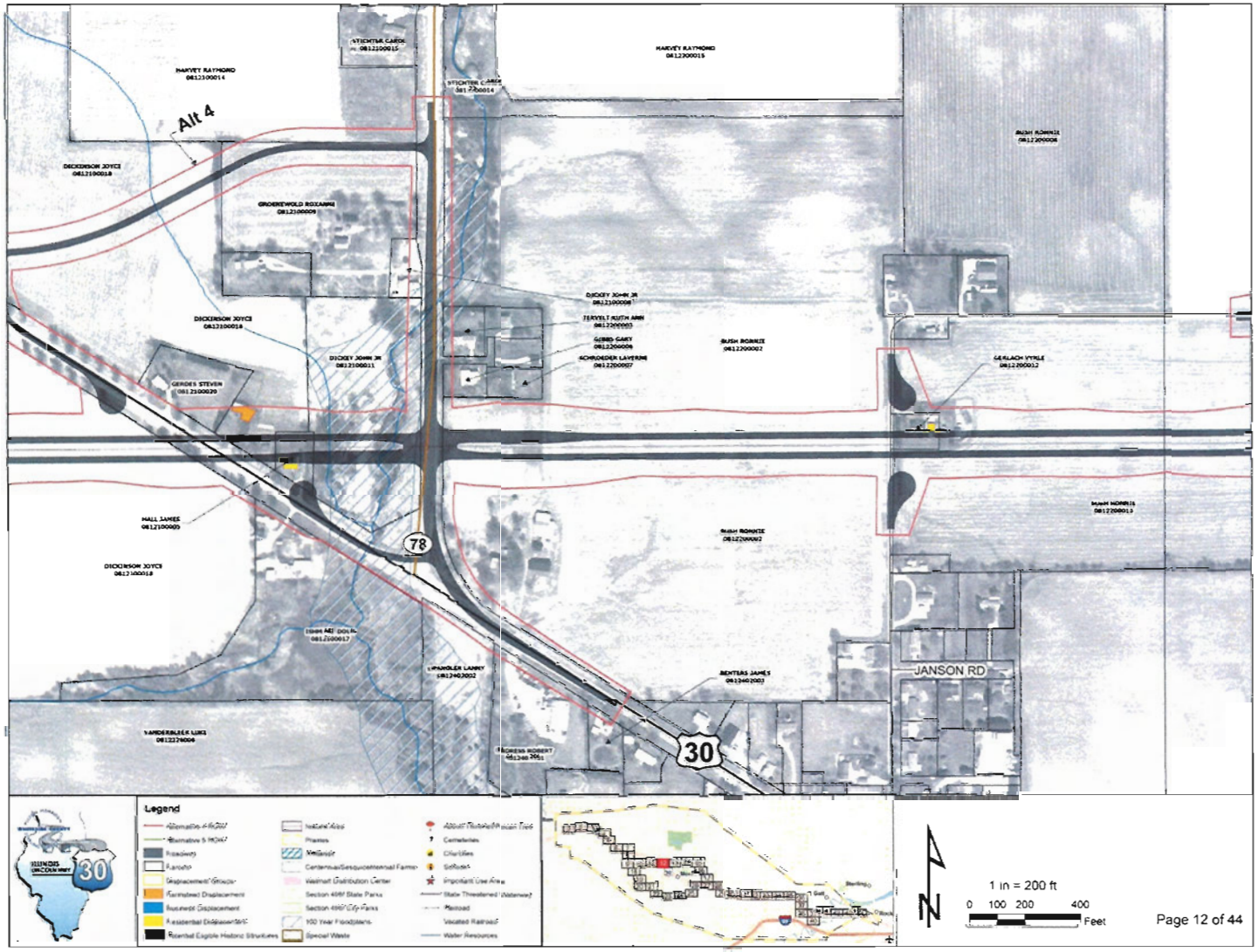
SNYDER RANDY
0811200007
MCCULLOCH DOUGLAS
0811100001
HOUZENGA HARLAN
0812100017
DICKINSON JOYCE
0812100018
HOUZENGA HARLAN
0811200005
Alt 4
DICKINSON JOYCE
0812100018
SNYDER RANDY
0811200007
BORNEUR EUGENE
0811100002
HOUZENGA HARLAN
0811426001
BRIN ALLEN
0811301001
BORNEUR EUGENE
0811401001
CHICAGO AND NW RR
0811302003
UNION PACIFIC RR
ILLINOIS
LINCOLN HWY
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/ State Parks
Section 4(f)/ City Parks
100 Year Floodplains
Special Waste
Abbott Thinshed Proven Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet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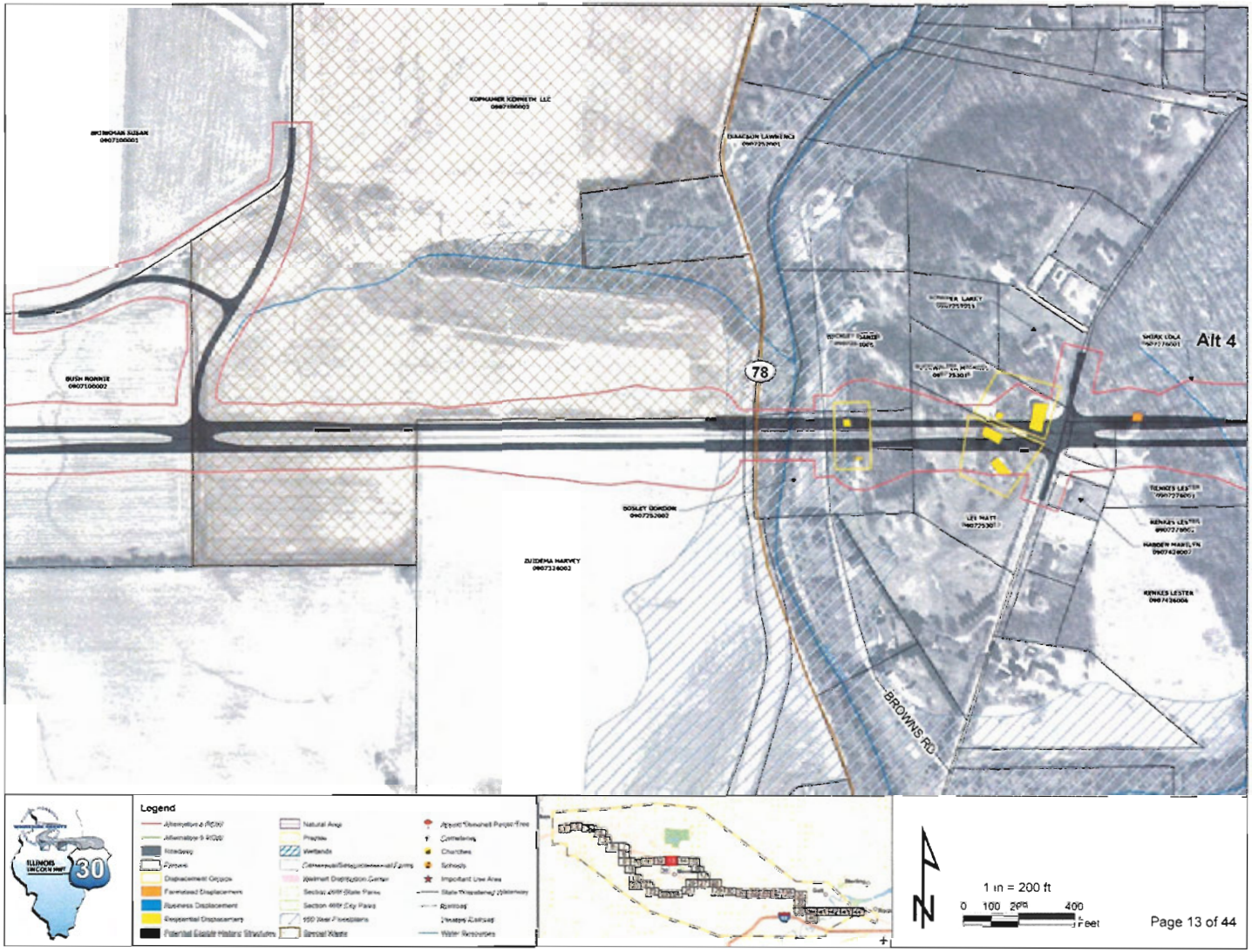
0812100018
GROKEREWOLD ROXANNE
0812100009
DICKERSON JOYCE
0812100018
DICKEY JOHN JR
0812100011
GERDES STEVEN
0812100020
HALL JAMES
0812100005
DICKINSON JOYCE
0812100018
VANDERBLEEK LUKE
0812274004
HARVEY RAYMOND
0812200015
BUSH RONNIE
0812200008
DICKEY JOHN JR
0812100006
FERVELT RUTH ANN
0812200003
GEBBS GARY
0812200006
SCHROEDER LAVERNE
0812200007
BUSH RONNIE
0812200007
GEALACH VYRLE
0812200012
BUSH RONNIE
0812200002
BUSH RONNIE
0812200013
78
30
JANSON RD
SPANGLER LARRY
0812402002
BENTERS JAMES
0812402003
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Ramp
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Residential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f) State Parks
Section 4(f) City Parks
100 Year Floodplains
Special Waste
Cemeteries
Churches
Schools
Important Use Area
State Threatened / Endangered
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet


Alt 4
78
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BRINGMAN SUSAN
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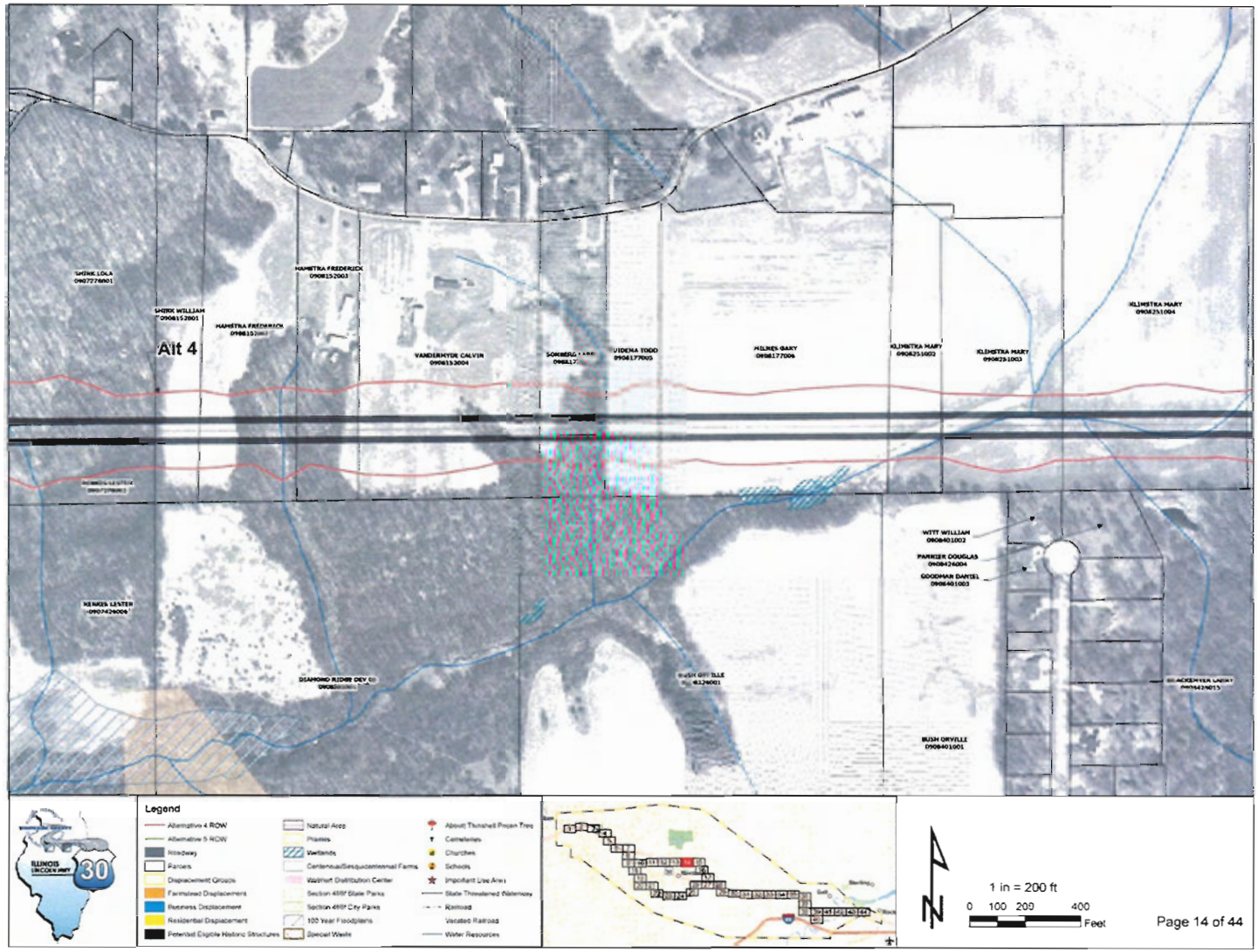
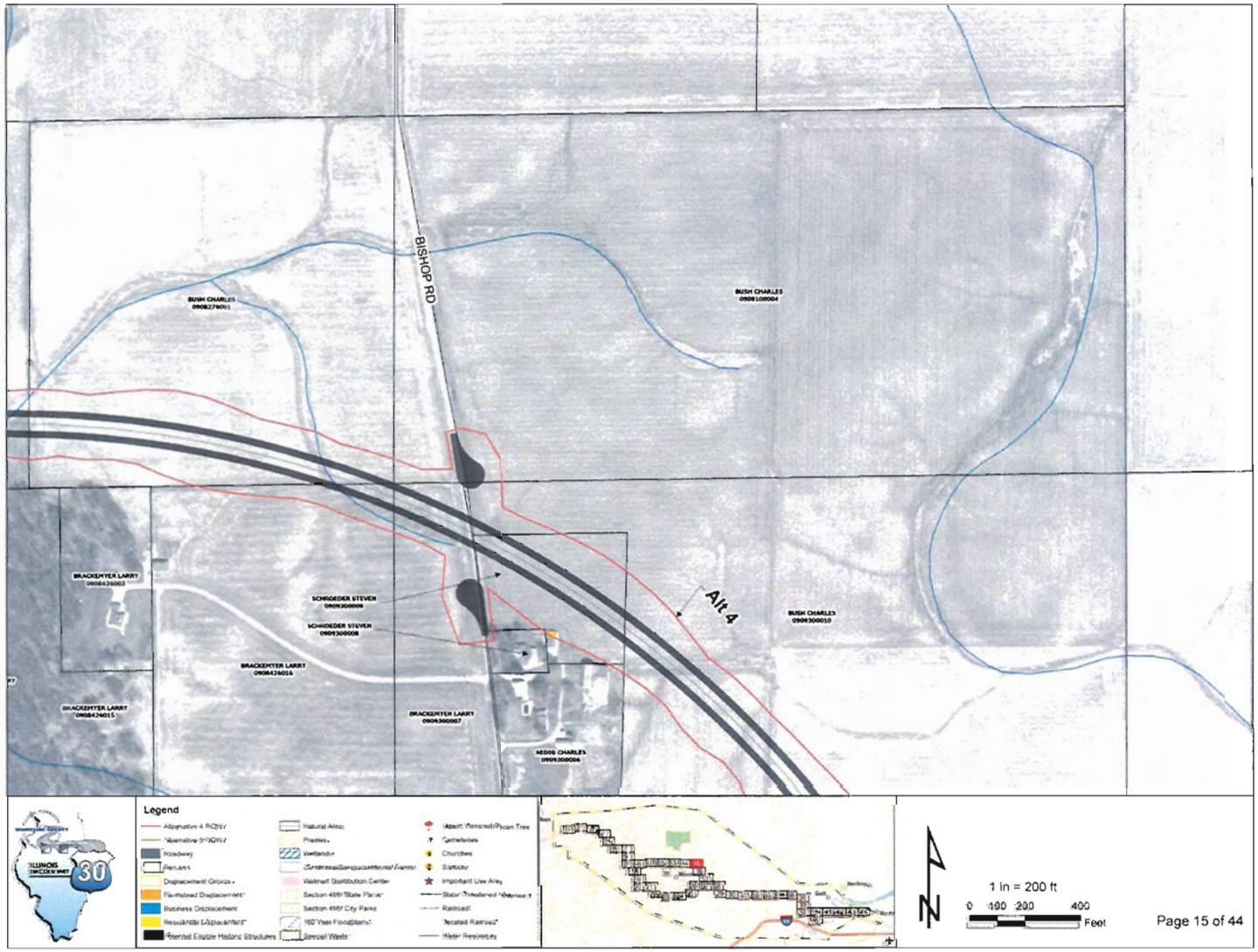
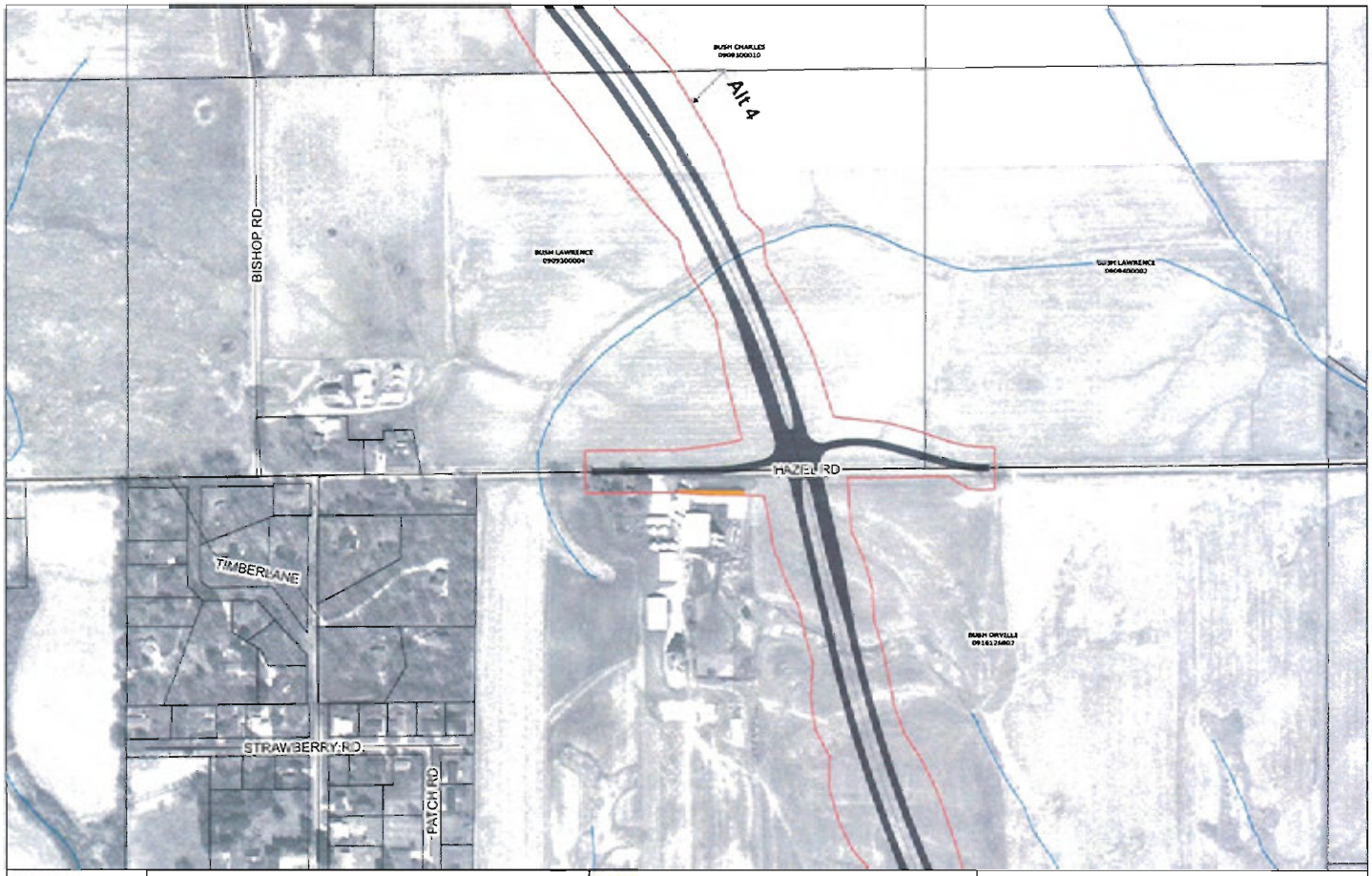
KOPNAMER KENNETH LLC
BUSH RONNIE
0907106002
DOSLEY GORDON
0907252002
ZUIDEMA HARVEY
0907326002
LEI MATT
0907253001
SHORT LOLA
0907176001
REWKES LESTER
0907426004
Legend
Natural Area
Preview
Wetlands
Walmart Distribution Center
Section 4(f) State Parks
Section 4(f) City Parks
100 Year Floodplains
Special Waste
Cemeteries
Churches
Schools
Important Use Area
State Waterway/Waterway
Railroad
Water Resources
ILLINOIS
WISCONSIN
30
1 in = 200 ft
0 100 200 400
Feet


Alt 4
SMIRK LOLA
0907276001
SMIRK WILLIAM
0908152001
HAMSTRA FREDERICK
0908152003
HAMSTRA FREDERICK
0908152003
VANDERMYDE CALVIN
0908153004
TUIDENA TODD
0908177005
MILNES GARY
0908177006
KLIMSTRA MARY
0908251002
KLIMSTRA MARY
0908251003
KLIMSTRA MARY
0908251004
WITT WILLIAM
0908401002
PARKER DOUGLAS
0908426004
GOODMAN DANIEL
0908401003
KENGES LESTER
0907426006
DIAMOND RIDGE DEV CO
BUSH ORVILLE
0908401001
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacements
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/ State Parks
Section 4(f)/ City Parks
100 Year Floodplains
Special Waste
Abbott Thinshell Pecan Tree
Cemeteries
Churches
Schools
Important Line Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet


BISHOP RD
BUSH CHARLES
0908276001
BUSH CHARLES
0909100004
BUSH CHARLES
0909300010
BRACKEMYER LARRY
0908426003
SCHROEDER STEVEN
0909300009
SCHROEDER STEVEN
0909300008
BRACKEMYER LARRY
0908426014
BRACKEMYER LARRY
0908426015
BRACKEMYER LARRY
0909300007
NEDIG CHARLES
0909300006
Alt 4
Legend
Alternative 4 R/W
Alternative 5 R/W
Roadway
Parcels
Displacement Groups
Farmland Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Walmart Distribution Center
Section 4(f) State Parks
Section 4(f) City Parks
100 Year Floodplain
Special Waste
Abbott Farmstead/Pecan Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet



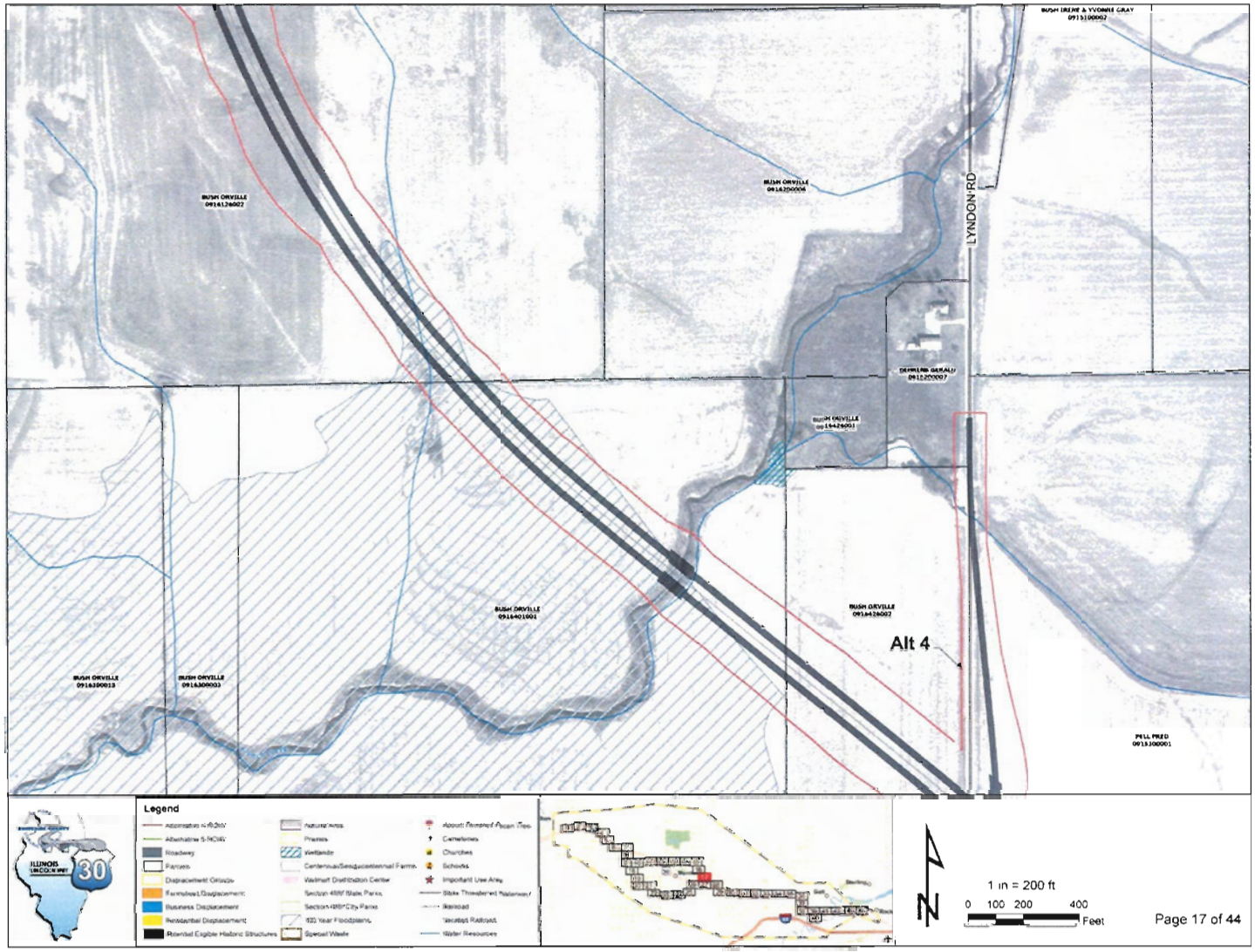
Legend

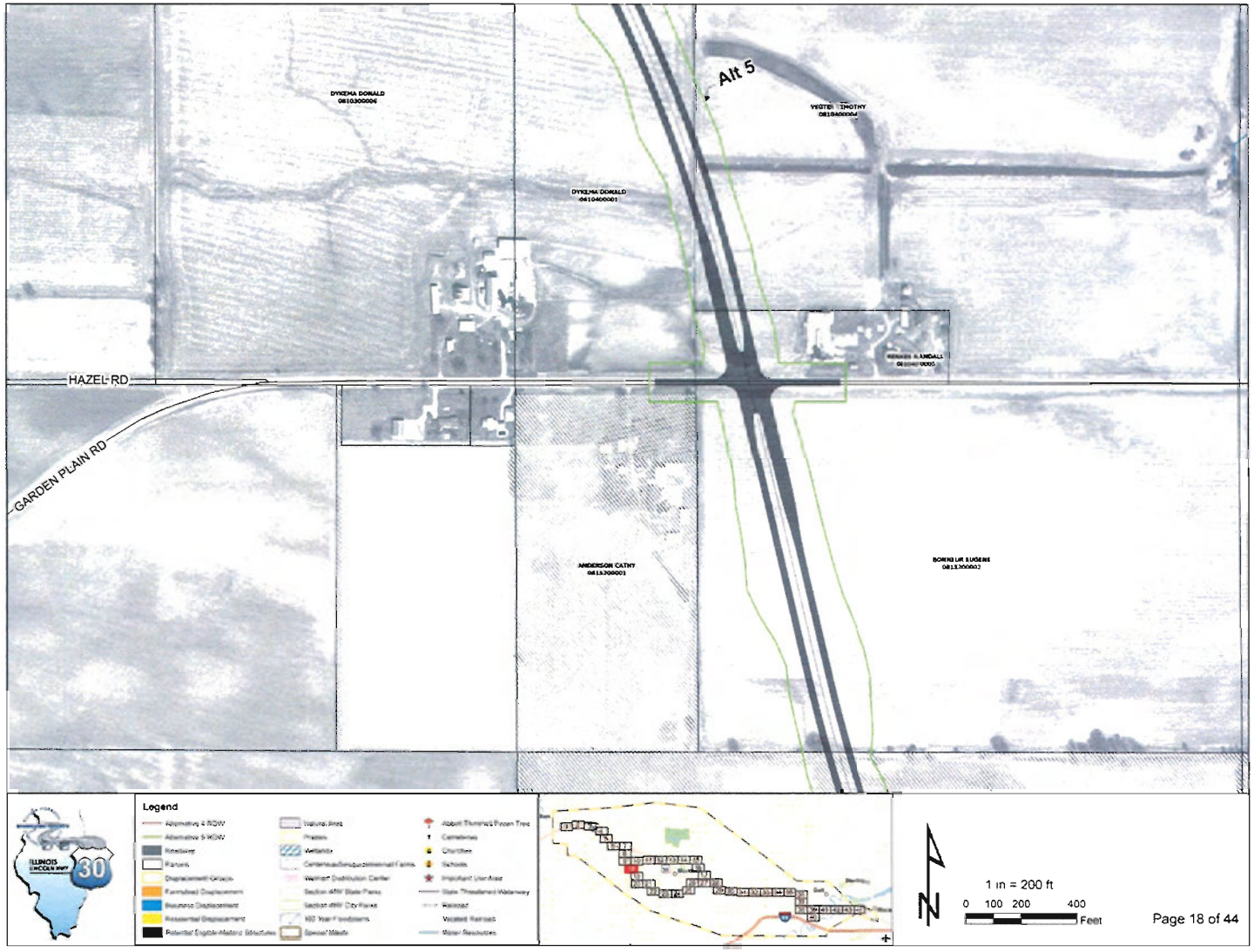
- Alternative 4 ROW
- Alternative 5 ROW
- Roadway
- Parcels
- Displacement Groups
- Farmstead Displacement
- Business Displacement
- Residential Displacement
- Potential Eligible Historic Structures
- Natural Area
- Prairies
- Wetlands
- Centennial and Sesquicentennial Farms
- Walmart Distribution Center
- Section 4(f)/6f State Parks
- Section 4(f)/6f City Parks
- 100 Year Floodplains
- Special Waste
- Abbott Thornhill Pecan Tree
- Cemeteries
- Churches
- Schools
- Important Use Area
- State Threatened Waterway
- Railroad
- Vacated Railroad
- Water Resources

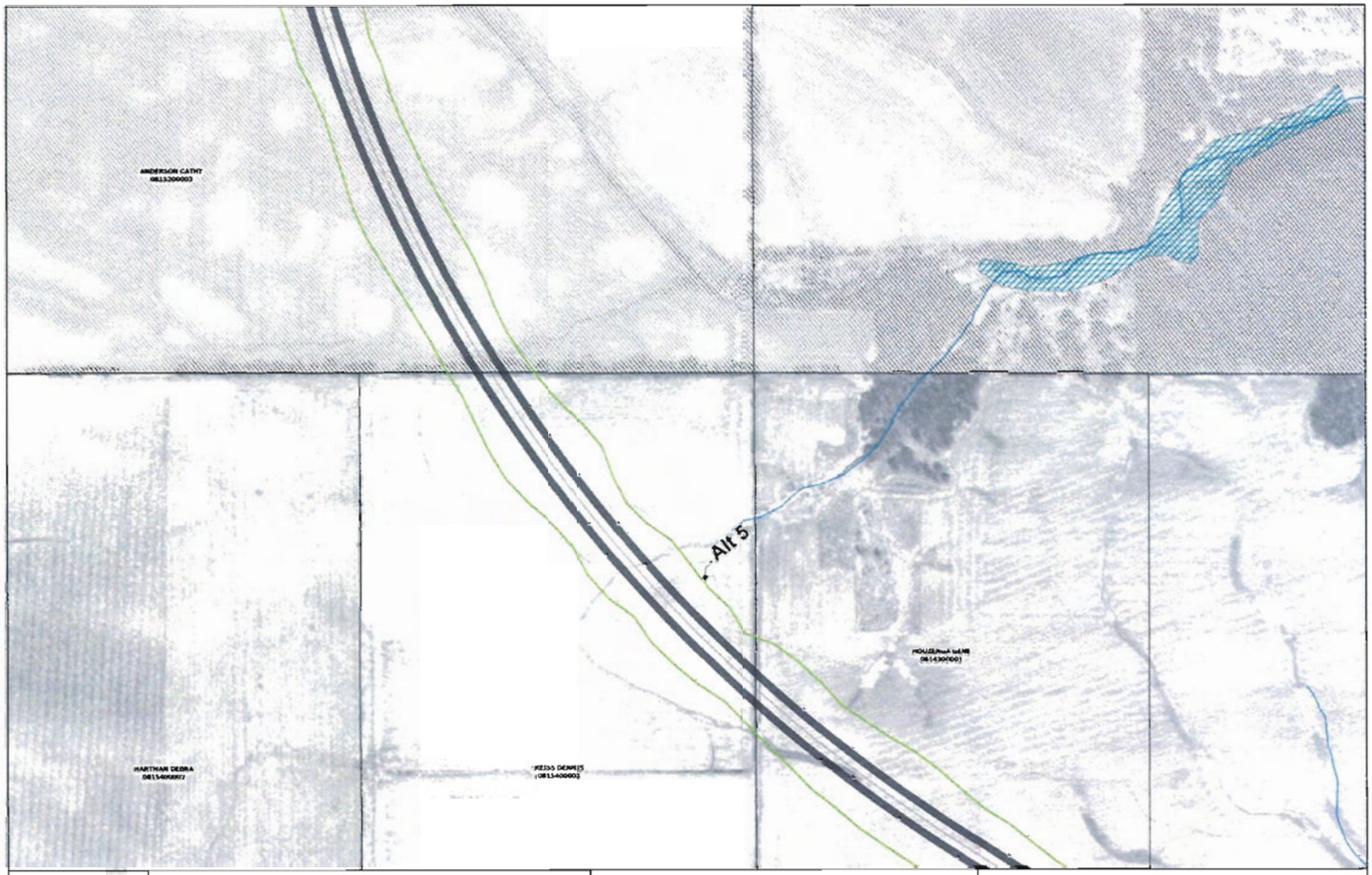
N

1 in = 200 ft

0 100 200 400 Feet


BUSH IRENE & YVONNE GRAY
0913100002
BUSH ORVILLE
0916126002
BUSH ORVILLE
0916200006
LYNDON RD
DERRING GERALD
0912200007
BUSH ORVILLE
0916126001
BUSH ORVILLE
0916401001
BUSH ORVILLE
0916126002
Alt 4
BUSH ORVILLE
0916300013
BUSH ORVILLE
0916300003
PELL FRED
0913100001
Legend
Alternative 4-ROW
Alternative 5-ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairie
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/ State Parks
Section 4(f)/ City Parks
100 Year Floodplains
Special Waste
Abandoned Railroad
Water Resources
ILLINOIS
30
1 in = 200 ft
0 100 200 400
Feet

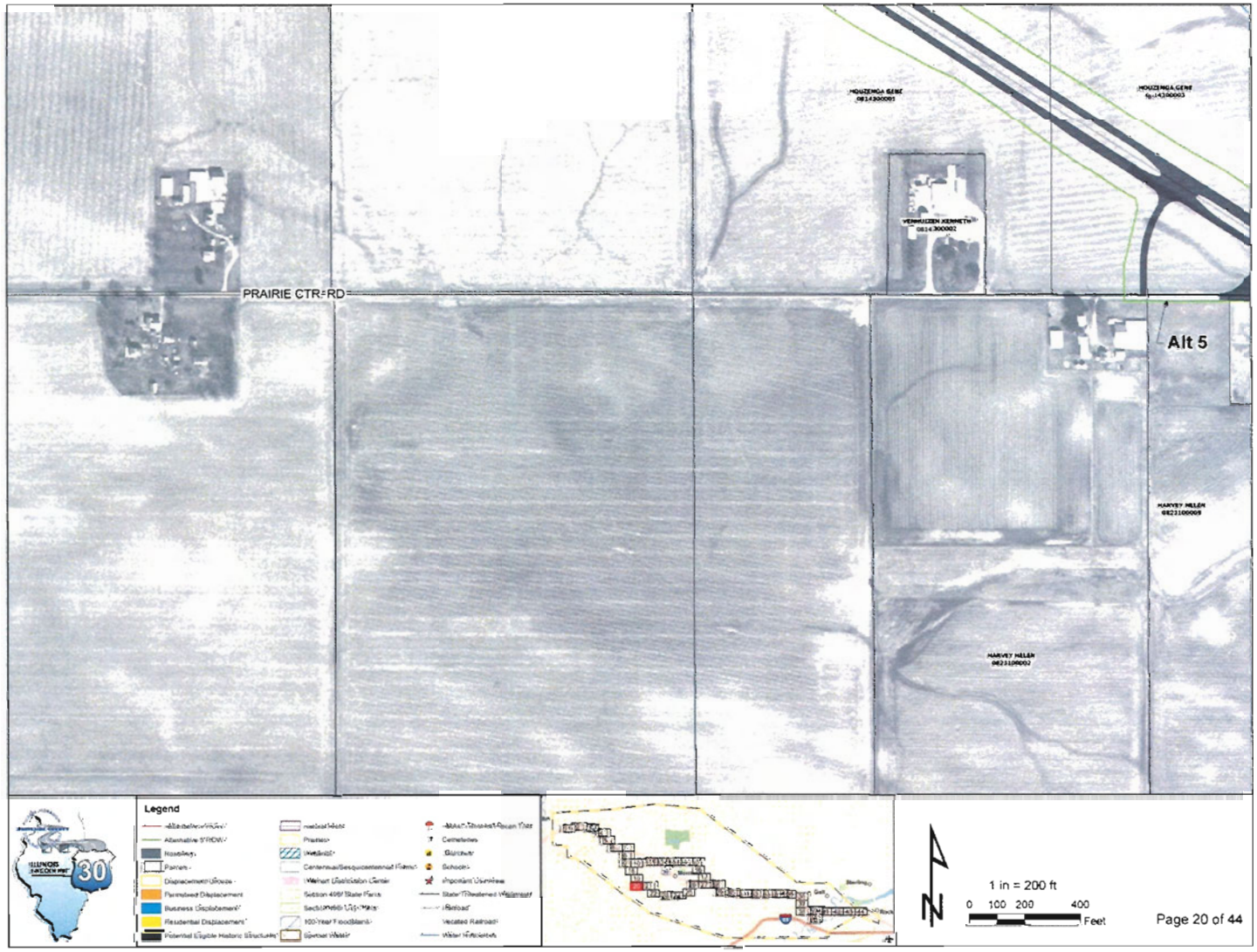

Alt 5
DYKEMA DONALD
DYKEMA DONALD
HAZEL RD
GARDEN PLAIN RD
ANDERSON CATHY
BORNHEUR EUGENE
Legend
ILLINOIS LINCOLN HWY
30
1 in = 200 ft
0 100 200 400
Feet
N

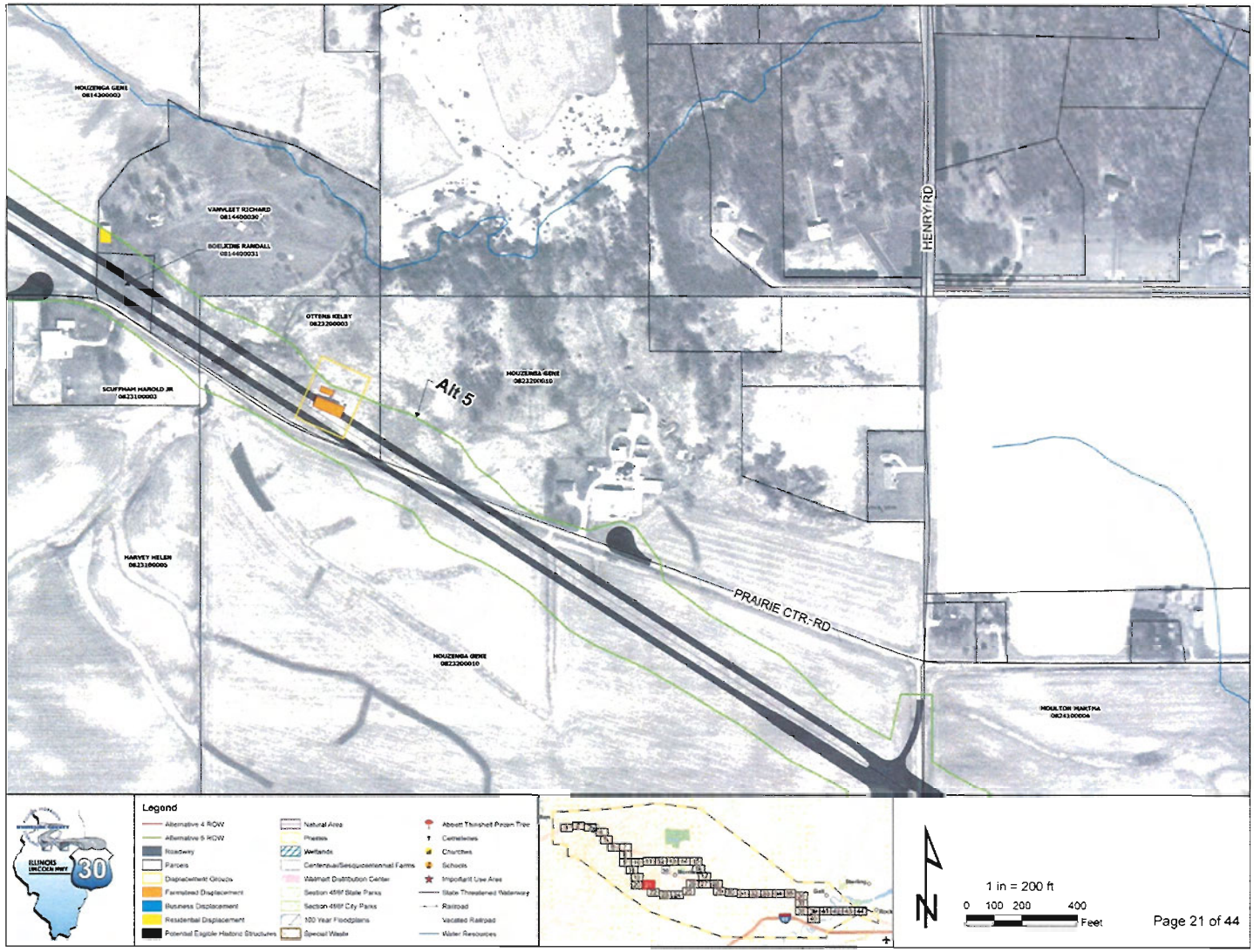


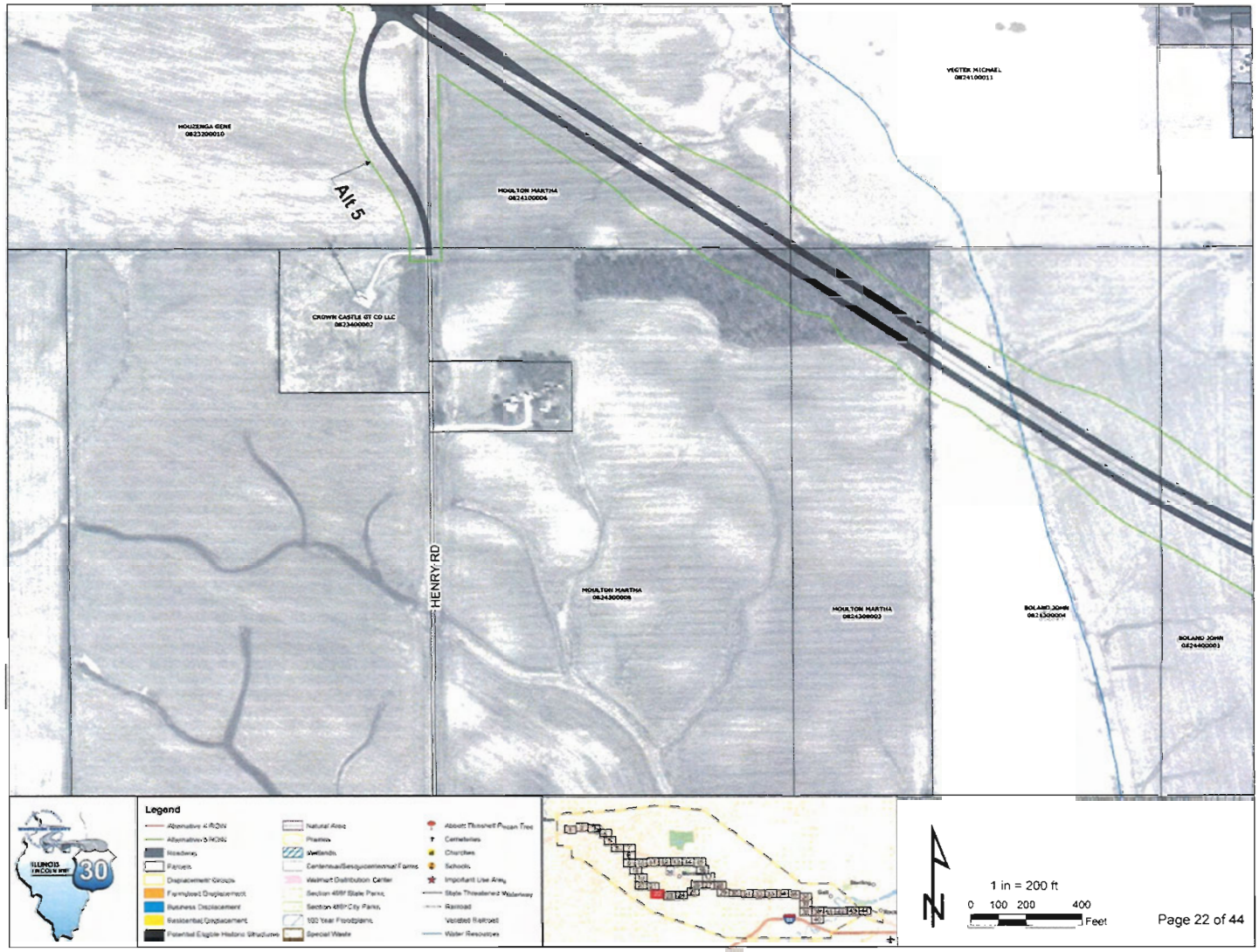
Legend

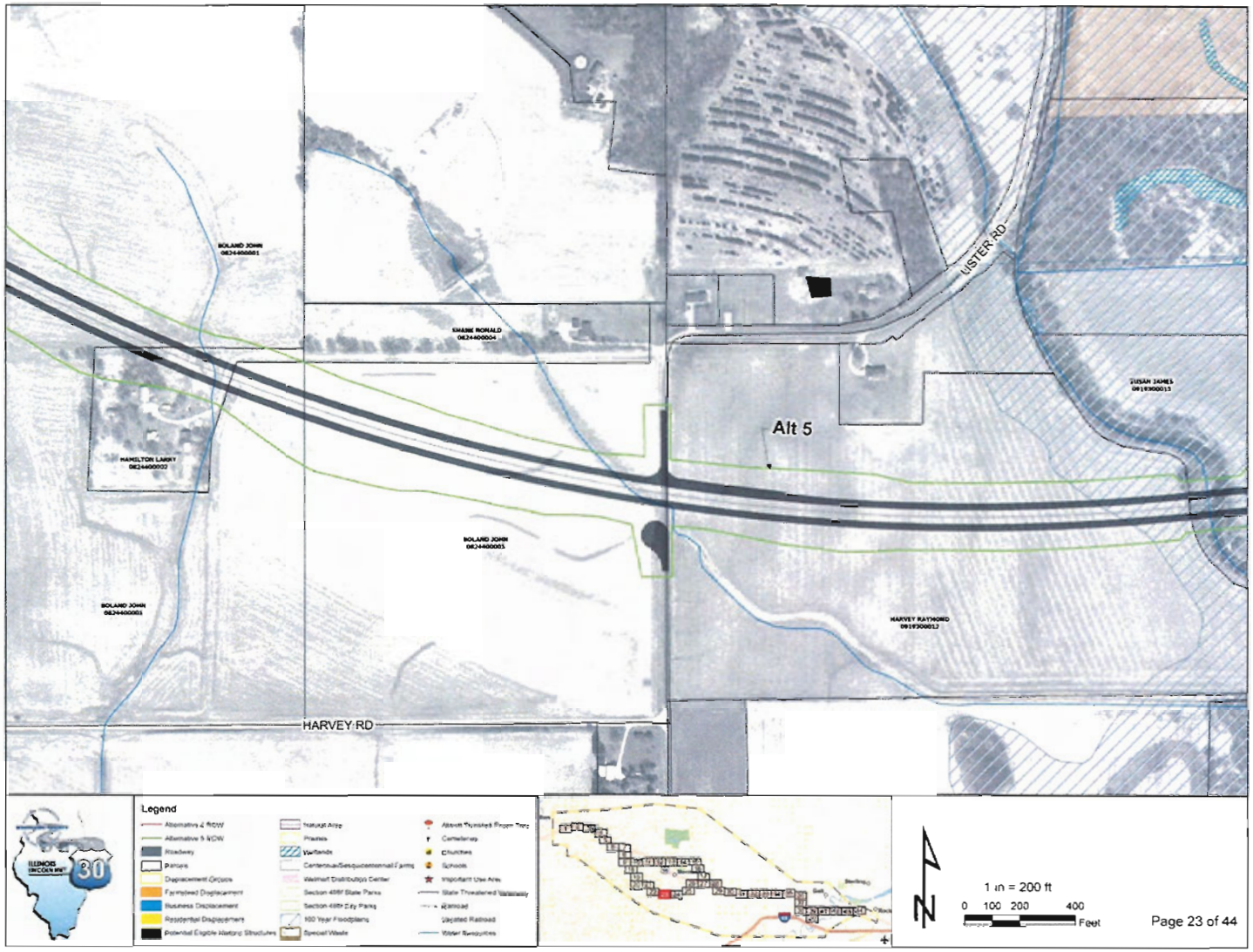
1 in = 200 ft

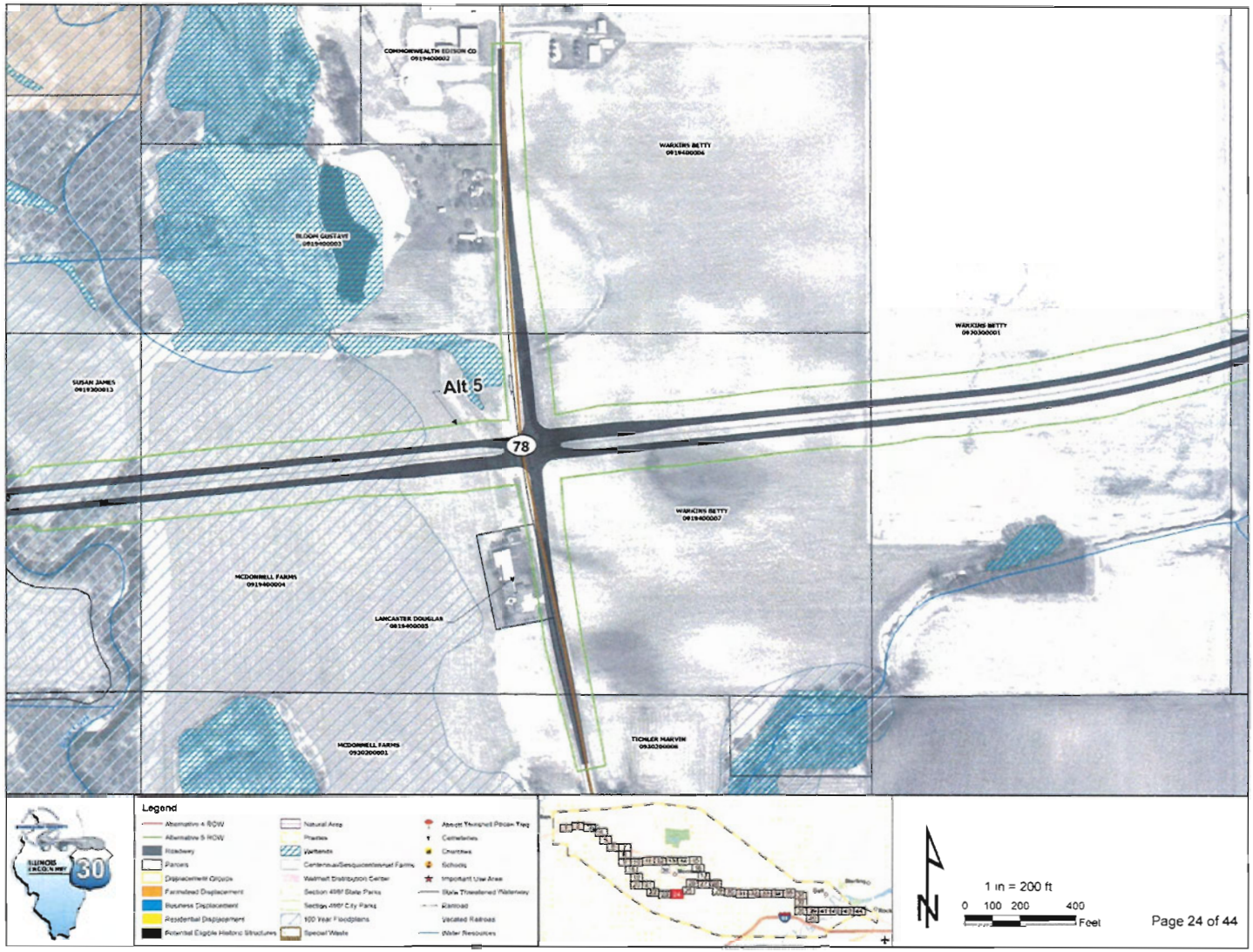
0 100 200 400 Feet

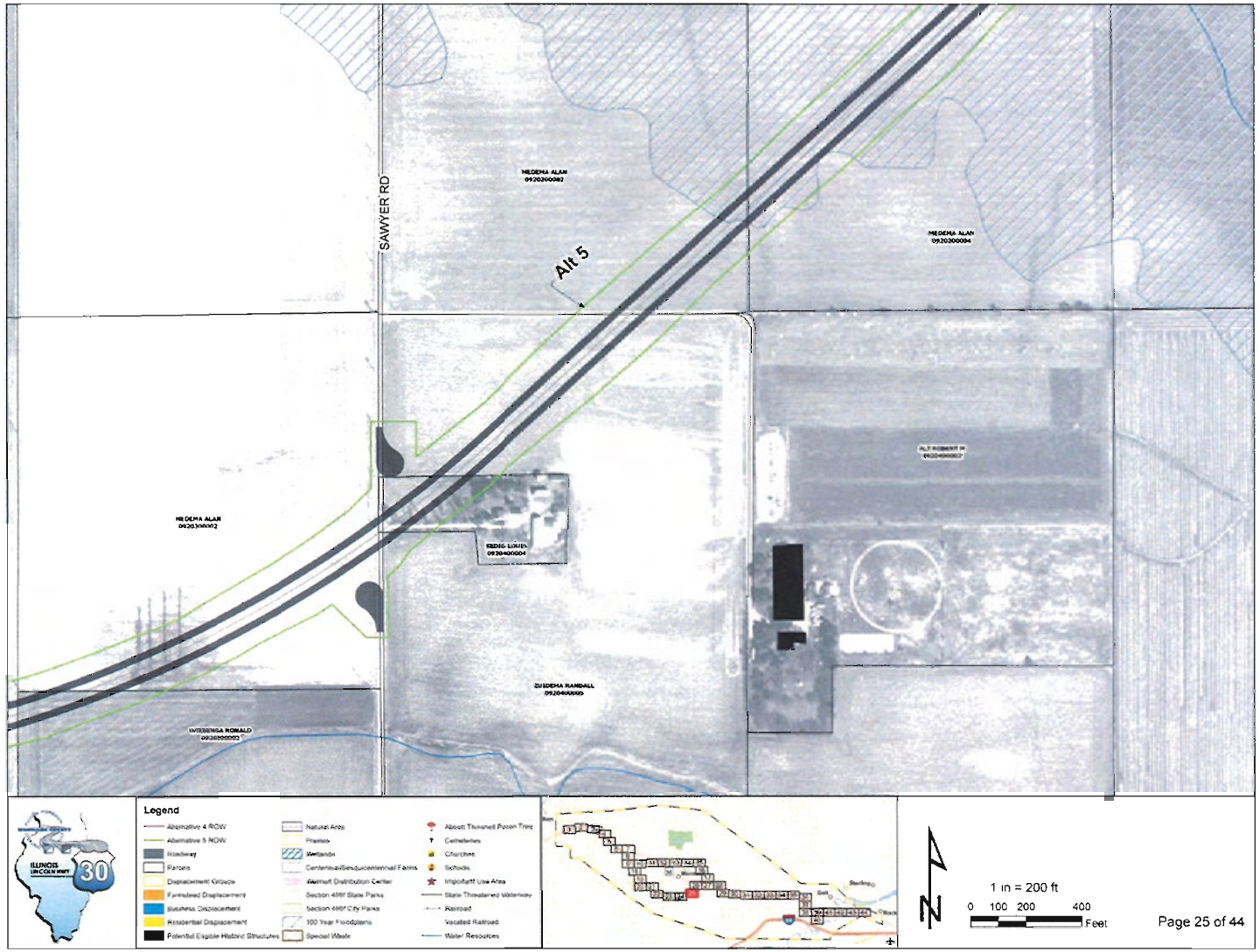

PRAIRIE CTR RD
Alt 5
HOUZENGA GENE
0814300001
HOUZENGA GENE
VERHUIZEN KENNETH
0814300002
HARVEY HELEN
0821100003
HARVEY HELEN
0821100002
Legend
1 in = 200 ft
0 100 200 400
Feet

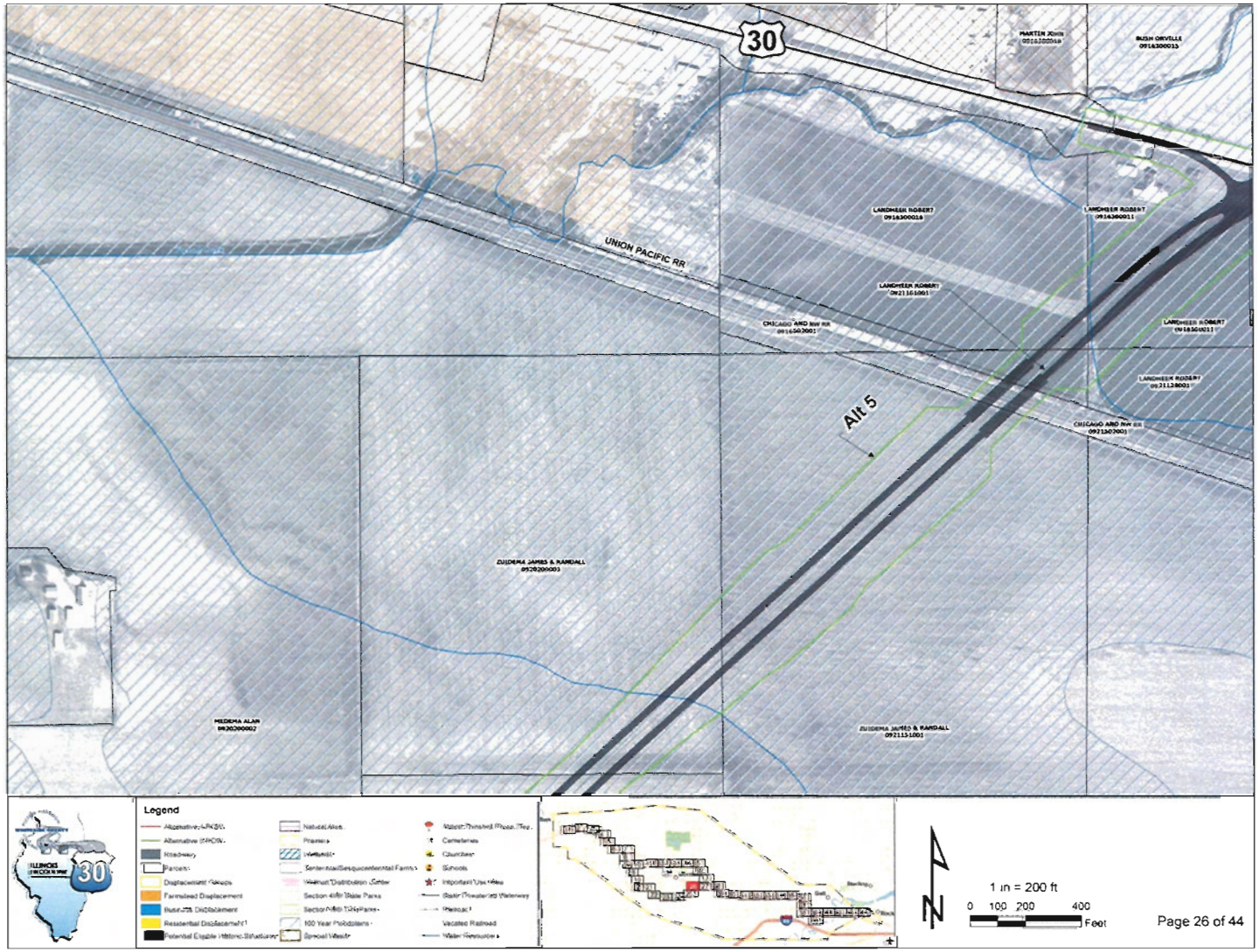

HOUZENGA GENE
0814300003
VANVLEET RICHARD
0814400030
BOELKINS RANDALL
0814400031
OTTENS KELBY
0823200003
SCUFFHAM HAROLD JR
0823100003
HOUZENGA GENE
0823200010
Alt 5
HARVEY HELEN
0823100009
HOUZENGA GENE
0823200010
PRAIRIE CTR RD
HENRY RD
MOULTON MARTHA
0824300004
ILLINOIS
LINCOLN HWY
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/6f State Parks
Section 4(f)/6f City Parks
100 Year Floodplains
Special Waste
Abbott Thuishelt Prairie Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet

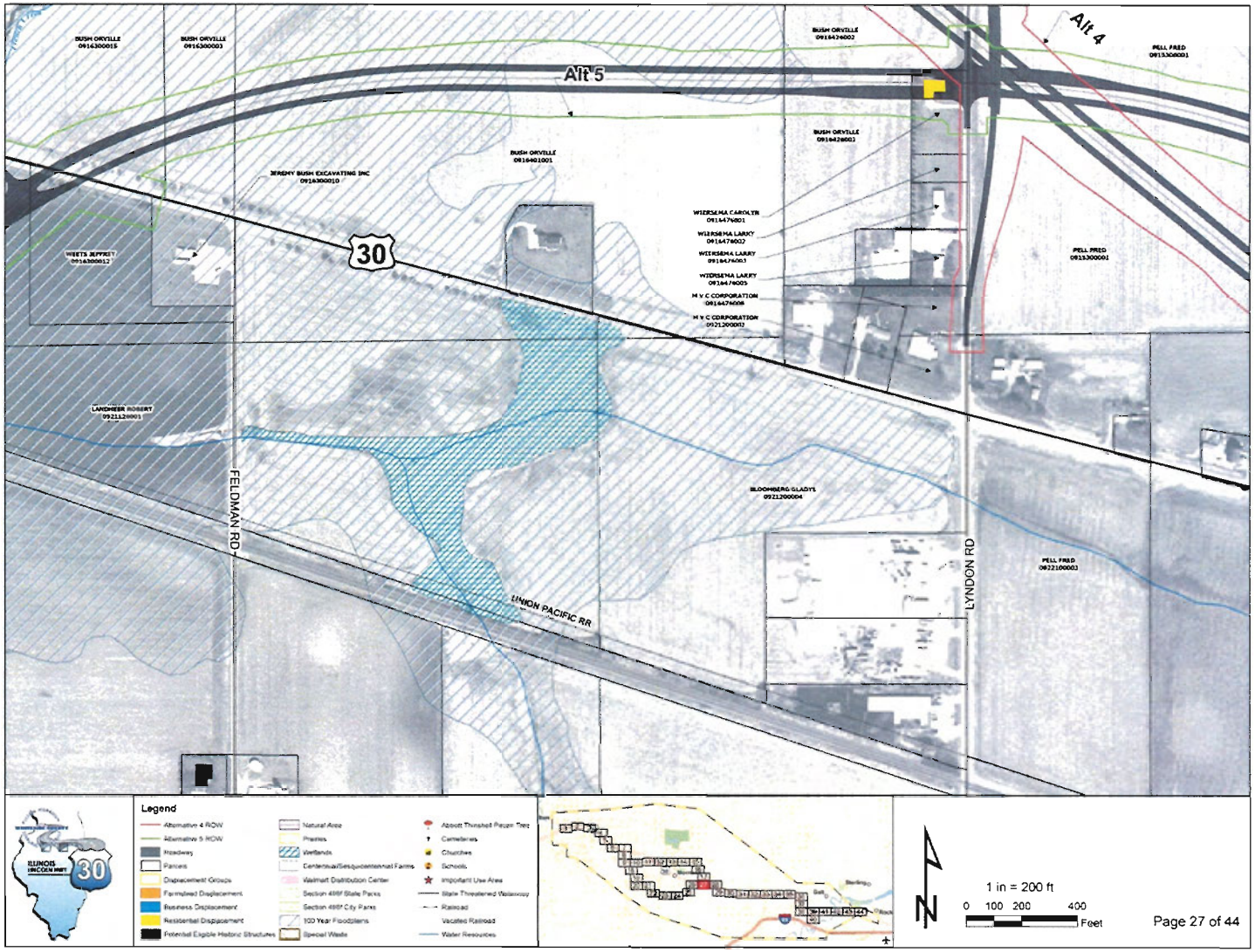

HOUZENGA GENE
0823200010
Alt 5
MOULTON MARTHA
0824100006
VEGTER MICHAEL
0824100011
CROWN CASTLE GT CO LLC
0823400002
HENRY RD
MOULTON MARTHA
0824300008
MOULTON MARTHA
0824300003
BOLAND JOHN
0823300004
BOLAND JOHN
0824400003
ILLINOIS
LINCOLN HWY
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmlands Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/ State Parks
Section 4(f)/ City Parks
100 Year Floodplains
Special Waste
Abbott Threshell Pecan Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet
N

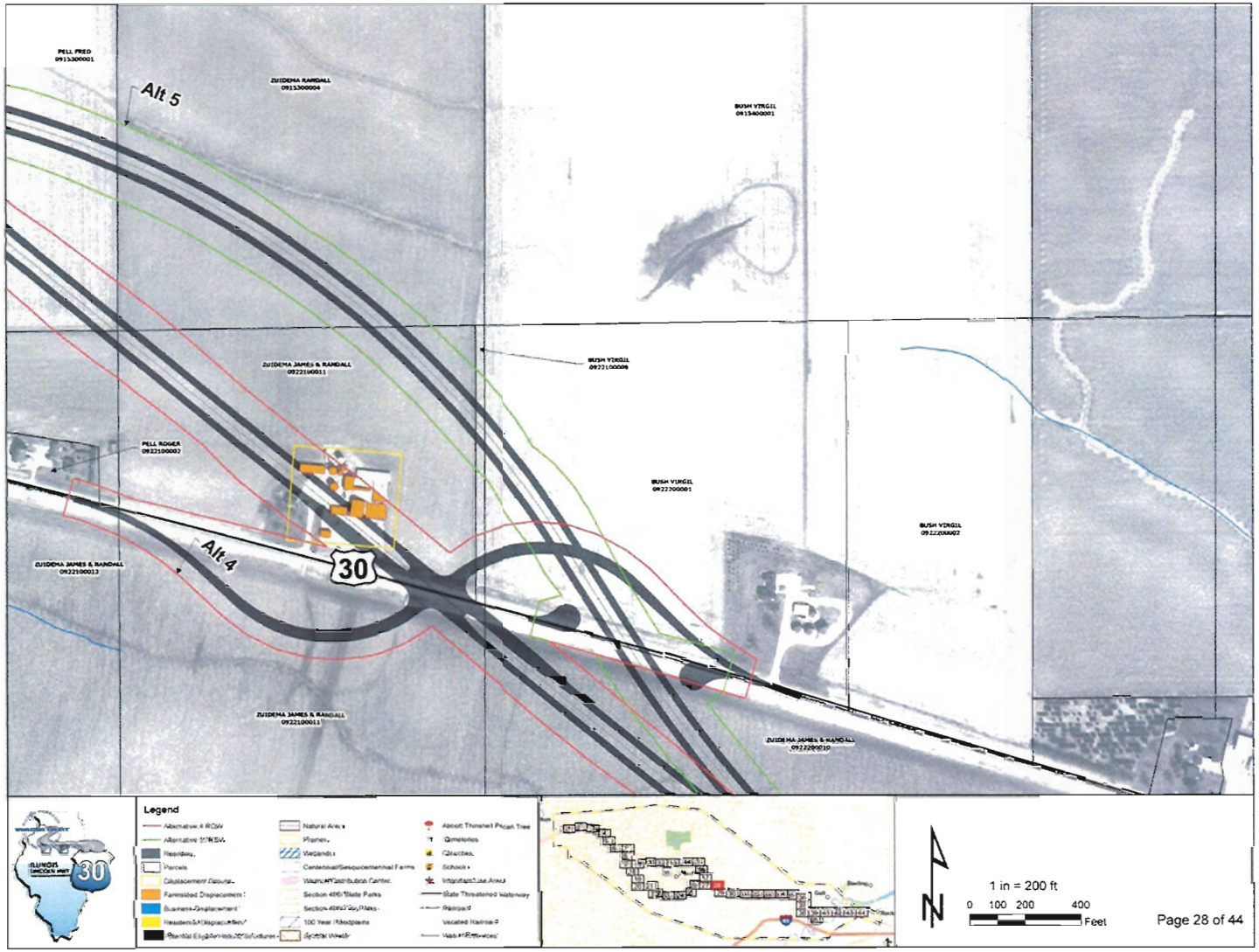

BOLAND JOHN
0824400001
SHANE RONALD
0824400004
HAMILTON LARRY
0824400002
BOLAND JOHN
0824400005
BOLAND JOHN
0824400001
HARVEY RD
LISTER RD
Alt 5
SUSAN JAMES
0919300013
HARVEY RAYMOND
0919300012
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/6f State Parks
Section 4(f)/6f City Parks
100 Year Floodplains
Special Waste
Abbott Pumphrey Finger Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet

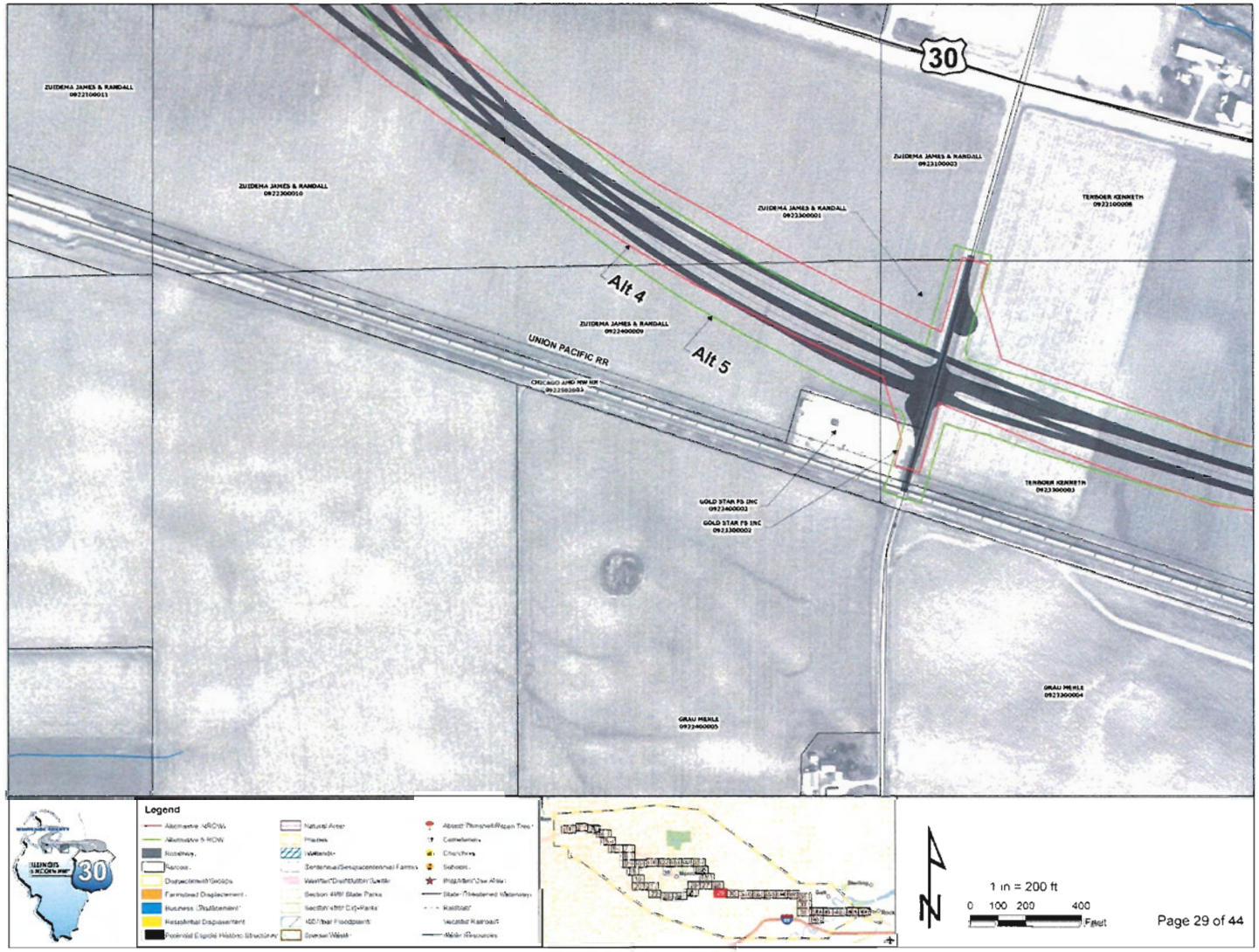

COMMONWEALTH EDISON CO
0919400002
WARKINS BETTY
0919400004
BLOOM GUSTAVE
0919400003
WARKINS BETTY
0930300001
SUSAN JAMES
0919300013
Alt 5
78
WARKINS BETTY
0919400007
MCDONNELL FARMS
0919400004
LANCASTER DOUGLAS
0919400005
MCDONNELL FARMS
0930200001
TICHLER MARVIN
0930200006
ILLINOIS
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/6f State Parks
Section 4(f)/6f City Parks
100 Year Floodplains
Special Waste
Abnott Thompson Pecan Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet

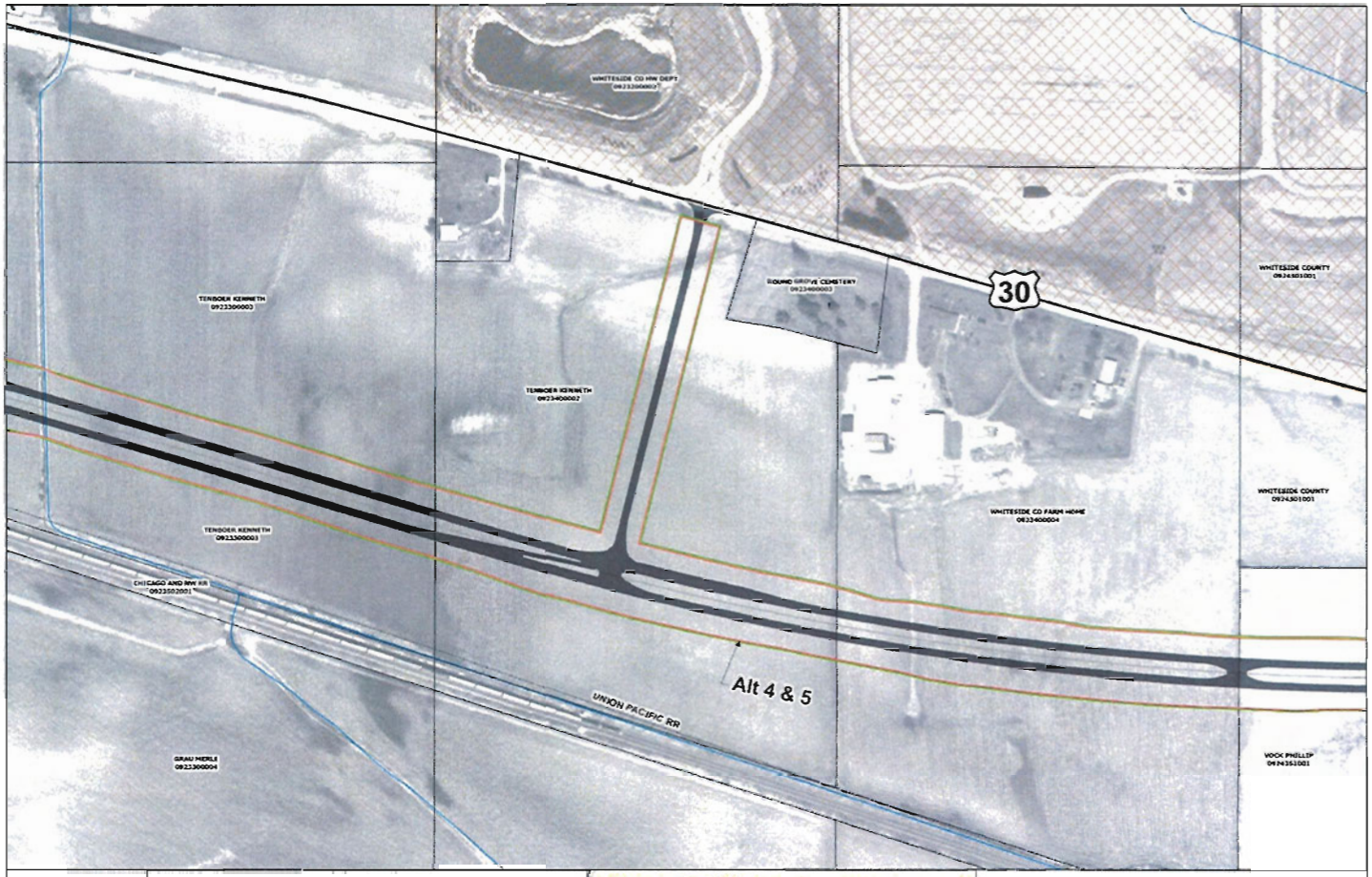

SAWYER RD
Alt 5
HEDEMA ALAN
09202000002
HEDEMA ALAN
09202000004
HEDEMA ALAN
09202000003
ZUIDEMA RANDALL
09204000005
ILLINOIS
LINCOLN HWY
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)f State Parks
Section 4(f)f City Parks
100 Year Floodplains
Special Waste
Abbott Threshell Poison Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet


30
UNION PACIFIC RR
Alt 5
LANDMEER ROBERT
CHICAGO AND NW RR
ZUIDEMA JAMES & RANDALL
MILDEMA ALAN
Legend
1 in = 200 ft
0 100 200 400
Feet
Page 26 of 44


Alt 5
Alt 4
30
BUSH ORVILLE 0916300015
BUSH ORVILLE 0916300003
BUSH ORVILLE 0916476002
PELL FRED 0913300001
BUSH ORVILLE 0916428002
BUSH ORVILLE 0916401001
JEREMY BUSH EXCAVATING INC 0916300010
WIZRSEMA CAROL TR 0916476001
WIZRSEMA LARRY 0916476002
WIZRSEMA LARRY 0916476003
WIZRSEMA LARRY 0916476005
M V C CORPORATION 0916476006
M V C CORPORATION 0921200002
PELL FRED 0913300001
WEETS JEFFREY 0916300012
LANDHEER ROBERT 0921120001
BLOOMBERG GLADYS 0921200004
PELL FRED 0922100003
FELDMAN RD
LYNDON RD
UNION PACIFIC RR
ILLINOIS
WISCONSIN
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/6f State Parks
Section 4(f)/6f City Parks
100 Year Floodplains
Special Waste
Abbott Thinshell Pecan Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet

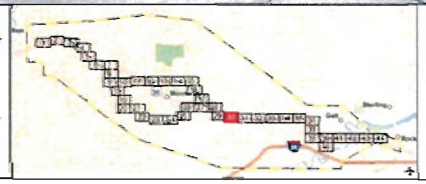

PELL FRED
0915300001
ZUIDEMA RANDALL
0915300004
Alt 5
BUSH VIRGIL
0913400001
ZUIDEMA JAMES & RANDALL
0922100011
BUSH VIRGIL
0922100008
PELL ROGER
0922100002
BUSH VIRGIL
0922200001
BUSH VIRGIL
0922200002
Alt 4
30
ZUIDEMA JAMES & RANDALL
0922100013
ZUIDEMA JAMES & RANDALL
0922100011
ZUIDEMA JAMES & RANDALL
0922200010
ILLINOIS
LINCOLN HWY
30
Legend
Natural Areas
Planes
Wetlands
Centennial/Sesquicentennial Farms
Section 4(f) State Parks
Section 4(f)/6(f) Parks
100 Year Floodplains
Special Wards
Abbott Thinshell Pecan Tree
Cemeteries
Churches
Schools
State Threatened Waterway
Railroad
Vacated Railroad
1 in = 200 ft
0 100 200 400
Feet


30
ZUIDEMA JAMES & RANDALL
0922100011
ZUIDEMA JAMES & RANDALL
0922300010
ZUIDEMA JAMES & RANDALL
0922100003
ZUIDEMA JAMES & RANDALL
0922300001
TENBOER KENNETH
0922100008
Alt 4
Alt 5
ZUIDEMA JAMES & RANDALL
0922400009
UNION PACIFIC RR
CHICAGO AND NW RR
0922502003
GOLD STAR FS INC
0922400002
GOLD STAR FS INC
0922300002
TENBOER KENNETH
0922300003
GRAU MERLE
0922300004
GRAU MERLE
0922400005
Legend
1 in = 200 ft
0 100 200 400
Feet



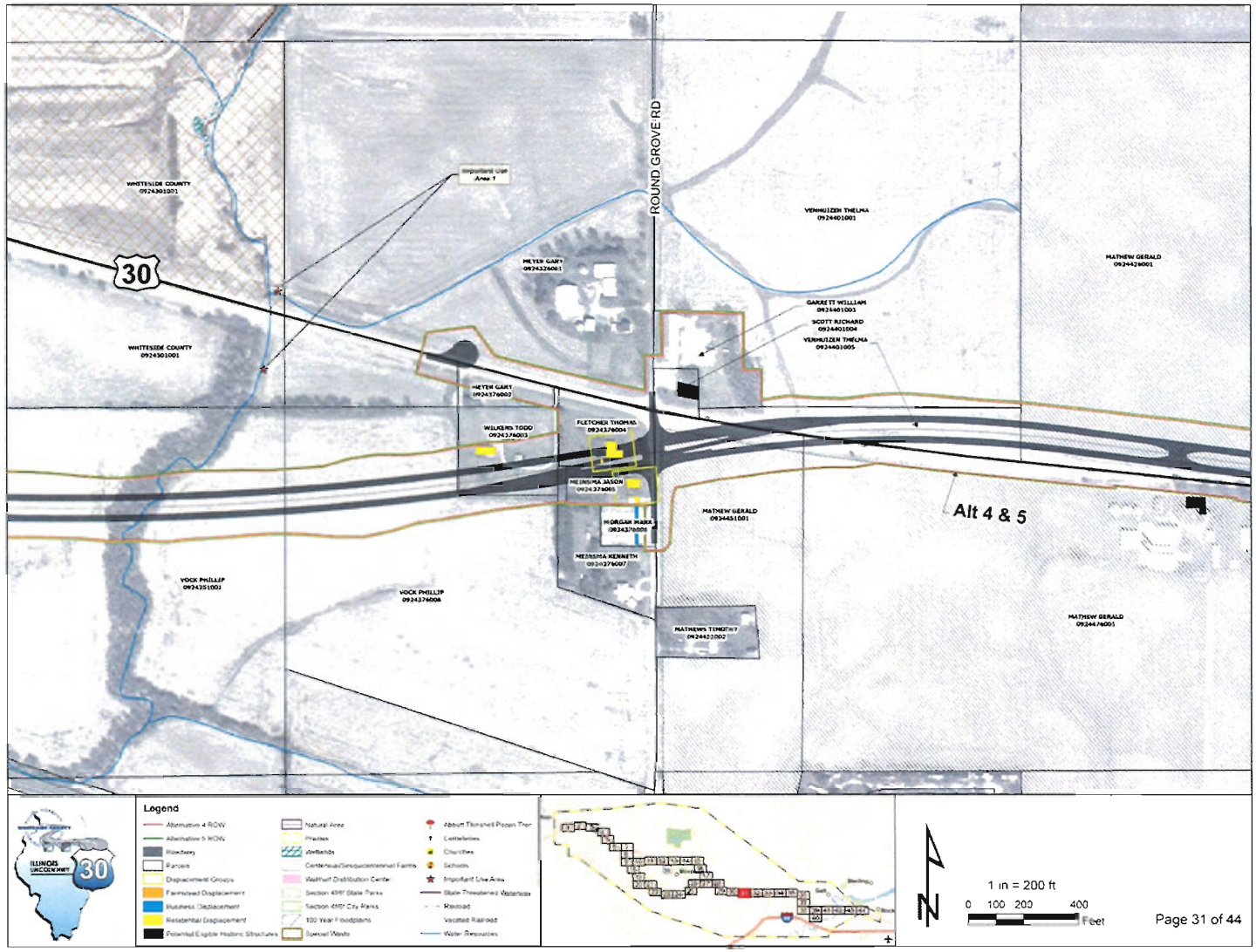
Legend

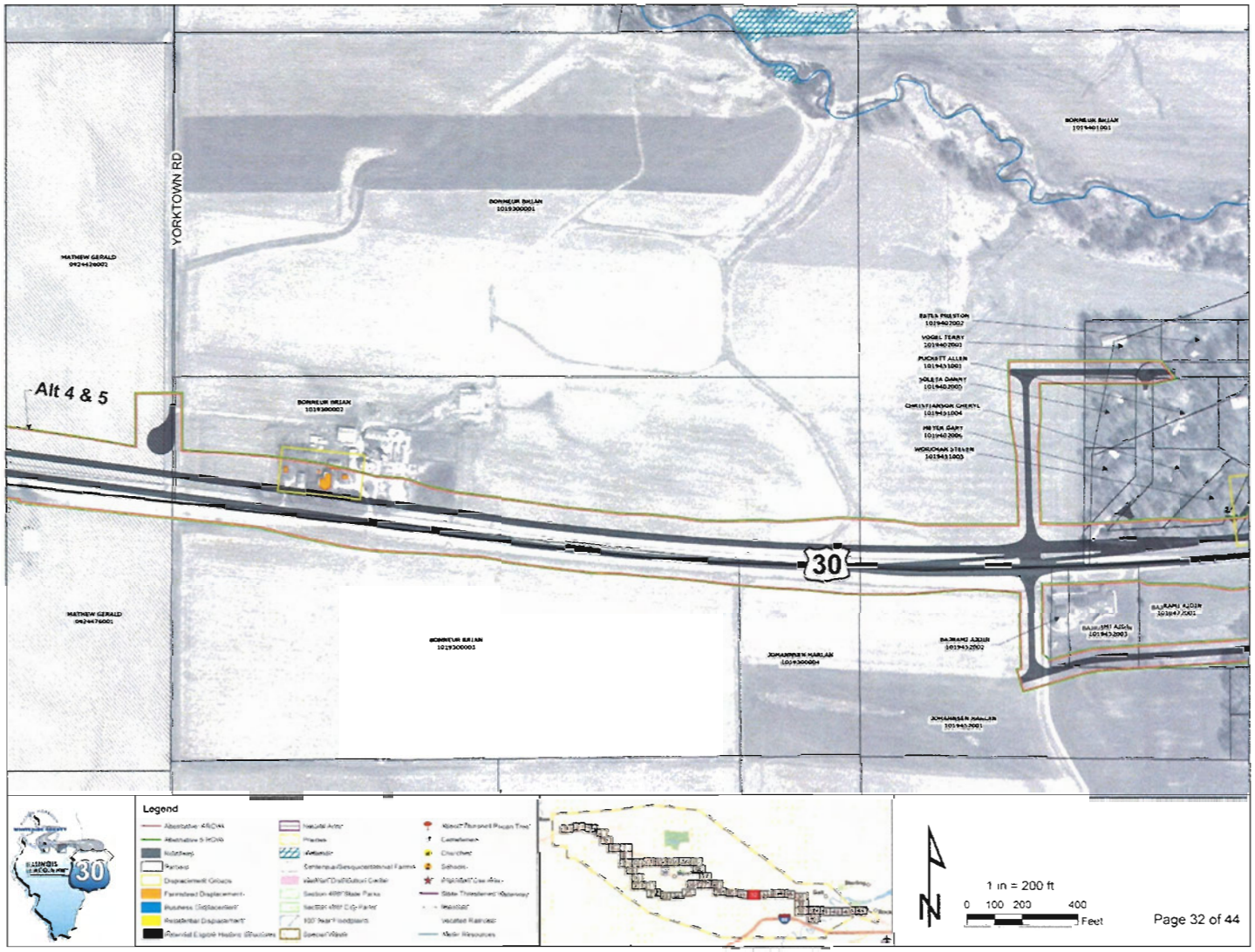
- Alternative 4 ROW
- Alternative 5 ROW
- Roadway
- Parcels
- Displacement Groups
- Farmstead Displacement
- Business Displacement
- Residential Displacement
- Potential Eligible Historic Structures
- National Area
- Preserves
- Wetlands
- Centennial/Sesquicentennial Farms
- Walmart Distribution Center
- Section 4(f) State Parks
- Section 4(f) City Parks
- 100 Year Floodplains
- Special Waste
- Sandy Thimbleberry Design Tree
- Cemeteries
- Churches
- Schools
- Important Use Area
- State Threatened Waterways
- Railroad
- Vacated Railroad
- Water Resources

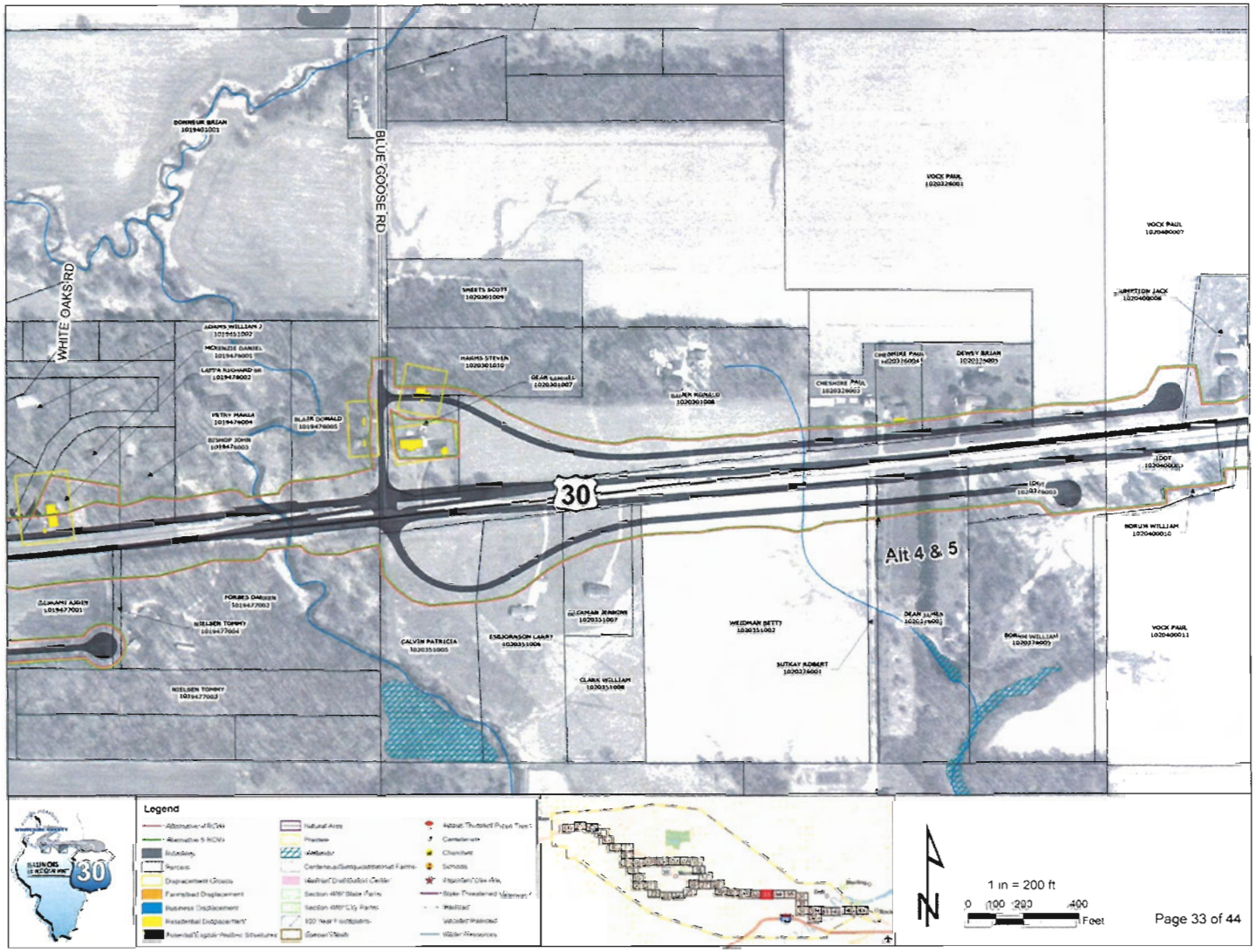


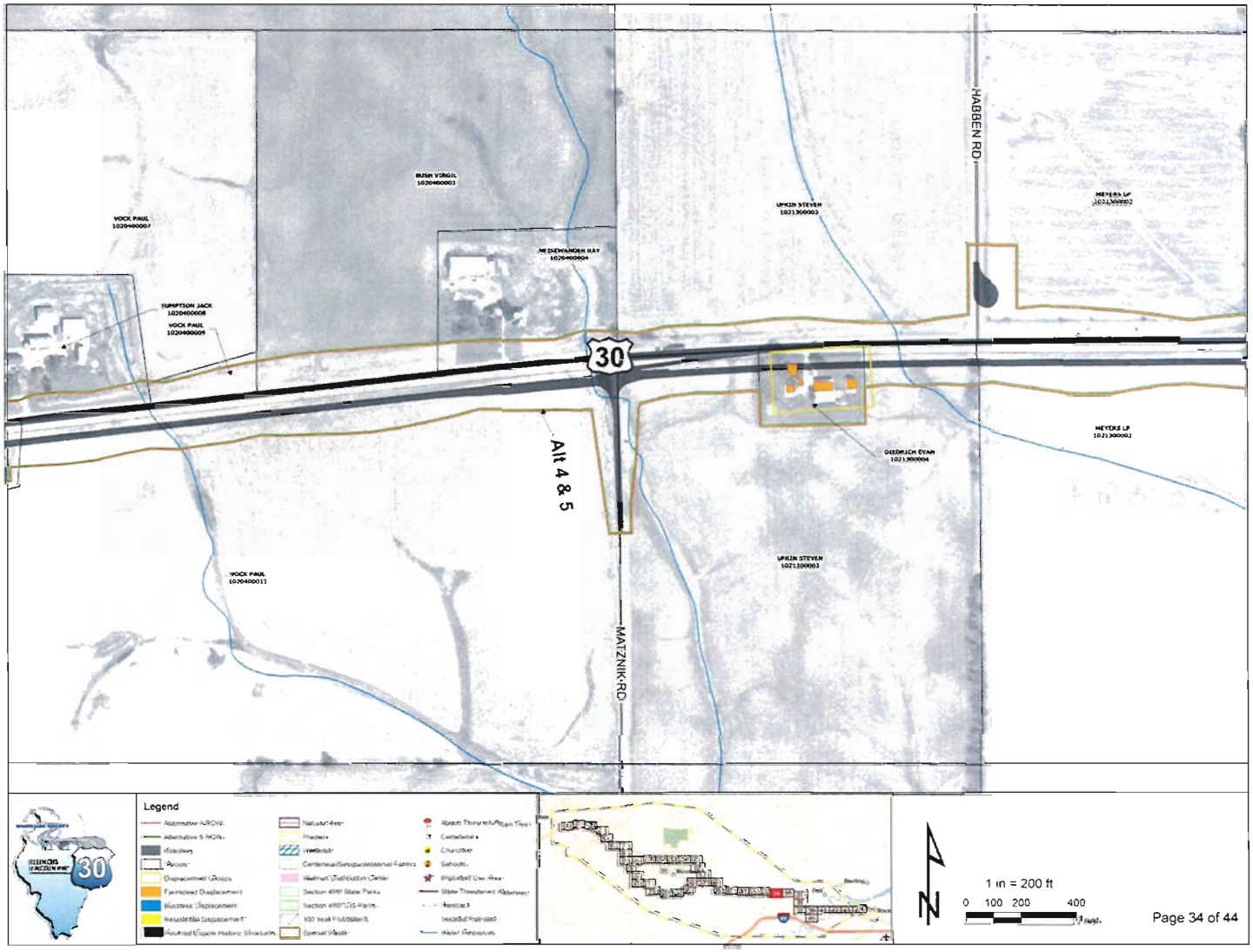
1 in = 200 ft

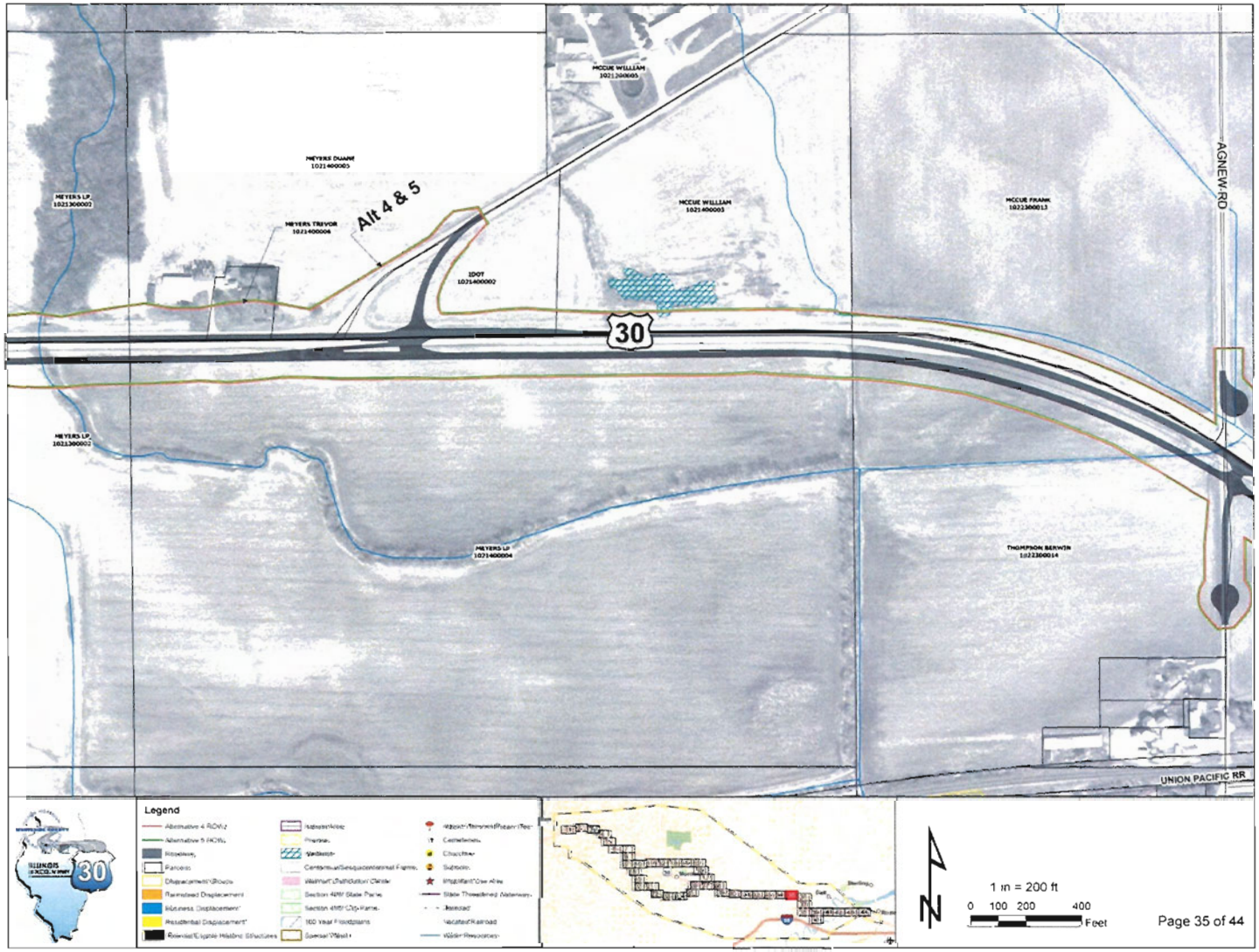
0 100 200 400 Feet


30
ROUND GROVE RD
Important Use Area 1
WHITESIDE COUNTY 0924301001
WHITESIDE COUNTY 0924301001
MEYER GARY 0924326001
MEYER GARY 0924376002
WILKERS TODD 0924376003
FLETCHER THOMAS 0924376004
MEERSMA JASON 0924376005
MORGAN MARK 0924376006
MEERSMA KENNETH 0924376007
VOCK PHILLIP 0924351001
VOCK PHILLIP 0924376008
MATHEWS TIMOTHY 0924421002
MATHEW GERALD 0924451001
VERHUIZEN THELMA 0924401001
GARRETT WILLIAM 0924401003
SCOTT RICHARD 0924401004
VERHUIZEN THELMA 0924401005
MATHEW GERALD 0924426001
MATHEW GERALD 0924476001
Alt 4 & 5
ILLINOIS LINCOLNWAY
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Preserves
Wetlands
Centennial/Sesquicentennial Farms
Walthall Distribution Center
Section 4(f) State Parks
Section 4(f) City Parks
100 Year Floodplains
Special Waste
Albert Thompson Prairie Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterbodies
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
0 100 200 400
Feet


YORKTOWN RD
Alt 4 & 5
30
Legend
1 in = 200 ft
0 100 200 400
Feet


BLUE GOOSE RD
WHITE OAKS RD
30
Alt 4 & 5
Legend
1 in = 200 ft
0 100 200 400
Feet


VOCK PAUL
1020400007
BUSH VIRGIL
1020400003
MEDENWANDER RAY
1020400004
SUMPTION JACK
1020400008
VOCK PAUL
1020400009
30
Alt 4 & 5
VOCK PAUL
1020400011
MATZNIK RD
UPKIN STEVEN
1021300003
HABBEN RD
MEYERS LP
1021300002
DIEDRICH EVAN
1021300004
UPKIN STEVEN
1021300003
MEYERS LP
1021300002
Legend
30
1 in = 200 ft
0 100 200 400
Page 34 of 44


MEYERS LP
1021300002
MEYERS DUANE
1021400005
MEYERS TREVOR
1021400006
Alt 4 & 5
IDOT
1021400002
MCCUE WILLIAM
1021300005
MCCUE WILLIAM
1021400003
MCCUE FRANK
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MEYERS LP
1021300002
MEYERS LP
1021400004
THOMPSON BERWIN
1022300014
UNION PACIFIC RR
ILLINOIS
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement/Blocks
Farmstead Displacement
Business Displacement
Residential Displacement
Relocated/Eligible Historic Structures
Subsection
Preserve
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/ State Parks
Section 4(f)/ City Parks
100 Year Floodplains
Special Waste
Water Resources
Cemeteries
Churches
Schools
Wildlife/Bird Sites
State Threatened Waterways
Railroad
Vacated Railroad
1 in = 200 ft
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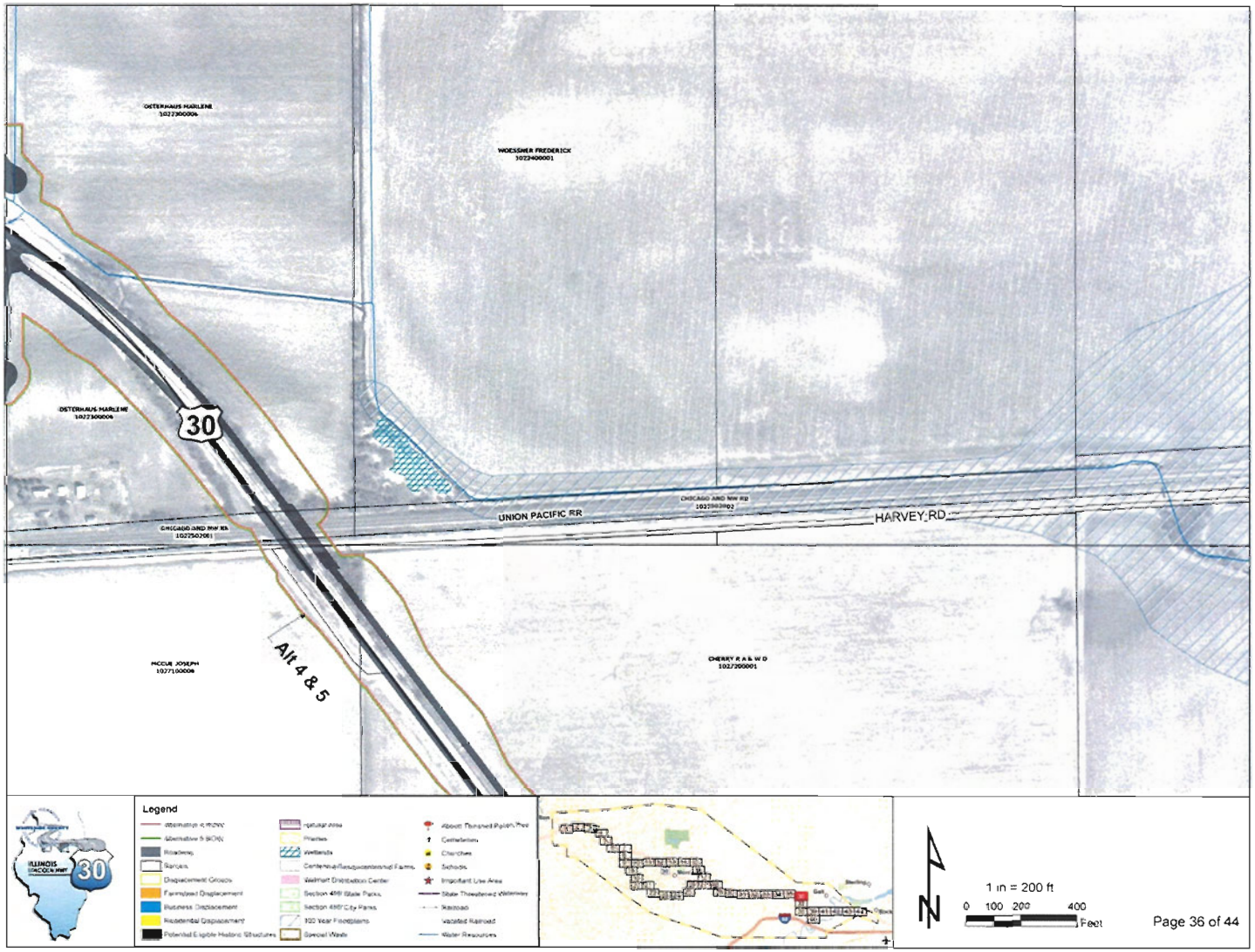
Feet
Page 35 of 44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CHERRY R A & W D
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ILLINOIS
LINCOLN HWY
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Legend
Alternative 4 (ROW)
Alternative 5 (ROW)
Roadway
Ramps
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f) State Parks
Section 4(f) City Parks
100 Year Floodplains
Special Waste
Abbott Tornado Relief Tree
Cemeteries
Churches
Schools
Important Use Areas
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
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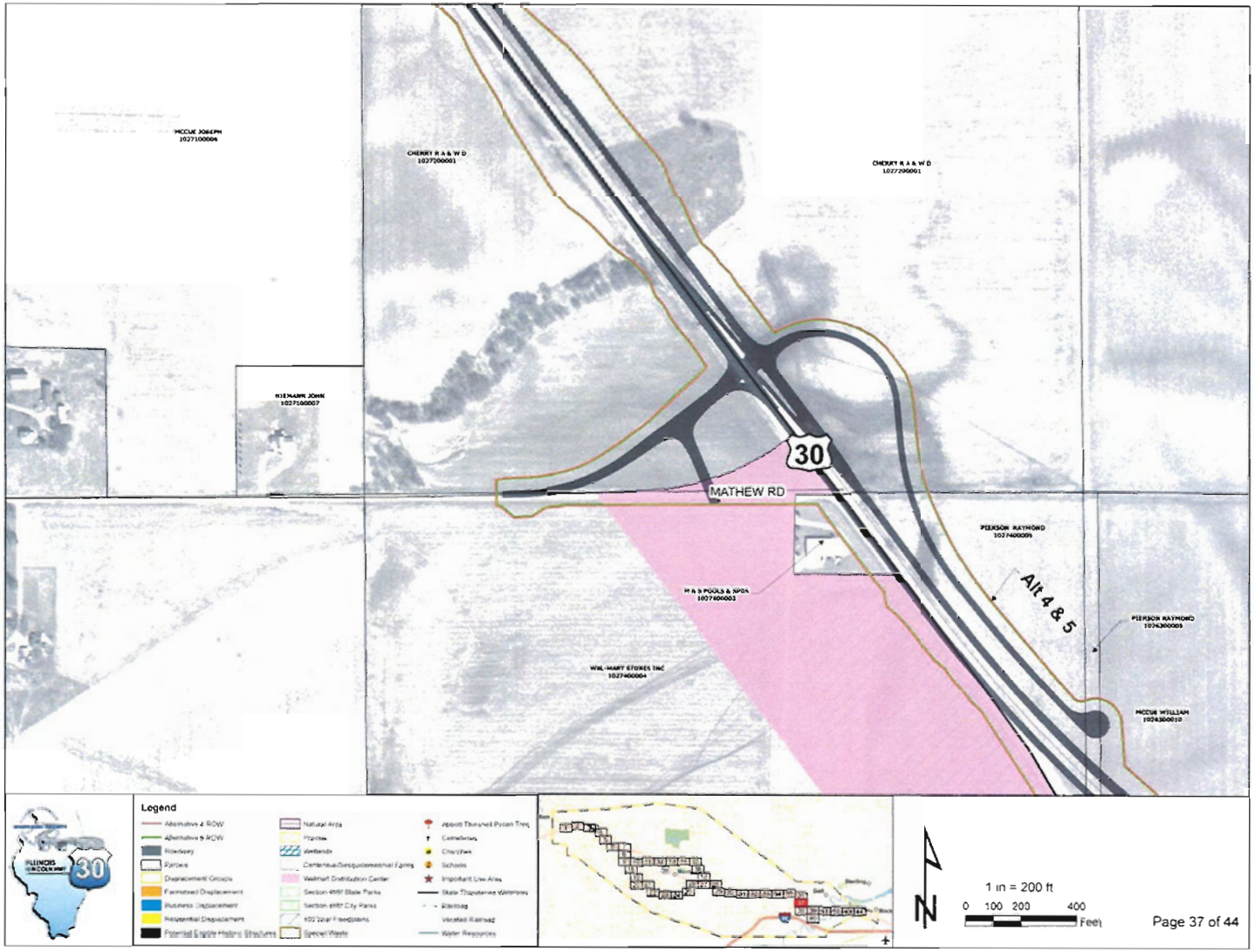
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PEERSON RAYMOND
1027400009
R & S POOLS & SPAS
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Alt 4 & 5
PEERSON RAYMOND
1027300005
WAL-MART STORES INC
1027400004
MCCUE WILLIAM
1027300010
ILLINOIS
LINCOLNWAY
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Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Natural Area
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/6(f) State Parks
Section 4(f)/6(f) City Parks
100 year Floodplains
Special Waste
Abbott Threatened Prairie Trees
Cemeteries
Churches
Schools
Important Line Area
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Planning
Vacated Railroad
Water Resources
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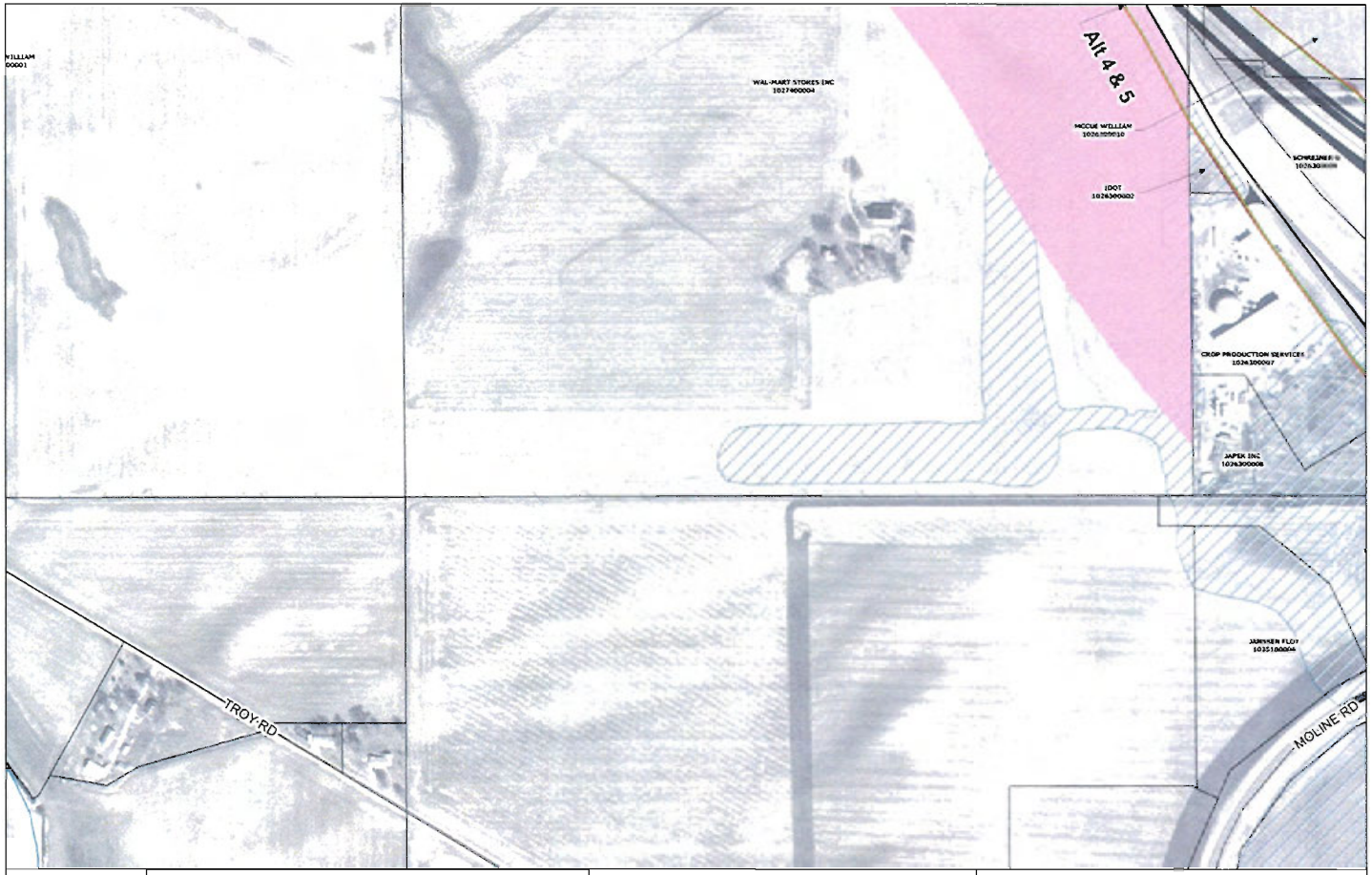
Feet



Legend

- Alternative 4 ROW
- Alternative 5 ROW
- Roadway
- Parcels
- Displacement Groups
- Farmland Displacement
- Business Displacement
- Residential Displacement
- Potential Eligible Historic Structures
- Natural Area
- Prairies
- Wetlands
- Centennial/Sesquicentennial Farms
- Walmart Distribution Center
- Section 4(f)/ State Parks
- Section 4(f)/ City Parks
- 100 Year Floodplains
- Special Waste
- Abbott Thousand Pecan Tree
- Cemeteries
- Churches
- Schools
- Important Use Area
- State Threatened Waterway
- Railroad
- Vacated Railroad
- Water Resources

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1 in = 200 ft

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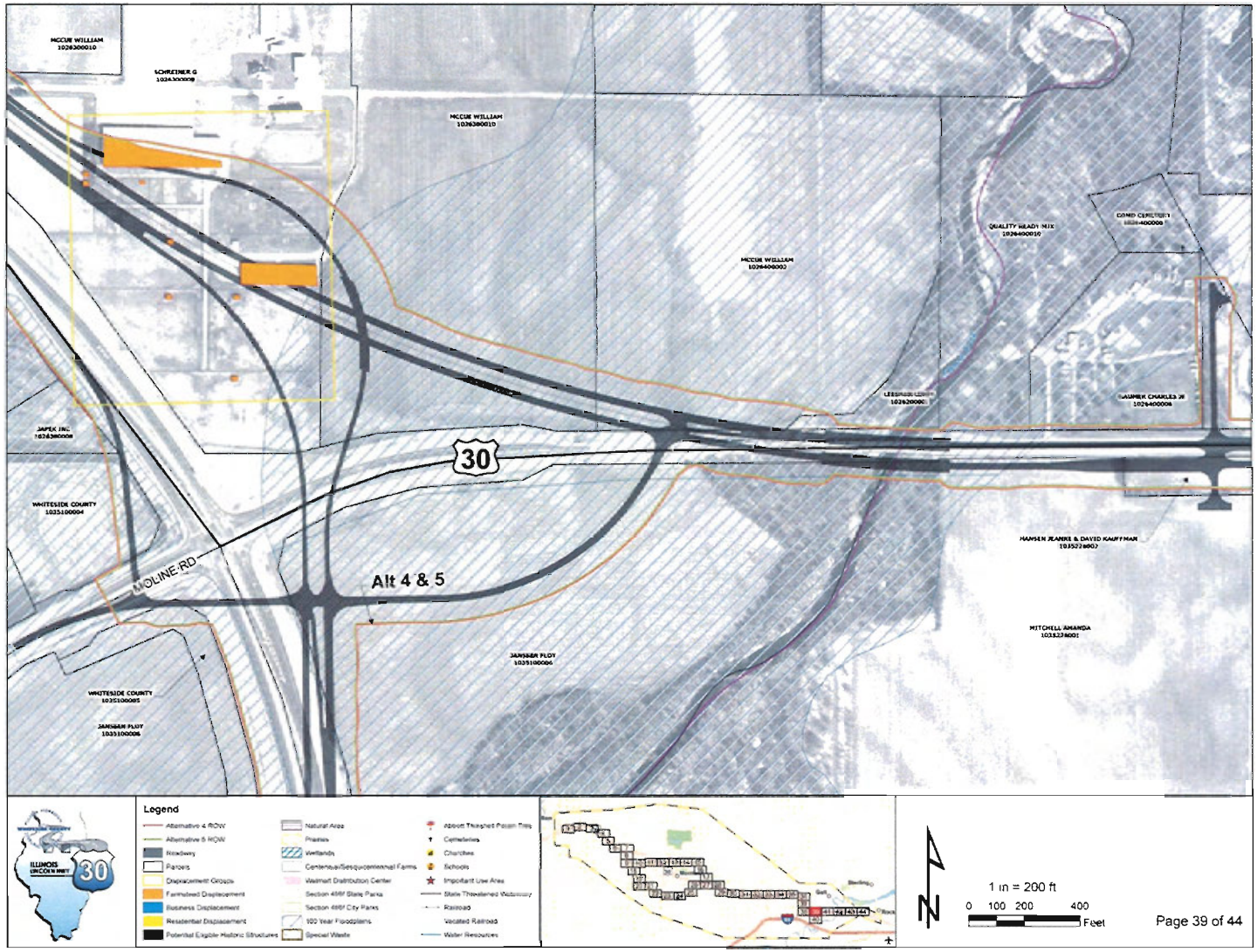
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LESSMAN LEROY
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HAMMER CHARLES JR
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ILLINOIS
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Legend
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Roadway
Parcels
Displacement Groups
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Business Displacement
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Wetlands
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Walmart Distribution Center
Section 4(f)/f State Parks
Section 4(f)/f City Parks
100 Year Floodplains
Special Waste
Absent Threatened Potato Tiers
Cemeteries
Churches
Schools
Important Use Area
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Railroad
Vacated Railroad
Water Resources
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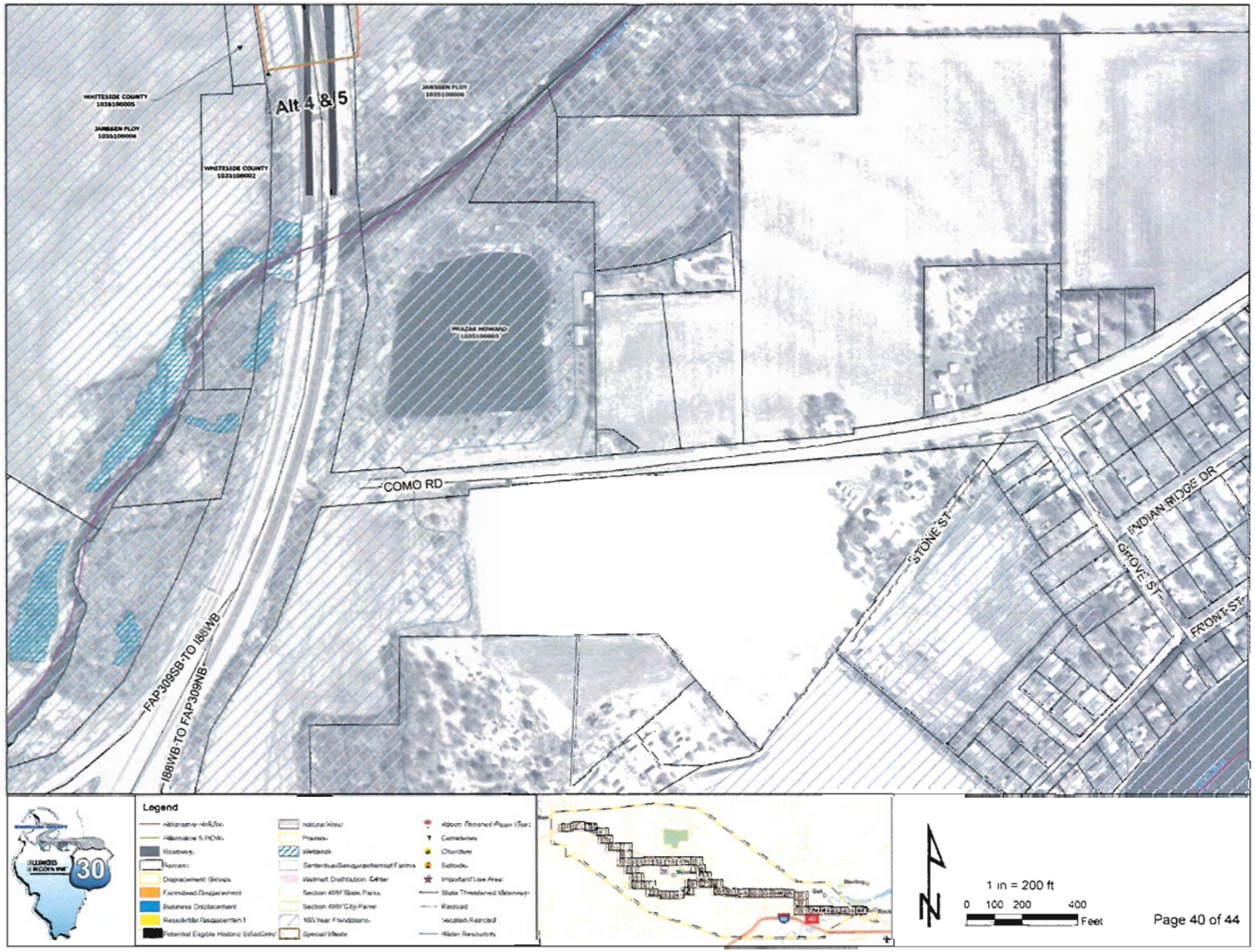
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COMO RD
STONE ST
INDIAN RIDGE DR
GROVE ST
FRONT ST
FAP309SB TO I88WB
I88WB TO FAP309NB
Legend
1 in = 200 ft
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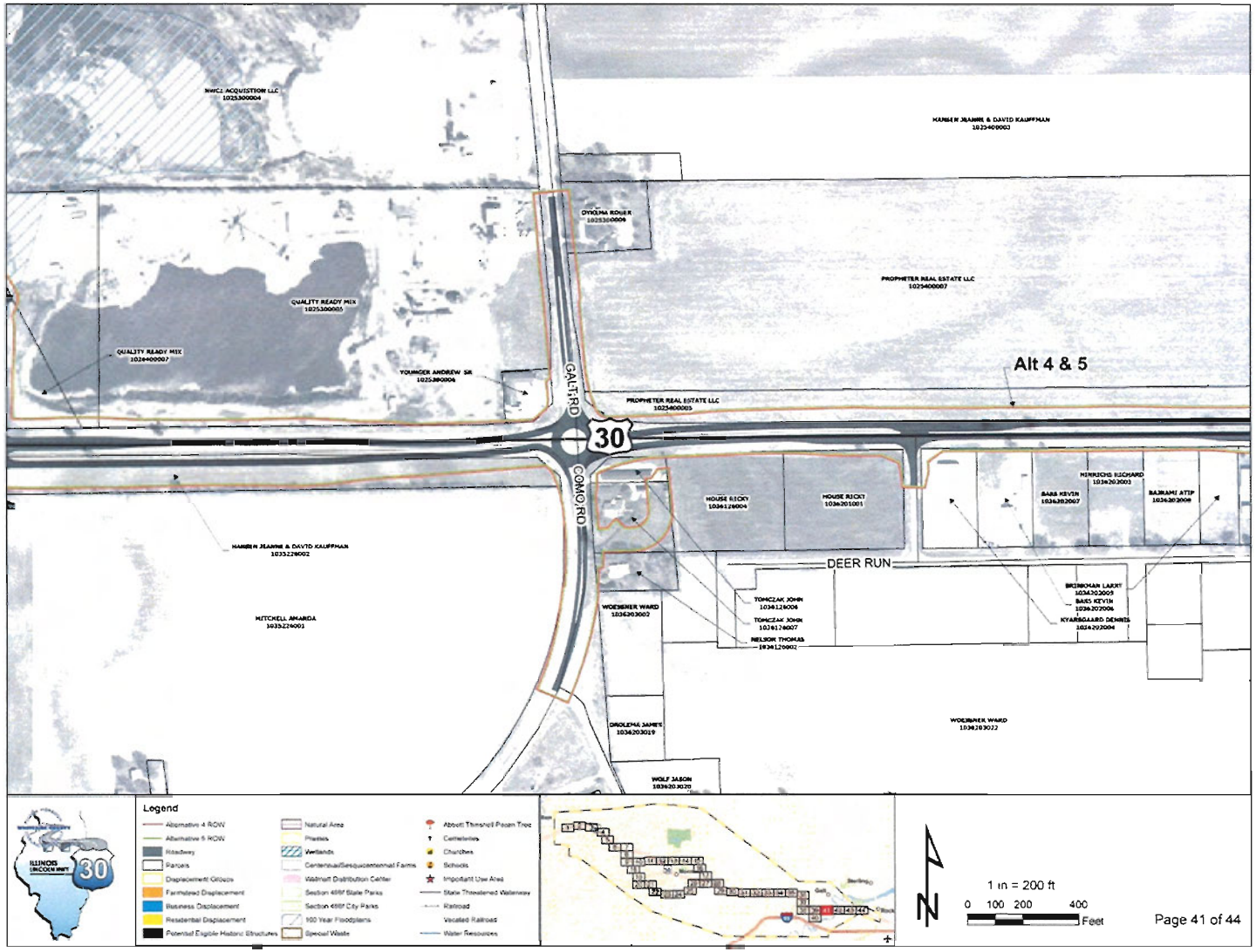
Feet
Page 40 of 44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Alt 4 & 5
GALT RD
PROPHETER REAL ESTATE LLC
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30
COMO RD
HOUSE RICKY
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BAJRAMI ATIP
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WOESSNER WARD
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MITCHELL AMARIA
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DROLEMA JAMES
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ILLINOIS LINCOLN HWY
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Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Plastics
Wetlands
Centennial/Sesquicentennial Farms
Walmart Distribution Center
Section 4(f)/6f State Parks
Section 4(f)/6f City Parks
100 Year Floodplains
Special Waste
Abbott Thimshell Pecan Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
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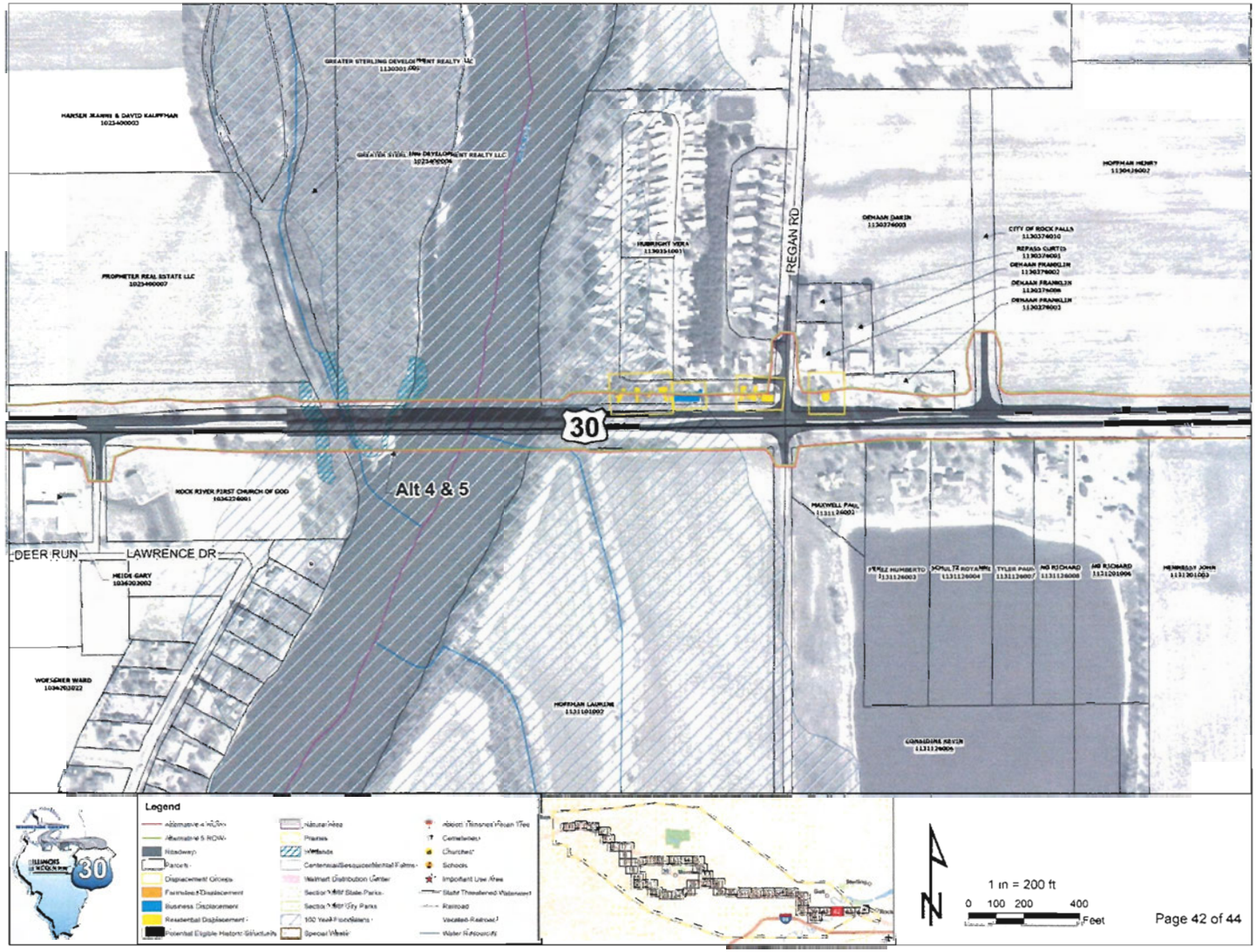
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PROPHETER REAL ESTATE LLC
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MR RICHARD
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ILLINOIS
30
Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Offices
Farmland Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Area
Prairies
Wetlands
Centennial Resource/Rental Farms
Walmart Distribution Center
Sector 1 Mill State Parks
Sector 1 Mill City Parks
100 Year Floodplains
Special Waste
Abbott Tinsman/Pecan Tree
Cemeteries
Churches
Schools
Important Use Area
State Threatened Waterway
Railroad
Vacated Railroad
Water Resources
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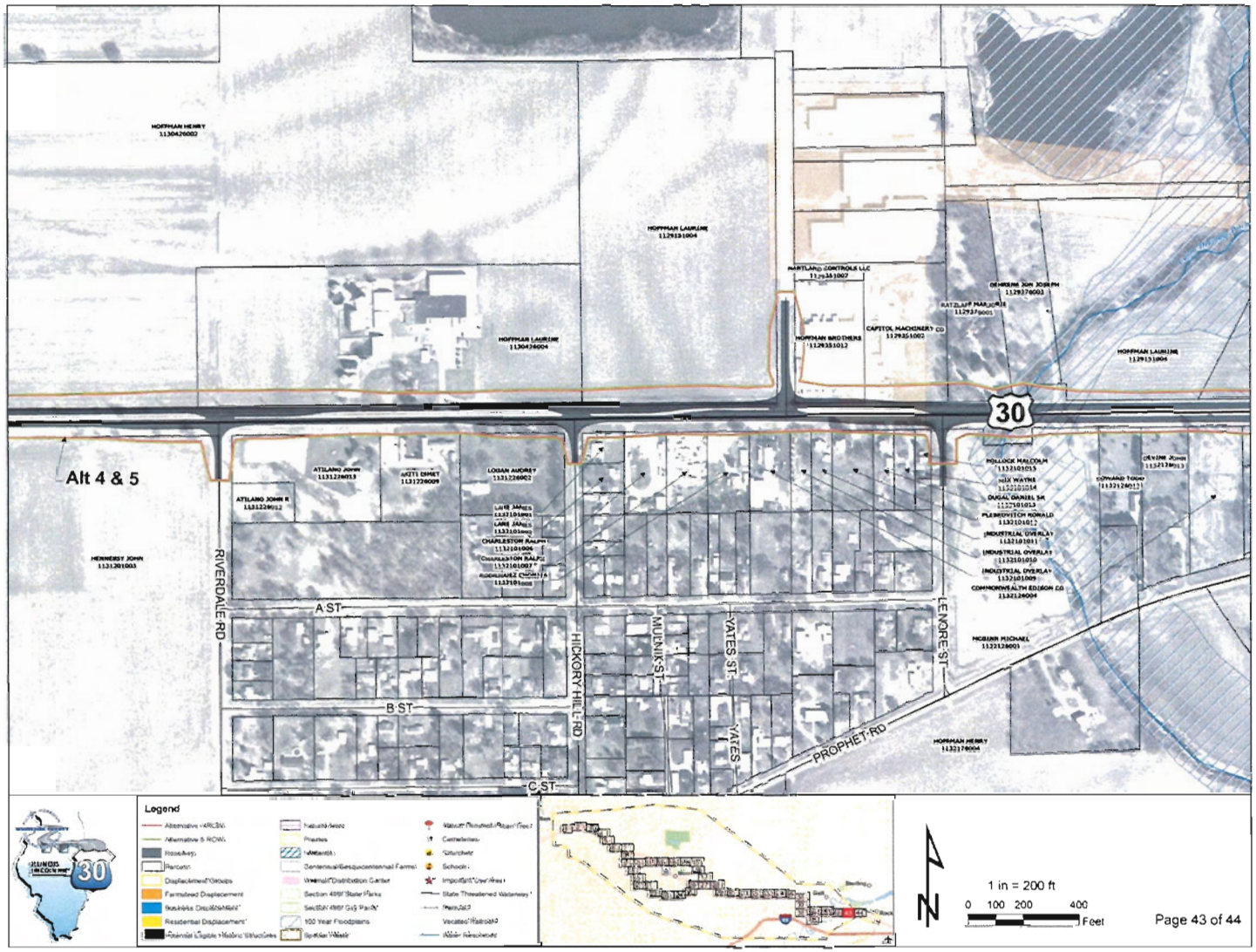
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A ST
B ST
C ST
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MUENIK ST
YATES ST
YATES
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DEVINE JOHN
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Legend
Alternative 4 ROW
Alternative 5 ROW
Roadway
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Natural Areas
Prairies
Wetlands
Centennial/Sesquicentennial Farms
Wetmitigation Distribution Center
Section 4(f)/ State Parks
Section 4(f)/ Golf Facility
100 Year Floodplains
Spillway Weirs
Vacant Remnant Pieces
Cemeteries
Churches
Schools
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State Threatened Waterways
Railroad
Vacated Railroad
Water Resources
1 in = 200 ft
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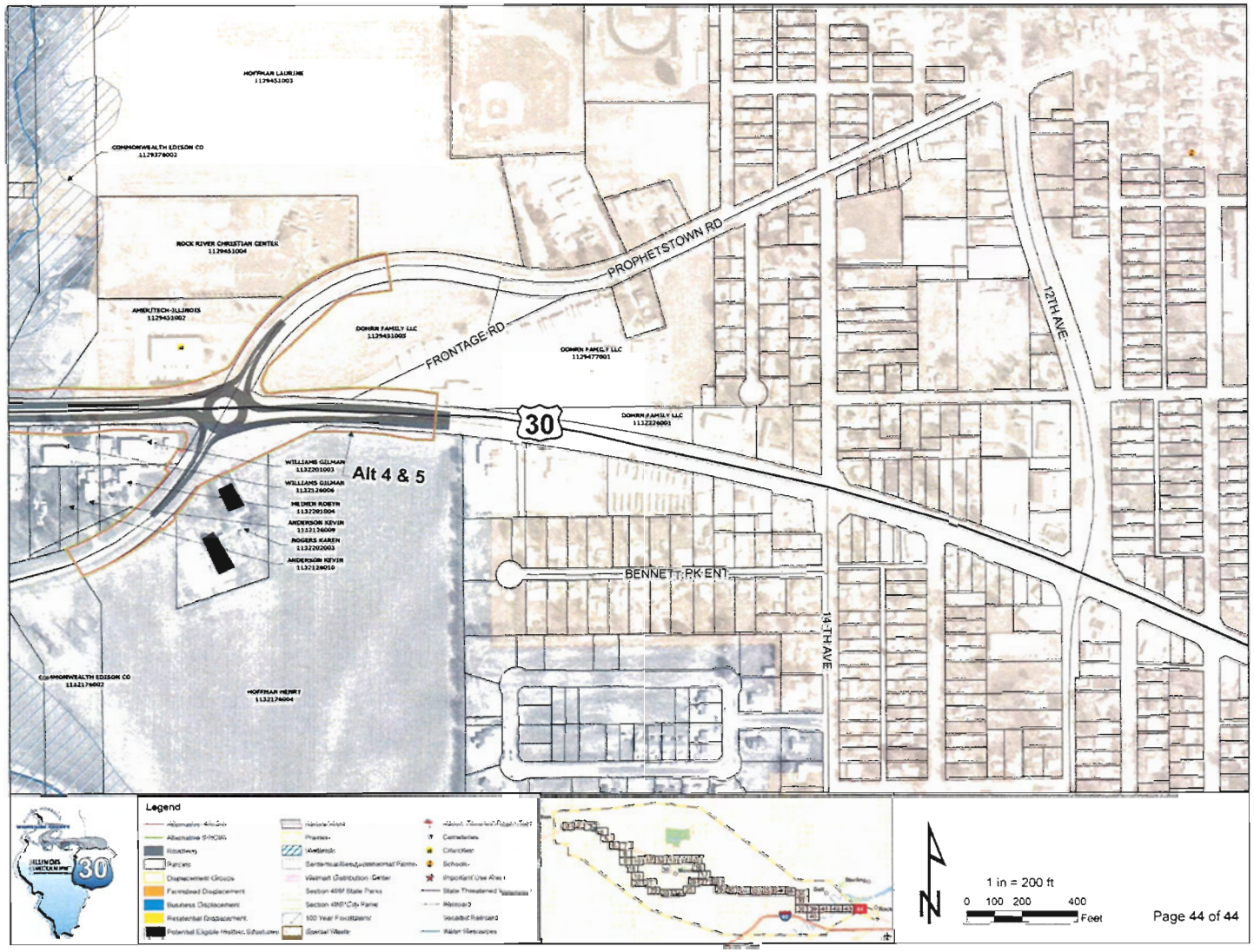
Feet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Alt 4 & 5
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Alternative 5 ROW
Roadways
Parcels
Displacement Groups
Farmstead Displacement
Business Displacement
Residential Displacement
Potential Eligible Historic Structures
Parcels
Wetlands
Walmart Distribution Center
Section 4(f)/6(f) State Parks
Section 4(f)/6(f) City Parks
100 Year Floodplains
Special Wells
Cemeteries
Churches
Schools
Important Use Areas
State Threatened
Railroad
Vacated Railroad
Water Resources
ILLINOIS
30
1 in = 200 ft
0 100 200 400
Feet

YOUR INPUT MATTERS

Please fill out a comment form or speak with the Court Reporter

All Comments Must Be Received by IDOT No Later than *July 29, 2011*

STATION 9: Court Reporter

Callie S. Fleming
Julie K. Edeus
Dionne T. Horner
Glenda K. McNinch

In Totidem Verbis, LLC

Certified Court Reporters
P.O. Box 381
Dixon, Illinois 61021

Phone:
815/453-2260
Fax:
815/857-2360
E-mail:
office@itvllc.com
Website:
itvllc.com

July 8, 2011

Ms. Sheila Hudson
Hudson & Associates
1204 Washington, Suite 402
St. Louis, MO 63103

RE: Public Hearing

Dear Ms. Hudson:

Enclosed is your transcript of the Public Hearing taken on June 15, 2011 in Morrison, Illinois.

If you have any questions, please do not hesitate to contact us.

Thank you so much!

Sincerely,

ITV

Julie K. Edeus

Julie K. Edeus, CSR

Enclosure

JKE

Appendix D

Comments and Responses

- Court Reporter Transcriptions
- Public Comment Forms
- Special Interests and Elected Officials
- Web mails
- Illinois Department of Agriculture
- United States Environmental Protection Agency
- United States Department of the Interior
- Illinois Department of Natural Resources

Comment #1: George Benson

MR. BENSON: George Benson. First of all, I built roads over in Korea and -- for a year, but let's go back to Morrison. 40 years ago they could have had -- got -- got in their head to build from 78 -- west of 78 straight south to go about a mile and a half, two miles and made an angle over this 78 south of Morrison, but now they can't. There's a golf course and many, many nice homes in there. And years ago that's all that was in them hills. They could have had all of that fill. Okay. I know Route 30 is east to west on Lincoln Highway, but they do so much in Morrison why don't they have inside turning lanes. They have a couple now, but they should have more and that way it eliminates the slow traffic, the traffic can keep going. And then we can't help it Morrison has the narrow streets, but they were wide enough years ago and the railroad -- I think this project is not foreseen. They'll have to go over two railroads to build and power lines, so what are you going to do? Therefore, one thing in years to come

Response to Comment #1

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Mr. George Benson
15686 Bunker Hill Rd.
Morrison, Illinois 61270

Dear Mr. Benson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1) I know Route 30 is east to west on Lincoln Highway, but they do so much in Morrison why don't they have inside turning lanes?

The construction of a three-lane roadway would not satisfy the requirements set forth by the Purpose and Need Statement for this project. This is evidenced in engineering terms by the inability of the existing roadway to serve the projected future traffic volumes in the area of this project.

2) They'll have to go over two railroads to build and power lines, so what are you going to do?

It has been determined during the current study phase that construction of the structure over the railroads is feasible. Coordination with utilities including electric suppliers and railroads will continue as the project engineering moves forward.

Comment #1: George Benson (cont.)

with all that traffic old people won't have cars. There will be buses that go from one town to the other a couple times a week. That will be coming. One alternative, are they going to build the bridge across the Mississippi? Okay. Look on the map and see. They can build the bridge across the Mississippi, but why don't they angle down towards Erie and hook into 88 down there. It will eliminate a lot of traffic for that route because we're just small towns and therefore they -- when they do build the bridge that could connect from Erie up to the new bridge. I know there's a lot of wetland, but there's wetland anywheres where you go. So therefore we will see -- yeah, I mentioned the inside turning lanes. Well, back to Morrison, the streets were made wide when they were made. Now we're more traffic and they still have to repair the present roads, add on a little more width. Oh, one other thing I'm against on any of these here roads, narrow the median. They don't need that much farm ground taken away for in between the two lanes. Narrow the median. You go in big cities and they don't have no

Response to Comment #1 (cont.)

Mr. George Benson
July 29, 2011
Page 2

3) One alternative, are they going to build the bridge across the Mississippi? They can build the bridge across the Mississippi, but why don't they angle down there.

The structure on U.S. Route 30 over the Mississippi River is not within the limits of the current project. The project limits for this improvement were identified prior to the Phase I study and were based on the existing traffic needs.

4) One other thing I'm against on any of these here roads, narrow the median. They don't need that much farm ground taken away for in between the two lanes. Narrow the median.

The median width that is currently being used for the preliminary design of the proposed roadway is standard for an expressway. If the project reaches the next phase of final design, the median width will be addressed in greater detail; potentially reducing the amount of farm ground required for the new roadway.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #1: George Benson (cont.)

medians. They just have a big cement abutment down there. I understand every mile that goes to this road takes 40 acres of farmland. What are we going to do in future years to live on? Food will have to be sent in to this country instead of we sending beans and corn across. Well, another foresight thing to look at future is what is the gosh darn government going to do with that big prison north of Thomson? Are they going to repair all them roads or are they going to run all the way from Route 30 up? So as of now it's all I can remember of problems that will come.

Comment #2: Frances Bishop

MS. BISHOP: Frances Bishop, 20810 White Oaks Road, Morrison, 61270. We would like copies of the property owners maps Pages 32 and 33 so we can share with the rest of the people in our subdivision.

Response to Comment #2

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 12, 2011

Frances Bishop
20810 White Oaks Road
Morrison, IL 61270

Dear Ms. Bishop:

Enclosed please find two copies of the property owner map (pages 32 and 33) which you requested at the U.S. 30 Public Hearing that was held on June 15th.

Thank you for your participation and interest in the project. If you have further questions or concerns about the study, or would like to learn more about the project, please visit the project website at www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jjw-0212/sb
Enclosure

Comment #3: Larry Brackemyer

MR. BRACKEMYER: Larry E. Brackemyer. I would -- when they do the bypass I would just as soon they go the south route which was Alternative --

MS. BRACKEMYER: 5.

MR. BRACKEMYER: I would sooner see Alternative 5. I think Alternative 4 goes through too much housing and the development for Morrison, because we're also developers besides farmers, we do a subdivision and you're coming up against -- right up against my new subdivision where my plans were some day to keep developing that way and that's my feelings. I would sooner see it go Alternative 5.

MS. BRACKEMYER: And our homes of the people in our subdivisions are half a million dollar houses and that's a big tax base for the City of Morrison.

MR. BRACKEMYER: That's a wooded area where they bought because it's so quiet and to put a four-lane through there where I wanted to expand it, that's why. Thanks very much. I appreciate it. This is a good meeting. We can see everything, so I compliment them on that.

Response to Comment #3

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 14, 2011

Mr. Larry E. Brackemyer
16409 Bishop Road
Morrison, IL 61270

Dear Mr. Brackemyer:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildson

Eric S. Therkildson, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0215/sb

Comment #4: Mr. & Mrs. Brinkman

MR. BRINKMAN: William Brinkman, 11879 Yager Road. Well, on this where it's the route split -- the north and south route, why can't they be joined and go on that north -- on the south so they both go -- so they don't take out one farm there. That's one comment there. And then up by Damen Road they have a cutoff there to go to the park which I don't think they really need. They can go off of 78 and come in the way they've always been coming in off of 78 on -- what is that -- on Damen Road. That's basically it.

MS. BRINKMAN: Or they could make an alternative entrance into the state park and go up 78 and go the back way into the state park.

Sue Brinkman.

MR. BRINKMAN: That's all we got.

MS. BRINKMAN: That would make me happy.

MS. BRINKMAN: They can't survive.

MS. BRINKMAN: It's sad. Do you have anything else?

Response to Comment #4

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Mr. & Mrs. William Brinkman
11879 Yager Road
Lyndon, IL 61261

Dear Mr. & Mrs. Brinkman:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1) *Why can't the north and south routes where they split be joined to minimize the impact to the farm land in the area?*

There were a number of engineering, environmental, and social factors that went into the decision of splitting the routes at this location. First, the engineering factors that had to be considered in this area were the terrain, feasibility of construction, and geometrics (minimizing the curves in the road). Second, environmental factors such as wetlands and potential historic homes were avoided by selecting this as the location where the routes would split. Third, by selecting this location, it avoided multiple residential displacements in the Union Grove area.

2) *Up by Damen Road they have a cutoff there to go to the park which I don't think they really needed.*

Please be aware the park access will not be altered from its current configuration.

Response to Comment #4 (cont.)

Mr. & Mrs. William Brinkman
July 29, 2011
Page 2

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #5: Orville Bush

MR. BUSH: Orville Bush, 16333 Hazel Road, Morrison, Illinois. This farm is -- or this road is going to cut right straight kitty-corner across my farm and it's going to make a lot of confusion for me trying to get across this road with machinery. It's going to cut up my land into little three-quarter pieces. I've farmed here since 1955. I've owned the land. I hate to see it all cut up. I recommend you do not build this road because it's going to be inconvenient for a lot of farmers.

Response to Comment #5

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Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 15, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 14, 2011

Mr. Orville Bush
16333 Hazel Road
Morrison, IL 61270

Dear Mr. Bush:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0213/sb

Comment #6: Suellen Girard

MS. GIRARD: My name is Suellen Girard. I'm from Morrison and I'm the superintendent of schools. So I'm more interested in looking at the big picture and in looking at the big picture for the community the southern route that goes closer to the business part and industrial part seems like it would be of more benefit financially to the Morrison community.

Response to Comment #6

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Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 14, 2011

Dr. Suellen Girard, Superintendent
Morrison Community Unit School District #6
643 Genesee Avenue
Morrison, IL 61270

Dear Dr. Girard:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jjw-0214/sb

Comment #7: Mr. & Mrs. James Hruby

MS. HRUBY: Chris Hruby and I'm opposed to it. I don't think there's a need for it. I think it's going to hurt business in the area for the city as a whole. And then as far as our business is concerned, it's very close to our business. We have a waste water pond that I would be concerned about as well as access to our business. We've got a fence that will probably be affected. We'll probably lose some right-of-way. So those are just negatives. Is there anything that you have?

MR. HRUBY: The waste water probably is the main thing because that would be an EPA issue where you'd have to get another permit from them to move it.

MS. HRUBY: And if there were a spill during construction these guys would probably be in a little hot water, so it's just a concern.

MR. HRUBY: Jim -- or James Hruby, H-R-U-B-Y. Yeah, my dad started the business out in Morrison, you know, years ago in 1984, so I just took over. He passed away a year ago, so --

Response to Comment #7

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Mr. & Mrs. James Hruby
9470 Lincoln Rd.
Morrison, IL 61270

Dear Mr. & Mrs. Hruby:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"We have a waste water pond that I would be concerned about. We've got a fence that will probably be affected. We'll probably lose some right-of-way. The waste water probably is the main thing because that would be an EPA issue where you'd have to get another permit from them to move it."

IDOT will take into consideration the location of your waste water pond. If the final design of the proposed project does impact it, then the Department will compensate you for your loss through our land acquisition process.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #7: Mr. & Mrs. James Hruby (cont.)

MS. HRUBY: Yeah, we don't live out here.

MR. HRUBY: So we're traveling two hours back and forth trying to, you know, get information. We're just concerned about the business, trying to keep it going.

MS. HRUBY: And the other concern I have is just the people that have businesses being displaced, but more so the residents in the area. So I think that's it.

MR. HRUBY: That should do it. Thank you.

MS. HRUBY: Thanks a lot.

Comment #8: Douglas A. Pannier

MR. PANNIER: Douglas A. Pannier. I'm a resident at the end of Ridgewood Drive. If the northern route would be the one that is selected it would be within 2 to 400 feet of my home. My home is brand-new, essentially five years old. Had I known the northern route would have been put there I would have never built the house there. The subdivision I'm in is the highest tax base subdivision within the City of Morrison that's new residential construction. In the event that this would go into effect the tax base would obviously drop because people would appeal their taxes given the value of the homes would be less with a four-lane highway sitting there. Secondly, from a fiscal perspective, the State of Illinois needs to take care of their pensions first, their schools, their social (sic) programs before they should consider spending more money on programs that maybe aren't necessarily as important. Thirdly, I believe that in the event that the route would be chosen, if needed, to go south, it makes more sense logistically from a connection point with Route 78, Route 88 and it would give more access

Response to Comment #8

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PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 14, 2011

Mr. Douglas A. Pannier
1716 Ridgewood Drive
Morrison, IL 61270

Dear Mr. Pannier:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0216/sb

Comment #8: Douglas A. Pannier (cont.)

to the new Wal-Mart Distribution Center which is obviously a big source of the truck traffic. Also, I think the quality of life would be severely impacted. It's a subdivision which I live that is quiet, rural, residential and having a lot of truck traffic would add to the noise as well as take away from the wildlife and the scenery that's out there. I also believe the northern route would impact more homes, would have a bigger impact on the taxes that the City of Morrison and the County would be able to generate because it's a newer section of town where the growth is coming from and newer homes generate more taxes and this would be -- this would impact the City as well as the County financially as well as the school district. That's it. Thank you.

Comment #9: Rosemary Rogers

MS. ROGERS: Rosemary Rogers. So I'd like -- I'd like to have the road north of my sister's house which is 14278 Robertson Road. That's it. Rosemary Rogers, 8889 Lincoln Road, Fulton, Illinois.

Response to Comment #9

Illinois Department of Transportation

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PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 308 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 14, 2011

Ms. Rosemary Rogers
8889 Lincoln Road
Fulton, IL 61252

Dear Ms. Rogers:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Thorkildsen

Eric S. Thorkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jjw-0217/ab

Comment #10: Larry Russell

16 MR. RUSSELL: My name is Larry Russell,
17 R-U-S-S-E-L-L. Well, as a community leader many
18 of us are very concerned that a no-build option
19 still remains an option given the amount of
20 support received at both the federal and state
21 levels. The safety and environmental impacts of
22 a no-build approach are significant. From the
23 standpoint of safety first, the high incident
24 rate on the subject stretch of Highway 30 will

1 only increase in the months ahead with expanding
2 college campuses at each end of the corridor and
3 a major rail port complex under construction in
4 Clinton. Design modifications to current -- to
5 the current two-lane roadway cannot resolve this
6 growing safety issue. An environmental impact
7 of increased truck traffic through Morrison's
8 historic district is significant. Air quality
9 and noise levels in that restricted corridor
10 will deteriorate further. Fuel consumption will
11 increase with longer waits at stoplights and
12 side streets. The potential for hazardous cargo
13 releases increases with congestion. The
14 consequences of releases adjacent to downtown
15 businesses and residences are more severe. From
16 a priority standpoint, at the very minimum a
17 bypass of Morrison, preferably the southern
18 route should receive highest priority. The
19 impacts on farmland with a bypass are -- are
20 more than offset by increasing deterioration of
21 Morrison and wasted fuel and hazards for
22 motorists, pedestrians and bicycles. I
23 appreciate the opportunity to add these comments
24 and I submit this as Larry Russell, the mayor of

Response to Comment #10

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Honorable Larry Russell
Mayor, City of Fulton
415 11th Avenue
Fulton, IL 61252

Dear Mayor Russell:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a southern alignment will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"Many community leaders in Fulton are very concerned that a "no-build" option still remains an option given the amount of support received at both the Federal and State levels."

Although the no-build alternative might not seem reasonable, it must be included in the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the basis to compare against any proposed build alternatives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will continue to be maintained by the State. In addition, some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements may be required depending on traffic needs and highway conditions.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Comment #10: Larry Russell (cont.)

1 the City of Fulton on the west end of this
2 project.

Response to Comment #10 (cont.)

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #11: James Scott

MR. SCOTT: James Scott, 600 Hickory Hills Drive, Morrison, Illinois, 61270. My major concerns are the flooding along Rock Creek. I live on the south side of Morrison along the creek. We've had two 500-year floods in the 20 years I've lived there. I've lost finished basements in 1997 with the 500-year flood and 2002 with the 500-year flood. My concern is if we go on a southern route with this it's just going to build another dam along Rock Creek and create more water hazard for those of us living along the creek and the businesses along the creek in Morrison.

Response to Comment #11

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Mr. James Scott
600 Hickory Hills Drive
Morrison, Illinois 61270

Dear Mr. Scott:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"My concern is if we go on a southern route with this it's just going to build another dam along Rock Creek and create more water hazard for those of us living along the creek and the businesses along the creek in Morrison."

In creating the proposed alignments, there were many engineering and environmental issues considered to meet both State and Federal guidelines. Any improvement proposed for U.S. Route 30 will require an analysis of water flow to be completed to determine and prevent additional flooding impacts due to new construction.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Response to Comment #11 (cont.)

Mr. James Scott
July 29, 2011
Page 2

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #12: Louis & Kathy Sedig

18 MR. SEDIG: Louis Sedig. Well, I guess on
19 the south route the road passes directly right
20 through our pasture and our property. It misses
21 the buildings.
22 MS. SEDIG: 4 acres, it takes at least 2,
23 2 and a half.
24 MR. SEDIG: And the question is it almost

1 seems like uncanny how it just goes right for
2 our property. I understand that these guys got
3 constraints too and I don't know all the
4 constraints, you know, but why couldn't the road
5 just be shifted 500 feet and miss us altogether.
6 The concern is that, you know, this road might
7 not come to be for quite a number of years. We
8 might want to sell the property and you know,
9 with that route impending there right through
10 the property we'll never be able to sell
11 perhaps, you know and get a good market value
12 out of it and so, you know, we would like
13 closure on that so that we can, you know, kind
14 of think of our future with some bit of
15 certainty as much as that is possible.

Response to Comment #12

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lenter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Louis & Kathy Sedig
14366 Sawyer Rd.
Morrison, IL 61270

Dear Mr. & Mrs. Sedig:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"I guess on the south route the road passes directly right through our pasture and property. Why couldn't the road just be shifted 500 feet and miss us altogether."

The information presented regarding your property has been reviewed by the study team and will be further evaluated if Alternative 5 is selected as the preferred alignment for the U.S. Route 30 improvement.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #13: Mary Snoke

MS. SNOKE: Mary Snoke, 14163 Damen Road, Morrison, Illinois. Well, that park road was supposed to go from 78 right -- a direct route right into the park, but -- they said when they originally started the park years ago and somebody that owned ground there put a stop to it and they didn't want it going through their ground and we were told today that, well, the park is set up for the road to come in that way and -- the way it is now and I said the park needs a change anyway. They can -- they can make a new road and come in and kind of direct access. The roads are so winding going into the park the way it is that it's kind of a traffic hazard. And then as far as the route itself, I think they should just have a no build and just fix what they've got and leave it. They're displacing so many farms. It's got to stop somewhere. And taking so much farm ground for roads they can't --

Response to Comment #13

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Ms. Mary Snoke
14163 Damen Road
Morrison, IL 61270

Dear Ms. Snoke:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"They can make a new road and come in and kind of direct access to the park. The roads are so winding going into the park the way it is that it's kind of a traffic hazard."

Please be aware the park access will not be altered from its current configuration.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #13: Mary Snoke (cont.)

MS. SNOKE: Yeah. Well, they expect the farmers to produce grain and they're using all this farm ground. It's just not right. And so I feel sorry for the people that it's displacing. It's just -- it's -- they don't have -- the people that's doing it, they're obeying orders but the government doesn't own these places, they haven't been in the family for years and they don't know the hurt and the pain that it's causing and --

MS. SNOKE: No.

Comment #14: David Stoudt

DAVID STOUDT: My name is Dave Stoudt, 14749 Norrish Road. The option to the northern route will completely devastate the quality of life at my residence. I believe it will greatly impact the wildlife that goes on my property and through my property. I think it will greatly impact the wildlife that follows the Rock Creek from the state park in the town and to the east. If the fundamental idea of the overpass -- or the bypass is to diminish traffic through town, then it seems obvious to me that the southern route is really the only viable option. The purpose is to diminish traffic through town. Almost all of the truck traffic that goes through town either is going through town, but the vast bulk of that is heading down 78 to I-88. The northern route has no impact upon that traffic. If the northern route is built, the same number of trucks will be coming into town to take 78 south to I-88.

Response to Comment #14

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PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

David J. Stoudt
14749 Norrish Road
Morrison, IL 61270

Dear Mr. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0203/sb

Comment #15: John Stoudt

24 JOHN STOUDT: John Stoudt, S-T-O-U-D-T,

1 504 Maple Avenue. I still think -- I still
2 think it would be a great idea to move the
3 railroad tracks from downtown Morrison to south
4 -- south of Morrison thus eliminating many
5 crossings and allowing emergency vehicles and so
6 forth to go from north to south and a variety of
7 other related kind of advantages. Such --
8 moving those tracks would probably cost
9 something on the order of 40 million probably,
10 but it would be a long term investment and
11 people are not accustomed to looking for -- you
12 know, down the road 50 years or something like
13 that. So I don't know what IDOT can do for us
14 in that respect. Very little apparently. But
15 we still at least -- and by the way, I've heard
16 a number of people make the same comment that,
17 gee, it would be nice if we didn't have the
18 train tracks running right through Morrison, so
19 if it -- if there were enough effort made and
20 I'm retired and I'm not going to do it, but if
21 enough effort was made I'm sure that you could
22 stir the people into doing something about it.
23 And of course, running the tracks in places
24 alongside of the expressway would probably be a

Response to Comment #15

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 18, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 14, 2011

Mr. John Stoudt
504 Maple
Morrison, IL 61270

Dear Mr. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P:jjw-0218/sb

Comment #15: John Stoudt (cont.)

good idea. Well, this is going nowhere, but every time you're here I usually do this. I have pretty much the same speech. And anyway, thank you for listening.

Comment #16: Violet Stoudt

14 MS. STOUDT: Violet Stoudt. I feel that
15 if the northern route was chosen it would not be
16 beneficial or effective. If the northern route
17 were chosen it would cut through our
18 neighborhood which is -- a large portion of it
19 is covered by forest area which is filled with
20 wildlife. The deer and coyote that live in the
21 area often travel through our property either
22 coming or leaving that forest. If the highway
23 was to go on the northern route it would change
24 the atmosphere of the area and property that
1 I've grown up in and where my younger sister
2 will grow up in dramatically. Not only would
3 the deer and coyote be in incredible danger with
4 the increase in traffic and also losing huge
5 portions of their habitat as would the large
6 amount of bird and the owls that we hear
7 frequently. If the northern route was chosen it
8 would dramatically change my life and the life
9 of my family and also the lives of all the
10 animals in the area. I would like for the
11 southern route to be chosen instead.

Response to Comment #16

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3508
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Violet Stoudt
14749 Norrish Road
Morrison, IL 61270

Dear Ms. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0169/sb

Comment #17: Lois Workman

MS. WORKMAN: Lois Workman, 20862 White Oaks Road, Morrison, Illinois, 61270. Well, my concern is I am a 76-year-old widow. We built our house in 1976 and I am afraid my property value is really going to be going down beings that this proposed road is going in and I am, like I said, thinking of selling and moving into Sterling, so I just am wondering what this is going to do to the property values. What else -- what else would I -- I mean, I -- I don't know what else to say. I am just afraid I'm going to have a four-lane highway underneath my bedroom window. In fact, they're taking my neighbor's house, so what's that going to do also to my value of my house. Okay. Thank you.

Response to Comment #17

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

FILE COPY

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Ms. Lois Workman
20862 White Oaks Road
Morrison, IL 61270

Dear Ms. Workman:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

SAP/jw-0227/ne

Comment #18: Bill Abbott

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

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

NAME: Bill Abbott

ADDRESS: 6267 Penrose Rd

CITY: Fulton, STATE: Ill ZIP CODE: 61252

TELEPHONE NUMBER: (815) 589-2434

E-MAIL:

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

The Study Group has done a good job of holding meetings & publicizing the meetings. Everyone who attended had the opportunity to express an opinion.

I support the route going around Morrison to the north as the shortest, less costly and least intrusive to farming operations.

Whichever way is ultimately chosen to disrupt farming operations are delicate and difficult. Best wishes to the operations on the other side of the roadway.

Following opening PA 30 should cause less disruption in farm operations if one of access roadways is left open and the drainage to keep operations on one side of the road.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #18

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 16, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Bill Abbott
6267 Penrose Road
Fulton, IL 61252

Dear Mr. Abbott:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0191/sb

Comment #19: Frank Belt

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/EmailLasp?from=31.)

FRANK BELT
NAME

12985 FELDMAN RD
ADDRESS

MORRISON IL 61270
CITY STATE ZIP CODE

(815) 772-2274
TELEPHONE NUMBER

E-MAIL

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Why don't you make Rt 30 from lane east + west of town because the shoulder + ditches are wide enough and leave the 2 lane in town and then town won't die. You can have your road and save the town both. The state is short of money and would be a cheaper way to do it.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #19

No Response Required

Comment #20: Eric Benson

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/EmailUsa.asp?from=31)

NAME: Eric Benson
ADDRESS: 12044 Sawyer Rd
CITY: Morrison STATE: IL. ZIP CODE: 61270
TELEPHONE NUMBER: (815) 778-3609
E-MAIL: Kennike@thewispnet

Check one or more if applicable:
☐ Homeowner ☑ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☑ Yes ☐ No

Would you like us to respond to your comments? ☑ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I prefer the no-build option

1.) Shortage of prime farm ground, we should try to preserve our food supply, it is important national security.

2.) Shortage of funds for building a new road. Maybe we should minimize construction until better financial times.

3.) Negative effect on business in Morrison dependent on the thru-traffic, restaurants and gas stations.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #20

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

FILE COPY

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Eric Benson
12044 Sawyer Road
Morrison, IL 61270

Dear Mr. Benson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0228/os

Comment #21: George Benson

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.state.il.us/bureaus/ohe/?from=31.)

NAME: George Benson
ADDRESS: 15686 Bunker Hill Rd
CITY: Morrison STATE: Ill ZIP CODE: 61270
TELEPHONE NUMBER: (815) 772-3439
E-MAIL:

JUL 2011 Received IDOT DIST TWO

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Public opinion: first time (from 15) I carefully need IDOT to manage conflicts to build not necessarily to build. Years from now they build a bridge across Mississippi River to Iowa land.

Narrow medians. Wouldn't it be better to be three lanes instead making four lanes to manage interchanges.

Heavy traffic is just certain times of the day.

I know you get a lot of repairs.

I am not in favor to build.

Not sure traffic will be as bad.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #21

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Mr. George Benson
15686 Bunker Hill Rd.
Morrison, Illinois 61270

Dear Mr. Benson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1) I know Route 30 is east to west on Lincoln Highway, but they do so much in Morrison why don't they have inside turning lanes?

The construction of a three-lane roadway would not satisfy the requirements set forth by the Purpose and Need Statement for this project. This is evidenced in engineering terms by the inability of the existing roadway to serve the projected future traffic volumes in the area of this project.

2) They'll have to go over two railroads to build and power lines, so what are you going to do?

It has been determined during the current study phase that construction of the structure over the railroads is feasible. Coordination with utilities including electric suppliers and railroads will continue as the project engineering moves forward.

Comment #21: George Benson

Response to Comment #21 (cont.)

Mr. George Benson
July 29, 2011
Page 2

3) One alternative, are they going to build the bridge across the Mississippi? They can build the bridge across the Mississippi, but why don't they angle down there.

The structure on U.S. Route 30 over the Mississippi River is not within the limits of the current project. The project limits for this improvement were identified prior to the Phase I study and were based on the existing traffic needs.

4) One other thing I'm against on any of these here roads, narrow the median. They don't need that much farm ground taken away for in between the two lanes. Narrow the median.

The median width that is currently being used for the preliminary design of the proposed roadway is standard for an expressway. If the project reaches the next phase of final design, the median width will be addressed in greater detail; potentially reducing the amount of farm ground required for the new roadway.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #22: Douglas E. & Bonnie L. Bush

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: DOUGLAS E & BONNIE L. BUSH
ADDRESS: 16671 NORTON RD
CITY: MORRISON STATE: IL ZIP CODE: 61270
TELEPHONE NUMBER: (815) 772 2520
E-MAIL:

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

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

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE DO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

We wish to express our deep concern in regard to the Northern Route 30 by pass for the Morrison area.

We purchased our home over 40 yrs ago and have spent these years enriching & landscaping it to become the home we love & enjoy. The bypass will be approximately 50 ft from our home. This will ruin the beautiful, quiet setting that we have enjoyed. Also will depreciate our home value tremendously by ruining the quiet & beautiful setting so important to our country home.

We sincerely hope you will consider our feelings & our neighbors before making this decision.

Thank you

Doug & Bonnie Bush

JUL 2011 Received IDOT DIST TWO

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #22

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 22, 2011

Douglas E. & Bonnie L. Bush
16671 Norton Road
Morrison, IL 61270

Dear Mr. & Mrs. Bush:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0221/sb

Comment #23: Cheryl Christianson

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

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

NAME: Cheryl Christianson

ADDRESS: 20644 Wte Oaks Rd.

CITY: Morrison STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-4342

E-MAIL: cchristi@frontiernet.net

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Please do NOT build this road.

Our subdivision (White Oaks) would be negatively impacted

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #23

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

Cheryl Christianson
20644 White Oaks Road
Morrison, IL 61270

Dear Ms. Christianson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0204/sb

Comment #24: Tom Determann

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: TOM DETERMANN
ADDRESS: 3601 VALLEY OAKS DRIVE
CITY: CLINTON, IA STATE: ZIP CODE: 52732
TELEPHONE NUMBER: (563) 242-7152
E-MAIL: TOMDETERMANN@MCHSI.COM

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☒ Other IA-IL HIGHWAY PARTNERSHIP

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

NO BUILD IS NOT A ALTERNATIVE

THE SOUTH ROUTE IS THE BEST OVERALL FOR BUSINESS AND THE TRAVELING PUBLIC

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #24

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 18, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Tom Determann
3601 Valley Oaks Drive
Clinton, IA 52732

Dear Mr. Determann:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0190/sb

Comment #25: John & Arlene Dickey

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: John & Arlene Dickey

ADDRESS: 18795 Henry Rd, P.O. Box 201 (Not the property located on Alternative 4)

CITY: Morrison, IL 61270

TELEPHONE NUMBER: (815) 772-7737 STATE: 815-772-2564 ZIP CODE: Pe 11 815-499-2258 Cell 815-499-4088

E-MAIL: dickey@essex1.com

Check one or more if applicable:
☑ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☑ Yes ☐ No

Would you like us to respond to your comments? ☑ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

See attached

RECEIVED BY: JUN 2 9 2011

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #25

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 1, 2011

John & Arlene Dickey
18795 Henry Road
P.O. Box 201
Morrison, IL 61270

Dear Mr. & Mrs. Dickey:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"Obviously, we respectfully request that No-Build or Alternative 5 be selected. However, if Alternative 4 were selected, our request would be that the proposed route be shifted so that the lake is not eliminated."

We will document this alternative preference and the reasoning you have provided. The information presented regarding the lake has been reviewed by the study team and will be evaluated for further study if Alternative 4 is the preferred alignment.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #25: John & Arlene Dickey (cont.)

The John and Arlene Dickey property is located at the intersection of Route 78 and Route 30 in Morrison, IL, and is located on Alternative 4 of the U. S. 30 Bypass. On the property is an approximate one-and-one-half acre spring-fed lake, which was stocked with sunfish, bluegills, channel catfish, and largemouth bass through the Illinois Department of Natural Resources in 2008-2009.

Three springs were discovered prior to construction of the lake. During the construction process, which was from 2002-2007, at least six additional springs were uncovered. Today a 10" tile flows virtually full from the overflow structure on the south edge of the lake into the adjacent stream.

While we have not yet generally allowed fishing on the lake in an effort to allow the fish to mature, permission was given to a grandfather suffering from cancer to fish with his young granddaughter.

We enjoy picnics and small bonfires with our family, friends and church group along the shore, and at dusk watch the emergence of a large number of bats from the grove of trees on the west side of the lake. They feed for 10-15 minutes each night.

We learned at the Public Hearing on Wednesday, June 15, 2011, that the lake is located directly in the path of Alternative 4.

Enclosed are aerial views of the property, an aerial view showing two uninhabited properties in close proximity, a copy of the Map of Build Alternatives 4 and 5 with a marked location of the lake property, and pictures including sixteen pictures of the lake with a circle on each aerial view showing the area from where the picture was taken.

Obviously, we respectfully request that No-Build or Alternative 5 be selected. However, if Alternative 4 were selected, our request would be that the proposed route be shifted so that the lake is not eliminated.

Thank you for your time and consideration.

John and Arlene Dickey

Comment #26: Charlotte Downey

Did not fill out comment form. Spoke to Rebecca Marruffo (IDOT staff) requesting a copy of property map.

Response to Comment #26

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 21, 2011

Charlotte Downey
P.O. Box 483
Rock Falls, IL 61071

Dear Ms. Downey:

Enclosed please find two copies of the property owner map you requested at the U.S. 30 Public Hearing that was held on June 15th.

Thank you for your participation and interest in the project. If you have further questions or concerns about the study, or would like to learn more about the project, please visit the project website at www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/rm-0239/sb
Enclosure

Comment #27: Roger Drey

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

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

NAME: ROGER DREY

ADDRESS: ~~300 EAST PARK ST~~ 200 W. MAIN ST.

CITY: MORRISON, STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-7657

E-MAIL: MAYOR@MORRISONIL.ORG

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☒ Other MAYOR

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I BELIEVE THE SOUTHERN ROUTE BUILD ALT 5, TO BE THE BEST OPTION. THE CITY PASSED A RESOLUTION IN THE PAST SUPPORTING THE SOUTHERN ROUTE AND STILL BELIEVES THIS TO BE THE BEST ALTERNATIVE.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #27

No Response Required

Comment #28: John Dyke

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/EmailLasp?from=31)

NAME: JOHN DYKE

ADDRESS: 106 EAST NORTH ST.

CITY: MORRISON, STATE: IL, ZIP CODE: 61270

TELEPHONE NUMBER: (815) 631 4881

E-MAIL: JOHN.DYKE@illinois.gov.com

Check one or more if applicable:
☒ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other IDOT Roadworker-Morrison

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

The planned routes seem very good choices. The impact on our town should be minimal. Informational signs and directions should direct interested traffic to their destinations. The main thing is the overflow of truck traffic that is lasting our streets to death.

One of our main concerns at our state garage is the added lane miles to maintain. As we know, head count is at a minimum. Granted we do what we can with what have. So far so good. There are times when we combine efforts w/ Rock Falls garage and Mt Carroll SHOP. The added lane miles will call for more workers.

All in all I personally am in favor of any of the proposed routes.

Sincerely,

John Dyke

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #28

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

John Dyke
106 E. North Street
Morrison, IL 61270

Dear Mr. Dyke:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S8Pfjw-0205/sb

Comment #29: Kathleen Forth

The Illinois Department of Transportation (IDOT) would like to hear from you

Morrison, Illinois · Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/EmailVEmail.asp?from=31)

NAME: KATHLEEN S. FORTH

ADDRESS: 19287 LAKE ROAD

CITY: MORRISON STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-4780

E-MAIL: ksforth 0710 @hughes.net

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I UNDERSTAND THE ARGUMENT ABOUT INCREASED TRUCK TRAFFIC GOING THROUGH MORRISON AND THE BENEFITS TO THE TRUCKS TO HAVE A FOUR LANE TO BYPASS MORRISON, BUT IN THE PRESENT FINANCIAL CONDITION OF ILLINOIS I DON'T THINK IT'S PRUDENT TO BUILD A BYPASS THAT WILL TAKE AWAY HOMES & FARM LAND, THERE ARE MANY OTHER ROAD PROJECTS WHICH NEED REPAIRING AND COULD USE THE MONEY THAT WOULD BE SPENT ON THE BYPASS PROJECT. I AM ALSO CONCERNED ABOUT THE DECREASE IN BUSINESS THAT WOULD PROBABLY RESULT FROM THE DECREASE IN TRAFFIC THROUGH TOWN. WE DON'T HAVE A LARGE TOWN AND MANY BUSINESSES ARE ON THE EDGE BETWEEN PROFIT & LOSS. SO MANY BUSINESSES ARE FARM ORIENTED THAT EVERAGE WOULD CLOSE IF THE BYPASS IS BUILT.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #29

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Kathleen S. Forth
19287 Lake Road
Morrison, IL 61270

Dear Ms. Forth:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0200/sb

Comment #30: Sally Gray

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: SALLY GRAY

ADDRESS: 210 W. MORRIS

CITY: MORRISON STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: ( ) N/A

E-MAIL: N/A

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☐ Yes ☒ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I AM FOR THE NO BUILD! BUSINESSES LIKE DAIRY QUEEN, FS FAST STOP & CASEY'S WILL SUFFER A SIGNIFICANT LOSS OF BUSINESS. ALSO IT WILL IMPACT TAX $ FOR MORRISON (SALES + MOTOR FUEL)

WHY ON EARTH WOULD THE STATE EVEN CONSIDER SUCH AN UNECESSARY EXPENSE WHEN THERE ARE EXISTING ROADS IN NEED OF REPAIR?

LET ALONE THE FACT THAT THE STATE [illegible] MONEY! THEY CAN'T [illegible] AND DON'T SUPPORT [illegible] THE DON'T [illegible] TAXES [illegible] ROADS [illegible] FUNDING

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #30

No Response Required

Comment #31: James & Annette Hall

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

(Comments may also be completed online at http://www.dot.il.gov/Email/EmailLasp?from=31.)

NAME: James & Annette Hall

ADDRESS: 13400 Lincoln Rd

CITY: Morrison STATE: Ill ZIP CODE: 61270

TELEPHONE NUMBER: (815) 590-1745 (815) 499-1215

E-MAIL: netzemail@yahoo.com

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other _____

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

This is an emotional plea on our behalf and on the behalf of our neighbors. On planning the new Route 30 project we pray you will consider all of the lives it will effect in the area just west of Morrison. We live next to Mr & Mrs Dickeys new lake. They have invested so much to preserve the wildlife and bring beauty to Morrison. We have children and grandchildren that love our home, as well as this beautiful stocked lake. We sit out and watch the geese and ducks swim as well as the huge alligator snapping turtle. We have spotted sunning himself! At night we watch the bats swoop down and eat the mosquitos which makes it wonderful in the evening also. We have recently adopted 2 year old twins. They have never had a stable home until now and we really feel it would be detrimental to uproot them now. We are asking that you choose a different Route other than North of Morrison or do not make any changes to Route 30.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

JUL 2011 Received IDOT DIST. TWO

Response to Comment #31

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 21, 2011

James & Annette Hall
13400 Lincoln Road
Morrison, IL 61270

Dear Mr. & Mrs. Hall:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0220/sb

Comment #32: Helen Harvey

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Helen Harvey

ADDRESS: 12269 Prairie Center Rd.

CITY: Morrison STATE: Il. ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-2255

E-MAIL: none

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I still think the North Route Altertive #4 is more feasible for the 4-lane highway for #30. I certainly hate to see farm land taken out of production and covered with cement when it could still go through Morrison a 5-7 minute time to go from bridge on west end to the East end by Cessy's. The Alternate 5 will encounter many wet acres of land.

I appreciate the information and explanations given by your helpers.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #32

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Helen Harvey
12269 Prairie Center Road
Morrison, IL 61270

Dear Ms. Harvey:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S8P/jw-0187/sb

Comment #33: Robert G. Johnson

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: ROBERT G. JOHNSON

ADDRESS: 1414 N. CHERRY ST. C

CITY: GALESBURG, STATE: IL. ZIP CODE: 61401

TELEPHONE NUMBER: (309) 368-4225

E-MAIL:

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

SEVERAL OF THE EARLIER ALTERNATIVES ANGLED ACROSS OUR FARM (THE ALBERT EKSTROM ESTATE, SECTION 2(1) UNION GROVE TOWNSHIP)

I AM GREATLY RELIEVED TO SEE THAT THE REMAINING TWO LIKELY ALTERNATIVES DO NOT CROSS OUR PLACE.

THANK YOU, RG Johnson

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #33

No Response Required

Comment #34: Roger Johnson

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

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

NAME: Roger Johnson

ADDRESS: 1209 - 9th AVE

CITY: Fulton STATE: IL ZIP CODE: 61252

TELEPHONE NUMBER: (815) 589-2462

E-MAIL:

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☒ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I would prefer Alternative #5

Starting sooner the better!

Roger E Johnson

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #34

FILE COPY

Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Roger Johnson
1209 9th Avenue
Fulton, IL 61252

Dear Mr. Johnson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0103/sb

Comment #35: Michael J. Kearney

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31)

NAME: Michael J. Kearney

ADDRESS: 200 5th. Ave. So. /#304

CITY: Clinton STATE: Iowa ZIP CODE: 52732

TELEPHONE NUMBER: (563) 242-0414

E-MAIL: Kearney@alum.wustl.edu

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☒ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

My preferred route would be the shortest most direct route ~~from~~ from the point where it connects to I-88 to the point where it connects to 136 staying south of the railroad tracks. That route would allow the road to follow the section line straight west from the point where I-88 turns south ~~past~~ going past Morrison before angling north to the 136 connection.

RECEIVED
JUN 15 2011
ILLINOIS DOT
DISTRICT 2

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #35

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 1, 2011

Michael J. Kearney
200 5th Avenue South #304
Clinton, Iowa 52732

Dear Mr. Kearney:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"My preferred route would be the shortest, most direct route from the point where it connects to I-88 to the point where it connects to 136 staying south of the railroad tracks. That route would allow the road to follow the section line straight west from the point where I-88 turns south going past Morrison before angling north to the 136 connection."

The purpose of the proposed project is to improve traffic capacity, safety, reduce traffic congestion, provide for an anticipated increase in transportation demand, and to establish a roadway system continuity from the IL 136/Frog Pond Road intersection east of the city of Fulton to IL 40 in the city of Rock Falls. These factors were used to conduct preliminary engineering and environmental screening on the reasonable alternatives and the "no-build" alternative. We will continue to focus on these factors in selecting the preferred alignment.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Response to Comment #35 (cont.)

Michael J. Kearney
July 1, 2011
Page 2

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #36: Glen R. Kuhlemier

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Glen R. Kuhlemier

ADDRESS: 1011 6th Ave.

CITY: Rock Falls STATE: IL ZIP CODE: 61071

TELEPHONE NUMBER: (815) 626-5573

E-MAIL:

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☒ Other Blackhawk Hills R C+D

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

IT seems to Me that a Southern Route would be Preferable To The North Option or the No Build option.

My logic is based on Truck Traffic from I-88 North bound going East or West on US Rt 30 Would not find it Neccesary to proceed through Morrison North either to Intersect old U.S. Rt 30 or North bound 78 to Mt Carroll IL.

Safety is a definite consideration and accident experience should be one of the Strongest factors for Multilane highway selection - The Southern 5th route fits the best for reduction of through Present traffic in Morrison

Fuel Could also be saved by eliminating some Traffic activated light Signals which are Presently operating in town but would not on a new 4 Lane alignment.

Thanks

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #36

No Response Required

Comment #37: Alan Manchester

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

(Comments may also be completed online at http://www.idot.il.gov/Email/Email.asp?from=31.)

NAME: Alan Manchester

ADDRESS: 17530 Millard Rd

CITY: Morrison STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772 - 4127

E-MAIL:

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

When they cut through Millard Rd (Rt 30) will I have access to Millard Rd heading south?

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #37

No Response Required

Comment #38: Susan M. May

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

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

NAME: Susan M. May

ADDRESS: PO Box 305 Fordora, IL 61242

CITY: ~~Business~~ Susan's Calico Creations STATE: Fulton IL ZIP CODE: 61252

TELEPHONE NUMBER: (815) 589-2221

E-MAIL: susancalicocreations@hotmail.com

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☒ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

alt #5

I would like the southern route because it goes through the industrial area of Morrison, the other route will disrupt any housing development north of town

Susan May
309-236-7938 cell phone

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #38

No Response Required

Comment #39: Gerald W. Mathew

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: GERALD W. MATHEW

ADDRESS: 19873 Lincoln Rd

CITY: MORRISON STATE: IL. ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-4192

E-MAIL: gmathew@frontiernet.net

Check one or more if applicable:
☒ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I favor the no-build option. But of the south route, if you could go around the Brian Bonnema farm site and white oaks on the north and use RT 30 as an access to new route it would be less disruptive.
The alternative 5 would go through very low land south of Railroad and south of whiteside county buildings where would you get fill dirt to build road at least 10 ft. higher than existing field? Crossing railroad 3 times also makes no sense. For now do not build

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Received IDOT DIST. TWO

Response to Comment #39

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Gerald W. Mathew
19873 Lincoln Road
Morrison, IL 61270

Dear Mr. Mathew:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-760-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jjw-0208/sb

Comment #40: Joyce Medema

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois · Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Joyce (Mrs Alan) Medema
ADDRESS: 13577 Hillside Road
CITY: Morrison, IL STATE: ZIP CODE: 61270
TELEPHONE NUMBER: (815) 441-3436
E-MAIL: NONE

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

JUN 2011 RECEIVED IDOT DIST. TWO

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #40

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 5, 2011

Mrs. Joyce Medema
13577 Hillside
Morrison, IL 61270

Dear Mrs. Medema:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1) My husband and I own land on both sides of Sawyer Road. Alternative 5 will cut through fields we farm. If you pay us $7,000 per acre or even more the small amount of money that we receive for the right of way that you will need will create a big hardship for us.

In creating proposed alignments, there were many engineering and environmental issues that were considered. Efforts were made to minimize impacts and will continue to be reviewed throughout this preliminary engineering phase.

2) Another worry for us is the fact that a turnaround will be on Sawyer Road to the south. Right now our tenant's semi-loads of corn have to take Sawyer Road south to Bunker Hill & then west to Illinois 78 to get to market. This is because of the low weight limit on French Creek Bridge south of the railroad tracks.

In regard to the bridge concerns, we appreciate your input and will consider it fully as we proceed with the preliminary design. While it would be possible to provide access from the expressway to your property, that opportunity is not readily available for others along Sawyer Road.

Comment #40: Joyce Medema (cont.)

My husband and I own land on both sides of Sawyer Road. Alternative 5 will cut through fields we farm. If you pay us $7,000 per acre or even more, the small amount of money that we receive for the right of way that you will need will creat a big hardship for us. Our tenant will have to use his big machinery on Triangles of land and on both sides of the 4 lane road. We will probably expect him to want to pay us less rent than he does now for the inconvience. The Zuidema brothers are known for wanting everything cheap, so will surely not offer to buy our land joining theirs at a decent price, even if we'd wish to sell.

Another worry for us is the fact that a turn around will be on Sawyer Road to the south. Right now our tenants semi loads of corn have to take Sawyer Road south To Bunker Hill & then West to Illinois 78 To get to market. This is because of the low weight limit on French Creek bridge south of the railroad tracks.

Joyce Medema
13599 Hillside
Morrison, IL

Response to Comment #40 (cont.)

Mrs. Joyce Medema
July 5, 2011
Page 2

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #41: Jeff Meinsma

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

Jeff Meinsma
NAME

17573 Bunker Hill Rd
ADDRESS

Morrison — IL — 61270
CITY — STATE — ZIP CODE

(815) 772-3508
TELEPHONE NUMBER

jjej81 @ thewisp.net
E-MAIL

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☒ Other Renter

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE DO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

The by-pass in not necessary. RT 88 is to close to justify another 4 lane highway.

It will take farm land out of production.

Morrison buiseness will suffer.

The NO-Build is the Only Way!

RECEIVED

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #41

No Response Required

Comment #42: Jack Ottosen

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

(Comments may also be completed online at: http://www.dot.il.gov/EmailYE.mail.asp?from=31)

NAME: Jack Ottosen

ADDRESS: 13801 Lister Road

CITY: Morrison STATE: Illinois ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-3013

E-MAIL:

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

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

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

If the southern route is chosen, I'm concerned that a fill across the Rock Creek bottoms could cause additional flooding problems. Presently during heavy runoff the creek becomes nearly a mile wide. It's going to require a substantial bridge opening and probably several culverts to prevent substantial upstream damage.

RECEIVED JUN 2011 DISTRICT 2

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #42

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 5, 2011

Jack Ottosen
13801 Lister Road
Morrison, Illinois 61270

Dear Mr. Ottosen:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"If the southern route is chosen, I'm concerned that a fill across the Rock Creek bottoms could cause additional flooding problems. Presently during heavy runoff the creek becomes nearly a mile wide. It's going to require a substantial bridge opening and probably several culverts to prevent substantial upstream damage."

We understand that you will have concerns if the southern route is selected as the preferred alignment. As you may be aware, during this phase of the project the study team is identifying environmental impacts and evaluating engineering concerns for the proposed alternatives. Such details as designing structures and identifying bridge and culvert sizes are not currently part of this study.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Response to Comment #42 (cont.)

Jack Ottosen
July 5, 2011
Page 2

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #43: R. Everett Pannier

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: R. EVERETT PANNIER

ADDRESS: 608 GREENWOOD DRIVE

CITY: MORRISON IL. STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-2528

E-MAIL:

RECEIVED JUL 11 2011 ILL. DEPT. TRANS. DISTRICT 2

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other MEMBER OF "CAG" GROUP

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

* DEFINITLY PREFER THE SOUTHERN ROUTE OVER THE NORTHERN ROUTE

a) THE BYPASS NEEDS TO RUN CLOSE TO THE INDUSTRIAL PARK

b) THE NORTH & NORTHEAST SIDE OF MORRISON IS THE ONLY AREA LEFT FOR RESIDENTIAL GROWTH. – A (4) LANE ROAD; WITH ACCOMPANING ROAD NOISE WOULD RESTRICT GROWTH AND GREATLY REDUCE THE VALUE OF THE HOMES ALREADY IN THAT CORRIDOR, MORRISON'S MOST EXPENSIVE HOMES WOULD BE WITHIN 100-150 YDS. OF NORTHERN ROUTE.

c) A SOUTHERN ROUTE PROVIDES TRAFFIC (ESPECIALLY TRUCK) COMING UNDER RT. 78 FROM I-88 TO BYPASS MORRISON, EITHER IN THE FAST OR LAST. – A NORTHERN ROUTE CONTINUES THE EXISTING TRAFFIC THROUGH MORRISON, BETTER QUALITY OF LIFE FOUND

SOUTHERN ROUTE ONLY LOOSES [illegible] HOMES AND DWELLINGS AND QUALITY OF LIFE MORE [illegible] PROPERTIES.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

7/5/11

Response to Comment #43

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3509
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 11, 2011

R. Everett Pannier
608 Greenwood Drive
Morrison, IL 61270

Dear Mr. Pannier:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jjw-0211/sb

Comment #44: Gene and Margaret Pessman

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/EmailLeap?from=31.)

NAME: Gene & Margaret Pessman

ADDRESS: 15651 Millard Rd.

CITY: Morrison STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-2769

E-MAIL:

RECEIVED JUN 23 2011 ILL. DEPT. TRANS. DISTRICT 2

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

We do not feel this road is necessary.

1. So much of the traffic is local.

2. Living here in the area - I do not see anything that leads to growth. Everyone doesn't want. Having the farm years. I do not see that happening. Look how big it is not empty. The future generations doesn't have the money.

3. The economy is really going to have to improve before the State of Illinois can afford this project.

4. With the State of Illinois is cutting back on funds for our local roads and bridges and doubtful there is the funds to help our community.

5. I feel the few good roads not repaired when the railroad crossing are built upgrade in the State Plan route but the money in this area is no good. Also we have seen a decrease in population in Lee County + Clinton.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #44

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Gene and Margaret Pessman
15651 Millard Road
Morrison, IL 61270

Dear Mr. & Mrs. Pessman:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a no-build alternative will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"The economy is really going to have to improve before the State of Illinois can afford this project."

In regard to funding, the current phase (Phase I) of the project is funded by Federal dollars. At this point in time, there is no funding available for the next phases of this project which include final design (Phase II) and construction (Phase III).

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #45: Edith Reiss Pfeffer

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

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

NAME: Edith Reiss Pfeffer

ADDRESS: 931 2nd Ave So

CITY: Clinton STATE: IA ZIP CODE: 52732

TELEPHONE NUMBER: (563) 243-7751

E-MAIL:

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☒ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I am in favor of the southern route. I feel very strongly that the road needs to be built. No Build is not an option! Economic Development, Jobs and quality of life are of up most importance to this area of Illinois and Iowa. Improving roads improves the quality of life as we commute to our jobs across counties and state lines. It reduces stress in our lives both in the work place and at home. Safety issues and loss of life must be included when considering this project. The number of accidents in the last year must be taken into consideration as well as the number of deaths. (3)

To not build this road at this time is not an option. This road is narrow, heavily traveled, contains blind spots, intersections that are not at 90° and the pavement is old. The bed of the highway is not constructed to standards to carry today's traffic. That is why it is currently being rebuilt! This road must be upgraded now for the future generations of this region.

The southern route uses less acres of farmland and takes fewer homes. These are important items to be considered in constructing and selecting an option for the road.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #45

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 30, 2011

Ms. Edith Reiss Pfeffer
931 2nd Avenue South
Clinton, IA 52732

Dear Ms. Pfeffer:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comment regarding preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG).

We have reviewed your comments and our responses are noted below:

1.) *The number of accidents in the last year must be taken into consideration as well as the number of deaths (3).*

We understand your concerns regarding the collision history within the corridor. As you may be aware, collision information is retrieved from the local, county and State police departments and sent to IDOT's Central Office in Springfield, Illinois. This information is then compiled and distributed to IDOT's District offices for use in evaluating and developing roadway projects. In reviewing this collision data for the existing US 30 roadway within the 24-mile project study area, a total of 107 accidents occurred resulting in 50 injuries and zero fatalities during 2010. These collisions were comprised of the following impact types and quantities: angle (14), animal (10), fixed object-off road (14), head on (1), other non-collision (2), other object-off road (1), overturned-off road (2), rear end (37), sideswipe-opposite direction (3), sideswipe-same direction (3), and turning (20).

Following are the number of collisions and approximate percentage of collisions for specific segments of the roadway throughout the project study area:

Location	# of Collisions	% of Collisions
IL 136 to west of Morrison	20	19
City limits of Morrison	23	21
East of Morrison to Moline Road	22	21
Moline Road to IL 40	42*	39*
	107	100

* Please note: The total number and percentage of collisions include the section east of Prophetstown Road to IL 40 in Rock Falls which is already constructed as a five-lane urban roadway section.

Response to Comment #45 (cont.)

2.) *The southern route uses less acres of farmland and takes fewer homes. These are important items to be considered in constructing and selecting an option for the road.*

We agree that the necessity for acquisition of farmland is an important component of the environmental analysis for a proposed roadway alignment. Please note that Table 2-8 (Summary of Estimated Environmental Impacts for Build Alternatives) of the Draft Environmental Impact Statement indicates the number of acres of farmland area that would be converted to roadway use for each of the selected alternatives. The result of this comparison indicates that Alternative 4 (northern route) would require 11 fewer acres of farmland to be acquired than Alternative 5 (southern route). This is one of many issues that will be considered within the development of the Final Environmental Impact Statement, including all identified environmental effects, as well as public opinion.

Over the next several months we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. The no-build alternative is required under Federal guidelines to be a part of the study. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0209/sb

Comment #46: Catherine Rambo

June 2011 Regarding possible highway bypass at Morrison, Il.

To those concerned:

I am concerned about this idea for several reasons:

1) The state of Illinois needs to be thinking about the already existing infrastructure and making improvements there, and not spending non-existing funds for yet more infrastructures which will then need to maintain.
2) The reasons for originally thinking about this are unclear to me. Is it to help the truck traffic move along with fewer impediments? If so, then why don't we remove all those stop lights along route 30 within the town? The side streets can just have regular signs. Perhaps we need to keep the one for route 78 and 30 where they come to a corner. But the town is already shrinking and does not need these signs for safety any longer.
3) The proposed route to the south will be close to an already existing four lane, route 88. Why do we need another? And why do we need to take away more farm land and impact the environmental needs of the Marsh so near to the Mississippi? Flooding is already a problem.
4) The route to the north will affect the already existing state park of Rockwood. Campers will hate the noise and odor coming into the previously quiet and restful tree area where the many campsites are located. Losing customers there will impact the state recreation and park departments.

In short, while this may have seemed a feasible plan when first originated, the fact is it is excessive and unnecessary given the current financial situation, and will give few benefits while impacting the well-being of our small community, creating yet another loss of revenues for the state from business and employment here.

Respectfully, just a citizen, Catherine Rambo 815-772-7317
705-3 Melody Ct
Morrison, Ill 61270

RECEIVED
JUN 15 2011
ILL. DEPT. TRANS.
DISTRICT 2

Response to Comment #46

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 5, 2011

Ms. Catherine Rambo
705 Melody Court
Apartment #3
Morrison, IL 61270

Dear Ms. Rambo:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1) The State of Illinois needs to be thinking about the already existing infrastructure and making improvements there, and not spending non-existing funds for yet more infrastructures which will then need to maintain.

The Illinois Department of Transportation has an obligation and the responsibility to address capacity and safety concerns on the U.S. Highway 30 corridor. A crash analysis conducted throughout the U.S. 30 project study area indicates a significant frequency and severity of crashes and other traffic safety concerns along the corridor, particularly within the city of Morrison and at intersection locations. Also, traffic volume projections indicate that the present roadway has insufficient capacity to handle the traffic anticipated for corridor usage within the next 20 years.

In regard to the funding, the current phase (Phase I) of this study is funded with Federal dollars. At this point in time, there is no funding available for the next phases of this project which include final design (Phase II) and construction (Phase III).

Response to Comment #46 (cont.)

Ms. Catherine Rambo
July 5, 2011
Page 2

2) The reasons for originally thinking about this are unclear to me. Is it to help the truck traffic move along with fewer impediments? If so, then why don't we remove all those stop lights along route 30 within the town? The side streets can just have regular signs. Perhaps we need to keep the one for route 78 and 30 where they come to a corner. But the town is already shrinking and does not need these signs for safety any longer.

The purpose of the proposed project is to improve traffic capacity, safety, reduce traffic congestion, provide for an anticipated increase in transportation demand, and to establish a roadway system continuity from the IL 136/Frog Pond Road intersection east of the city of Fulton to IL 40 in the city of Rock Falls. These factors were used to conduct preliminary engineering and environmental screening on the reasonable alternatives and the "no-build" alternative. We will continue to focus on these factors in selecting the preferred alignment.

3) The proposed route to the south will be close to an already existing four lane, route 88. Why do we need another? And why do we need to take away more farm land and impact the environmental needs of the Marsh so near to the Mississippi? Flooding is already a problem.

In 2006, an Origin-Destination Study was conducted which indicated that the majority of the motoring public traveling through Morrison was either heading to or from the Fulton-Clinton area or to or from the Sterling-Rock Falls area. Therefore, it was determined that utilizing I-88 would not assist facilitating the movement of traffic through the corridor.

Agricultural and floodplain impacts have been identified as two of the key issues in determining the best alignment alternatives for an improved U.S. Route 30 alignment. The study team has made every effort in following the wishes of the community as these concerns have been reiterated throughout the study process.

4) The route to the north will affect the already existing State park of Rockwood. Campers will hate the noise and odor coming into the previously quiet and restful tree area where the many campsites are located. Losing customers there will impact the state recreation and park departments.

As part of the Draft Environmental Impact Statement, a noise study and an air analysis were completed. These analyses did not indicate an effect on the park. Another noise study will be completed, after the preferred alignment is selected. If the study shows that there is an impact, the State will work with the Illinois Department of Resources in order to mitigate any noise to the park.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Response to Comment #46 (cont.)

Ms. Catherine Rambo
July 5, 2011
Page 3

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #47: Scenic Stage Line, Inc.

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Scenic Stage Line, Inc.

ADDRESS: Scenic Stage Line, Inc.
R. C. Smith Transportation
808 Portland Avenue
P.O. Box 408
Morrison, Illinois 61270-0408

CITY: STATE: ZIP CODE:

TELEPHONE NUMBER: (815) 772-7226

E-MAIL: Sales@rcsmithlimo.com

RECEIVED
JUL 11 2011
ILL. DEPT. TRANS.
DISTRICT 2

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☒ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

As a member of the Morrison, IL community for nearly 70 years, Scenic Stage Line Inc would like to express their desire to see the Hwy 30 bypass around Morrison go around town to the south.

THANK YOU!

Scenic Stage Line, Inc.
R. C. Smith Transportation
808 Portland Avenue
P.O. Box 408
Morrison, Illinois 61270-0408

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #47

No Response Required

Comment #48: Louis & Kathy Sedig

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

PLEASE PRINT ALL INFORMATION

Louis and Kathy Sedig
NAME

14366 Sawyer Rd.
ADDRESS

Morrison | IL | 61270
CITY | STATE | ZIP CODE

(815) 772-8722
PHONE

lsedig@frontiernet.net
E-MAIL

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Having attended the Public Hearing on June 15 we were reminded of the effects the proposed Southern route would have on our property. Because of these effects we would, of course, prefer any other option, either the Northern route, or the no-build option. That being said, if the Southern route is chosen we would *strongly request that the route be adjusted enough to the north as to miss our small 4 acre property all together.* Please consider the following points: Of our 4 acres, the Southern route takes 2 acres, eliminating any value as a farmette used for the purposes of raising a small amount of livestock and growing fruits and vegetables for personal use and/or for sale. The close proximity of the highway (even if it is moved slightly to the north) would ruin the aesthetics of the "quiet country place". Also, consider that this proposed road will be in the planning stages for many years and may or may not ever come to pass. Just having the threat of this *potential* road work severely decreases the value of our property for eventual sale. As we age and have to down-size at some time in the future this devaluation concerns us. This is true for any of the property owners in the proposed path. In our case, at least, if the Southern route is adjusted north we feel that our property will still have value as a residential farmette. It is, of course, unsettling to be in this situation and we would appreciate any reassurance you could give.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

JUL 2011
Received
IDOT
DIST. TWO

Response to Comment #48

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Louis & Kathy Sedig
14366 Sawyer Rd.
Morrison, IL 61270

Dear Mr. & Mrs. Sedig:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"I guess on the south route the road passes directly right through our pasture and property. Why couldn't the road just be shifted 600 feet and miss us altogether."

The information presented regarding your property has been reviewed by the study team and will be further evaluated if Alternative 5 is selected as the preferred alignment for the U.S. Route 30 improvement.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #49: Mark Schules

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Mark Schules

ADDRESS: 15778 Hazel Rd

CITY: Morrison STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-2156

E-MAIL: Schules@mchsd6.sautie6.net

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☑ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☑ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☑ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Thank you for the public meetings to keep people informed

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #49

No Response Required

Comment #50: Robert Shambaugh

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: ROBERT SHAMBAUGH

ADDRESS: 19147 HOLLY ROAD

CITY: MORRISON STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772 7606

E-MAIL:

Check one or more if applicable:
☒ Homeowner ☐ Former/Farm Land Owner ☒ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☐ Yes ☒ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I BELIEVE THAT A BY PASS (NORTH OR SOUTH WILL VIRTUALY KILL THE BUSINESS CLIMATE OF MORRISON. WE HAVE BEEN SHOWN EXAMPLES OF HOW GREAT THIS PROJECT MAY BE FOR THE FUTURE OF MORRISON. (DEWITT IA. WAS THE EXAMPLE)
I AS A PERSON WHOS JOB TAKES ME TO MANY TOWNS, I CAN SEE WHAT HAPPEN MOST OF THE TIME WHEN A SMALL TOWN IS BY PASSED LOOK AT LYNDON, ERIE, FRANKLIN GROVE, ASHTON, CAMMANCHE IA, HILLS DALE ILL. THE OUT COME IN MOST PLACES IS NOT GOOD! IF THIS WAS TO BE PUT TO A VOTE I WOULD VOTE A BIG NO! BUILD

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #50

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Robert Shambaugh
19147 Holly Road
Morrison, IL 61270

Dear Mr. Shambaugh:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0188/sb

Comment #51: Melissa Sweenie & Angela Shouse

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email0.asp?from=31.)

NAME: Melissa Sweenie + Angela Shouse

ADDRESS: 16462 NORTON RD

CITY: MORRISON STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: ( )

E-MAIL: ginbob1@FRONTIER.com

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I would prefer the NO BUILD Alternative. My property is on Norton Rd just north of Rte 30 - we don't need more traffic. The state of Illinois has enough debt now - lets maintain what we have.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #51

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

Melissa Sweenie & Angela Shouse
16462 Norton Road
Morrison, IL 61270

Dear Ms. Sweenie & Ms. Shouse:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0202/sb

Comment #52: Gary Siefken

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/EmailLasp?from=31.)

NAME: Gary Siefken

ADDRESS: 9084 Lincoln Rd.

CITY: Fulton STATE: Il ZIP CODE: 61252

TELEPHONE NUMBER: (815) 772-3093

E-MAIL:

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I'm an over the Road truck Driver for the last 30 years. What I have seen take place around the Country, [redacted] regarding by passing small towns are a lot of 2 lane by passes instead of 4 lanes. Examples: Mill Creek Parkway west of Clinton IA, U.S. 20 north side of Freeport IL & number of other cities & Towns across USA. If the biggest goal is to bypass Morrison just do it with a 2 laned road instead of 4 lane, then connect back to 2 lane Rt 30. I don't see why IDOT needs 4 lanes maybe place some 3 lane sections for passing. This has to be changed, will still create congestion problems in Morrison.

Thank you Sincerely,

Gary Siefken

Received IDOT DIST. TWO JUL 2011

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #52

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 27, 2011

Gary Siefken
9084 Lincoln Rd.
Fulton, IL 61252

Dear Mr. Siefken:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0224/sc

Comment #53: Marsha L. Smith

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

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

NAME: Marsha L. Smith

ADDRESS: 707 Park Place

CITY: Clinton STATE: Ia ZIP CODE: 52732

TELEPHONE NUMBER: (563) 212-9582

E-MAIL: msmith@clinto ia.com

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

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

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

My concern was the connection with 19th Avenue Clinton street but after seeing the map and being assured that either the north or south option will still get traffic to us, either option is good. South would be my preference.

No build is not an option for tourism and traffic

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #53

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Marsha L. Smith
707 Park Place
Clinton, IA 52732

Dear Ms. Smith:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S:\P/jw-0192/eb

Comment #54: Hal Snyder

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, July 13, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Hal Snyder
ADDRESS: 15216 Norrish Rd.
CITY: Morrison STATE: IL ZIP CODE: 61270
TELEPHONE NUMBER: (815) 772-2037
E-MAIL: snydz@frontiernet.net

Check one or more if applicable:
[X] Homeowner [ ] Farmer/Farm Land Owner [ ] Business Owner [ ] Developer [ ] Other

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

Would you like us to respond to your comments? [X] Yes [ ] No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I think it should go South. The North Rt would put more traffic on already narrow dangerous windy hilly roads and dangerous intersections such as Norrish Rd intersection of Hwy 30 & orange St., Hazel Rd., Bishop Rd. Where a little boy already got killed. Also the North Rt is to close to the new park and ball field at Hwy 30 + Bishop. It is also to close to the State Park. The extreme elevation change at Norrish Rd would put a lot more truck noise throughout truck route through the town.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #54

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

August 2, 2011

Mr. Hal Snyder
15216 Norrish Road
Morrison, IL 61270

Dear Mr. Snyder:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0231/sb

Comment #55: Linda Snyder

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

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

NAME: Linda Snyder

ADDRESS: 15216 Norrish Rd.

CITY: Morrison STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-2037

E-MAIL: lksnydz@yahoo.com

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I feel if there has to be a new highway it should go South. I like the idea because it would be closer to Hwy 88. Also if the new Hwy goes North all the roads like Orange St which is busy already will just get busier. Also the Northside of town has a lot of wonderful wildlife which would cause a lot of accidents. Again, I feel the new Hwy should go South.

AUG 2011 RECEIVED IDOT DIST TWO

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #55

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

August 1, 2011

Linda Snyder
15216 Norrish Road
Morrison, IL 61270

Dear Ms. Snyder:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0229/sb

Comment #56: David J. Stoudt

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: David J Stoudt
ADDRESS: 14749 Norrish Road
CITY: Ill STATE: ZIP CODE: 61270
TELEPHONE NUMBER: (815) 772-9959
E-MAIL: vulturepit@gmail.com

Check one or more if applicable:
☑ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☑ Yes ☐ No

Would you like us to respond to your comments? ☑ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I really don't see how a north route impacts the fundamental issue of traffic through town. It seems the primary purpose of a bypass is to diminish heavy traffic flow through town. ~~For~~ To achieve this the lowering of heavy truck traffic would have to be a priority. The vast majority of truck traffic is through town or trough town and south to I-88. The northern route does nothing to improve this situation. Hardly any truck traffic goes north on 78.

If the purpose of the bypass is to relieve traffic flow through town, then the southern route is the only one which makes sense.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #56

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

David J. Stoudt
14749 Norrish Road
Morrison, IL 61270

Dear Mr. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/gw-0203/sb

Comment #57: Violet Stoudt

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Violet Stoudt

ADDRESS: 14749 Norrish Rd.

CITY: Morrison STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-9959

E-MAIL: [redacted] v.stoudt@yahoo.com

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☑ Other _____

Would you like to remain on our mailing list? ☐ Yes ☑ No

Would you like us to respond to your comments? ☑ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I feel that the Northern route would not be a beneficial or effective choice. If the Northern route were chosen it would cut through our neighborhood [redacted] which a large portion of is [redacted] covered by a forest area [redacted] which is filled with wildlife. The deer and coyote that live in the area often travel through our property either coming or leaving that forest area. If the highway was to go on the Northern route it would change the atmosphere of [redacted] the area and property that I have grown up in and where my younger sister will grow up in, dramatically. [redacted] Not only would the deer and coyote be in immediate danger with the increase in traffic [redacted] and area [redacted] loss [redacted] of huge portion of their habitat. As would the large amount of birds and [illegible] that we hear frequently. If the Northern route was chosen it would dramatically change my life, the life of my family and the lives of all the animals in the area if not end [redacted] I would like for the [redacted] Southern Route to be chosen.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #57

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Violet Stoudt
14749 Norrish Road
Morrison, IL 61270

Dear Ms. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0139/sb

Comment #58: Ervin Stuart

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

PLEASE PRINT ALL INFORMATION

(Comments may also be completed online at http://www.dot.il.gov/Email/EmailLasp?from=31.)

NAME: ERVIN STUART

ADDRESS: 622 WEST LINCOLN WAY

CITY: MORRISON STATE: ILL ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-3944

E-MAIL:

Check one or more if applicable:
☒ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

No Build

Take the millions of dollars that it take to build the bypass and build a bridge from Morrison to Fenton

Fenton wants a pass of Whiteside county. Take the north line

AUG 2011 Received IDOT DIST. TWO

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #58

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

August 1, 2011

Ervin Stuart
622 W. Lincolnway
Morrison, IL 61270

Dear Mr. Stuart:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

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Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0230/sb

Comment #59: K. Thyne

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: K Thyne

ADDRESS: 17120 Linch Rd

CITY: Morrison STATE: ZIP CODE:

TELEPHONE NUMBER: ( )

E-MAIL:

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I would like to see No-Build + make 30 slightly wider long if needed, but keep 30 through Morrison. State of Ill has no money to build this kind of Highway. When they moved Highway 30 south of Fulton, it took alot of business out of Fulton. So now you want us go around Morrison... it will hurt Morrison by doing this. Please do not build this + put that money to different use

Thanks

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #59

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

K. Thyne
17120 Lincoln Road
Morrison, IL 61270

Dear Ms. Thyne:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0201/sb

Comment #60: Doug Vandermyde

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Doug Vandermyde

ADDRESS: 600 Diamond ct.

CITY: Morrison, Ill. STATE: ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-4902

E-MAIL:

Check one or more if applicable:
☒ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No ?

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

→ NO-Build Alternative
→ At Lynden Road Intersection put in a center turn lane + also center turn lane at Round grove Intersection
Please note that these are the most familiar to me. thank you

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #60

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 15, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Doug Vandermyde
600 Diamond Court
Morrison, IL 61270

Dear Mr. Vandermyde:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0195/sb

Comment #61: Stephanie A. Vavra

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/EmailLeap?from=31.)

Stephanie A. Vavra
NAME

15653 Hazel Road
ADDRESS

Morrison IL 61270
CITY STATE ZIP CODE

(815) 772-3144
TELEPHONE NUMBER

vavra@mchsi.com
E-MAIL

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☒ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☐ Yes ☒ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I appreciate the manner in which this entire process has been handled. Your response to public concerns and questions by the Morrison Business Advisory Group (MBAG) is exemplary and honors our community and those surrounding.

I believe a northern route would be less costly and less disruptive of our agricultural lands. It is shorter and may influence travelers to enter Morrison due to its proximity.

We will continue to need improvements to the current Rte. 30 through Morrison until a building plan is financed.

Thank you for allowing information ~~and~~ to be shared in a clear manner.

Stephanie Vavra

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #61

No Response Required

Comment #62: Connie Veater

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION

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

NAME: Connie Veater

ADDRESS: 9052 Quick Rd.

CITY: Morrison STATE: Ill ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-2860

E-MAIL:

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Seeing the new maps, I feel you have chosen routes that will impact the least amount of family & farms & use the existing Rt. 30 as much as possible. Great job!

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #62

No Response Required

Comment #63: Ronald E. Weimer

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Ronald E Weimer

ADDRESS: 13629 Garden Plain Road

CITY: Morrison STATE: Illinois ZIP CODE: 61270

TELEPHONE NUMBER: (815) 772-4495

E-MAIL: weimer71@hotmail.com

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

no Build I drive on Route 30 Two times a day
just leave it there 66 Business on route 30

Thank Ron

RECEIVED REGION 2
JUN 30 2011

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #63

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 133 to IL 40

June 30, 2011

Ronald E. Weimer
13629 Garden Plain Road
Morrison, IL 61270

Dear Mr. Weimer:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0210/sb

Comment #64: Jeff Woodworth

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/EmailVEmail.asp?from=31)

NAME: Jeff Woodworth

ADDRESS: 11880 YAGER Rd

CITY: Lyndon STATE: IL ZIP CODE: 61261

TELEPHONE NUMBER: (815) 118-3397

E-MAIL: jbwfarm@frontiernet.net

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Alternative 5 makes the most sense to me. The ~~traffic~~ truck traffic coming from the south and heading to the Mississippi ~~R~~ER ADM Clinton needs to bypass Morrison.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #64

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 15, 2011

Jeff Woodworth
11880 Yager Road
Lyndon, IL 61261

Dear Mr. Woodworth:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0210/ab

Comment #65: Dale & Jane Workman

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Dale + Jane Workman

ADDRESS: 16677 Norton Rd

CITY: Morrison STATE: IL ZIP CODE: 61270

TELEPHONE NUMBER: ( )

E-MAIL:

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☐ Yes ☒ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

We think with Illinois so broke where is the money coming from - The North route would need a new bridge across the creek. Either route takes business away from downtown - look at all the empty buildings now! We feel either side of Morrison is just a waste of money, which Illinois don't have to begin with. With Interstate 88 so close we feel that should do. We are against either side. -

REGEIVED REGION 2 JUN 30 2011

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #65

No Response Required

Comment #66: Kent Zuidema

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at http://www.dot.il.gov/Email/Email.asp?from=31.)

NAME: Kent Zuidema
ADDRESS: 15252 Yorktown Rd
CITY: Morrison IL. STATE: 61270 ZIP CODE
TELEPHONE NUMBER: (815) 718 5312
E-MAIL:

JUL 2011 RECEIVED IDOT DIST. TWO

Check one or more if applicable:
☒ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

① I vote "No build"
② The State of Il will not have money for new roads (Rt 30)
③ The State of Il needs to do a better job repairing "old" roads.
④ It is disappointing that there is so "little" consideration for the land, lives and property of this rural area.
⑤ Morrison needs to better accomodate traffic thru city.
⑥ Old Rt 30 needs to be used for any future expansion.
⑦ All proposed routes have been laid out to slaughter too much farm land.
⑧ If expansion needs to be done the only fair solution is to build on existing roads!!

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #66

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

FILE COPY

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 28, 2011

Kent Zuidema
15252 Yorktown Road
Morrison, IL 61270

Dear Mr. Zuidema:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0225/ss

Comment #67: Honorable Larry Russell
City of Fulton

City Of Fulton ILLINOIS

Phone 815.589.2616
Fax 815.589.4421
www.cityoffulton.us
415 11th Avenue
Fulton, IL 61252

June 15, 2011

Mr. Eric S. Therkildsen, P.E.
Illinois DOT
819 Depot Avenue
Dixon, Illinois 61021

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JUN 15 2011
ILL. DEPT. TRANS. DISTRICT 2

Public Hearing Input on the Rock Falls to Fulton Corridor Impact Study for Hwy 30

Many community leaders in Fulton are very concerned that a "no-build" option still remains an option given the amount of support received at both the federal and State levels. The safety and environmental impacts of a no-build approach are significant.

SAFETY
First, the high accident rate on the subject stretch of Hwy 30 will only increase in the months ahead with expanding college campuses at each end of the corridor and a major Rail Port complex under construction in Clinton. Design modifications to the current 2-lane roadway cannot resolve this growing safety issue.

Response to Comment #67

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Honorable Larry Russell
Mayor, City of Fulton
415 11th Avenue
Fulton, IL 61252

Dear Mayor Russell:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a southern alignment will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"Many community leaders in Fulton are very concerned that a "no-build" option still remains an option given the amount of support received at both the Federal and State levels."

Although the no-build alternative might not seem reasonable, it must be included in the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the basis to compare against any proposed build alternatives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will continue to be maintained by the State. In addition, some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements may be required depending on traffic needs and highway conditions.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Comment #67: Honorable Larry Russell (cont.)
City of Fulton

ENVIRONMENT

The environmental impact of increased truck traffic through Morrison's historic district is significant. Air quality and noise levels in that restricted corridor will deteriorate further. Fuel consumption will increase with longer waits at stop lights and side streets. The potential for hazardous cargo releases increases with congestion. The consequences of releases adjacent to downtown businesses and residences are more severe.

PRIORITY

At the very minimum, a bypass of Morrison (preferably the southern route) should receive highest priority. The impacts on farmland with a bypass are more than offset by increasing deterioration of Morrison and wasted fuel and hazards for motorists, pedestrians and bicyclists.

Please consider our view of the impacts of this Hwy 30 project.

Sincerely,

Mayor Russell
City of Fulton, IL

Response to Comment #67 (cont.)

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #68: Jim Wise, City of Morrison

CITY OF MORRISON

200 West Main Street
Morrison, Illinois 61270-2400
Phone: 815-772-7657
Fax: 815-772-4291
morrisonil.org

Office of
Jim Wise • City Administrator

June 15, 2010

Illinois Department of Transportation:

In response to the June 15, 2011Public Hearing regarding the Illinois Department of Transportation Route 30 Improvements. The City of Morrison requests that the following information be entered into the official record.

The city of Morrison has previously informed the Illinois Department of Transportation that the proposed Route 30 Improvements be completed south of the city more specifically, routes that have been previously identified as **Corridor Sections 1-A, 2-L, 3-C and 4-B**. This position was officially adopted by the City of Morrison by form of resolution 08-04, on November 10, 2008. Today, the City of Morrison reaffirms this position. A southerly route as designated by the Illinois a Department of Transportation, by any nomenclature, is the city's preferred choice of routes to be used for the Route 30 Freeway that will be built between I-40 at Rock Falls, Illinois and Route 136 at Fulton, Illinois.

We welcome the continued efforts of the Illinois Department of Transportation to improve traffic conditions thru Northwestern Illinois and Whiteside County. 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.

If you should require any further information from the City of Morrison, please do not hesitate to contact us.

Respectfully,

Jim Wise

Jim Wise
Administrator, City of Morrison

Response to Comment #68

FILE COPY

Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Mr. Jim Wise, Administrator
City of Morrison
200 W. Main Street
Morrison, IL 61270

Dear Mr. Wise:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0194/sb

Comment #69: Honorable David H. Blanton
City of Rock Falls

City of Rock Falls
603 W. 10th Street
Rock Falls, IL 61071-2854

Mayor
David H. Blanton
815-622-1110

City Administrator
Richard J. Downey
815-564-166

City Clerk
William B. Wescott
815-622-1104

June 23, 2011

Mr. Eric S. Therkildsen P.E.
Acting Deputy Director of Highways
Region Two Engineer, IDOT
819 Depot Avenue
Dixon, IL 61021

Dear Mr. Therkildsen;

This letter is written in support of the Route 30 project in Whiteside County. While the City of Rock Falls has been indirectly involved in the Community Advisory Group, I wanted to make sure that we officially went on record as being in support of the southerly route being chosen as the preferable route.

This is an important project for our county and with this new four-lane route taking the southerly path in the Morrison area in Whiteside County, we feel our local as well as regional economies will benefit and enable our communities to grow.

Thank you for taking the time and consideration in this matter.

Sincerely,

David H. Blanton
Mayor

DHB/sbf

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JUN 27 2011

"Proud of Our Past – Confident of Our Future"

Response to Comment #69

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Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 27, 2011

Honorable David H. Blanton
Mayor, City of Rock Falls
603 W. 10th Street
Rock Falls, IL 61071-2854

Dear Mayor Blanton:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jjw-0208/sb

Comment #70: Honorable Charles "Skip" Lee City of Sterling

STERLING
Shining brightly ... Leading the way

June 14, 2011

Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

Re: US 30 Environmental Impact Statement & Phase I Design Report

To Whom It May Concern,

The City of Sterling would like to go on record as supporting the efforts to widen US Route 30 through Whiteside County to four lanes from IL Route 136 east of Fulton to IL Route 40 in Rock Falls. Over the last several years the Community Advisory Group (CAG); made up of elected officials, representatives from the local communities and organizations, and business owners from Whiteside County have meet tirelessly to support the widening of Route 30 through Whiteside County.

As several alternatives are being considered for this 4-lane facility, it is the belief of the CAG group, and the City of Sterling supports this viewpoint, that Alternative 5, which would bypass Morrison to the south, would be the most effective and least disruptive alternative. One very compelling reason to support Alternative 5 is its proximity to the Morrison Industrial Park. Having the new route near the Industrial Park could provide for economic growth opportunities, not only in Morrison, but also could be extremely beneficial to growth in Sterling.

Increasing US Route 30 to four lanes, and slightly altering its route to the south, would greatly increase the safety of travel along this stretch of road for our residents who use Route 30. Especially for those who use it daily. Thank you for the opportunity to submit our viewpoint on this project.

Sincerely,

Charles "Skip" Lee
Mayor, City of Sterling

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JUN 17 2011

City of Sterling, Illinois
212 Third Avenue Sterling, Illinois 61081
(815) 632-5621 (phone) (815) 632-0071 (fax)

Response to Comment #70

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Honorable Charles "Skip" Lee
Mayor, City of Sterling
212 Third Avenue
Sterling, IL 61081

Dear Mayor Lee:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0198/sb

Comment #71: Betty J. Steinert

WHITESIDE COUNTY
ENTERPRISE ZONE & ECONOMIC DEVELOPMENT

June 15, 2011

Re: U. S. Highway 30 four-lane DEIS

Mr. Eric S. Therkildsen, P.E.
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

Dear Mr. Therkildsen:

DEIS was received by Whiteside County on May 13, 2011 and was directed to me for review. First of all I would like to thank you and IDOT staff as well as the consultants for all of the hard work and openness on this project. Everyone has been very accommodating with requested information and attendance at meetings to answer questions.

I, as Whiteside County Economic Development & Enterprise Zone Administrator, have been very involved in the effort to look at the possibility of a four-lane U.S. Highway as well as help secure funding for the project. I have done so not only to keep Whiteside County board members informed and engaged but also for the safety of our citizens, travelers and the needed economic growth within our county and region the four-lane will bring.

In attending most CAG meetings and reviewing the DEIS we are in support of the Build Alternative 5, Southerly Route! This Southerly Route will be the best fit for the City of Morrison for future growth. It will not be the best route for growth but will be less costly, fewer acres will be removed from farm productions, and fewer residences displaced.

I would like to make note that the Wal-Mart Distribution Center location on Exhibit 3-10, Page 14 shows the DC is closer to the road than it really is. In fact Whiteside County owns most of the property shown on the map in orange. This property was originally purchased by Walmart as a drainage ditch and is now owned by Whiteside County. The actual Walmart DC building and parking is more to the west of U.S. Highway 30.

Sincerely Yours,

Betty J. Steinert, Administrator
Whiteside County Economic Development &
Whiteside /Carroll County Enterprise Zone.

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JUN 15 2011
ILL. DEPT TRANS.
DISTRICT 2

Betty J. Steinert, Administrator • bsteinert@whiteside.org
Website: www.whiteseoutlook • Whiteside County Courthouse • 200 E. Knox St., Morrison, IL 61270 • Phone: (815) 772-5755 • Fax: (815) 772-4299
Serving Enterprise in Carroll and Whiteside Counties

Response to Comment #71

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 1, 2011

Ms. Betty J. Steinert, Administrator
Whiteside County Enterprise Zone & Economic Development
200 East Knox Street
Morrison, IL 61270

Dear Ms. Steinert:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comment regarding preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"I would like to make note that the Wal-Mart Distribution Center location on Exhibit 3-10, Page 14 shows the DC is closer to the road than it really is. In fact Whiteside County owns most of the property shown on the map in orange. This property was originally purchased by Wal-Mart as a drainage ditch and is now owned by Whiteside County. The actual Wal-Mart DC building and parking is more to the west of U.S Highway 30."

The property owner information shown in the Draft Environmental Impact Statement was obtained from Whiteside County's Geographic Information System (GIS) in 2010. This data highlights that the County has a drainage easement or something similar in the area where Wal-Mart still owns the underlying fee. We have no further information that Whiteside County owns the portion of the property in question. If you have a source that can help us verify a change in property owner information, please let us know so we can get this information corrected.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Response to Comment #71 (cont.)

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #72: Honorable Mike Boland

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D-2 D-3
PROGRAM DEVELOPMENT
PROGRAM IMPLEMENTATION
OPERATIONS
ADMINISTRATIVE SERVICES
LOCAL WORK
JUN 17 2011
REGION ENGINEER
Contact with Regard to Group
Correspondence for RE signature
Correspondence for your signature

June 15, 2011

Illinois Department of Transportation
District 2
819 Depot Ave
Dixon, Il. 61021

Ladies and Gentlemen:

I am writing in regards to the Public Hearing that is happening today regarding the continuance of the Hwy. 30 Project in Whiteside County, IL

The communities along this corridor have suffered double digit losses in population according to the last census figures. They have high unemployment numbers, and the present two lane U.S. Highway 30 is dangerous. I am told that this 19 mile stretch of hwy experienced , One hundred Seven Accidents in year 2010, and this number does not include deer collisions . This accident report, by itself, indicates to me that the need to convert this to a four-lane highway is great!

I have been to two other Public Input meetings, and I understand that a route to the North is proposed, as well as a route that veers South around Morrison, and, the NO BUILD option is still an option. I would say that with this economic condition in this area, the NO BUILD is not an option at all. When is was the State of Illinois Representative that covered this area, I was able to match the funds that Senator Durbin earmarked for this project in the amount of, $7,000,000. In all, over $15,000,000 will have been allocated toward this project, and it just must be continued!

I spoke with Mayor Larry Russell of Fulton, and Barb Suehl-Janis about th project just yesterday, and both of them agreed that the Southern Route would be the best choice for them and for Morrison. This will give Morrison the needed overpass to enable emergency vehicles to cross the Union Pacific Rail Tracks in their community and get them to the South side of their City. This will also open up development for an industrial park in Morrison. The South Route is my choice, and i encourage continued support for this effort.

I will not be able to attend the Public Input Meeting tomorrow, June 15th,however, I would like it noted that I do support this continued effort and I thank you for considering my input regarding this important project.

Yours respectfully,
Mike Boland
Mike Boland, former
District 71 State Representative

3658 1st. St.
East Moline, Il. 61244
309-755-1172

Response to Comment #72

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Honorable Mike Boland
State Representative
3658 First Street
East Moline, IL 61244

Dear Representative Boland:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comment regarding preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group as we complete the Final Environmental Impact Statement for the project.

We understand your concerns regarding the collision history within this corridor. As you may be aware, collision information is retrieved from the local, county and State police departments and sent to IDOT's Central Office in Springfield, Illinois. This information is then compiled and distributed to IDOT's District offices for use in evaluating and developing roadway projects. In reviewing this collision data for the existing US 30 roadway within the 24-mile project study area, a total of 107 accidents occurred resulting in 50 injuries and zero fatalities during 2010. These collisions were comprised of the following impact types and quantities: angle (14), animal (10), fixed object-off road (14), head on (1), other non-collision (2), other object-off road (1), overturned-off road (2), rear end (37), sideswipe-opposite direction (3), sideswipe-same direction (3), and turning (20).

Following are the number of collisions and approximate percentage of collisions for specific segments of the roadway throughout the project study area:

Location of Collisions	# of Collisions	% of Collisions
IL 136 to west of Morrison	20	19
City limits of Morrison	23	21
East of Morrison to Moline Road	22	21
Moline Road to IL 40	42*	39*
	107	100

* Please note: The total number and percentage of collisions include the section east of Prophetstown Road to IL 40 in Rock Falls which is already constructed as a five-lane urban roadway section.

Response to Comment #72 (cont.)

As you know, the funding for this project was initiated in 2002 with $750,000 in special funding for the Corridor Study. In 2004, an earmark amount for $250,000 was used to supplement the Corridor Study for an Origin-Destination Study and for further analysis on the western termini. The completion of both studies identified a need to prepare an Environmental Impact Statement (EIS) and Phase I Design Report for the U.S. 30 Route from IL 136 east of Fulton to IL 40 in Rock Falls. The funding for the Phase I engineering was then secured through five earmarks that provided approximately $6.2 million and $1.55 million from the Federal and State governments, respectively.

Most recently, a special appropriation was made for $475,000 from the Transportation, Community, and System Preservation Program with the State providing an additional $119,000 to match the funding to a total of $594,000. In all, approximately $9.5 million has been allocated for the Corridor and Origin-Destination Studies and the Phase I engineering for this portion of U.S. Route 30.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative, which is required to be part of the study under Federal guidelines. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0207/sb

Comment #73: Boland Farms

Boland Farms
13696 Bunker Hill Road
Morrison, Illinois 61270
Telephone: 815 772 2840 Cell: 510 610 6213
E mail: rbrs@aol.com

Illinois Department of Transportation
Mr. Eric S Therkildsen, P.E.
819 Depot Ave.
Dixon, Illinois 61021

Attn: Mr. Therkildsen

Re: Morrison, Illinois Route 30 Bypass

My letter to you is simply to voice my and my family's objection to either proposed bypass route to Morrison, Illinois.

We presently own and farm land in the Morrison, Illinois and understand its value to our family, the community, our state and country. Devastating hundreds of acres of prime farm land to build this bypass would be a sad conversion of a valuable resource. Subtracting "bypass consumed" land from food production, taxing values to the county, state and federal governments and destruction of a "way of life" for many farm families would be counter productive to all involved.

This is a true waste of an irreplaceable resource.

I believe the benefits to the "specials interests" promoting this project cannot offset the real costs and losses to those wanting it not to go forward.

Morrison benefits from traffic thru its business district. I believe any bypass would not be in the community's best economic interest now or in the future.

I would appreciate you considering the "no build" option.

Richard Boland

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JUL 27 2011

Response to Comment #73

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Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 27, 2011

Boland Farms
13696 Bunker Hill Road
Morrison, IL 61270

Dear Mr. Boland:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0223/ss

Comment #74: Heather M. Bennett

415 11th Ave.
Fulton, IL 61252
Phone: 815-589-4545
Fax: 815-589-4421
www.cityoffulton.us

Fulton Chamber of Commerce

Mission Statement:
The mission of the Fulton Chamber of Commerce is to enhance the economic climate and to promote the business community for the benefit of the greater Fulton area.

Board of Directors

Greg Nafziger
President
KROS Broadcasting

Patti Housenga
Vice President
Community State Bank

Charles T. Dykstra
Interiors Antiques, Etc.

Phyllis Housenga
1st Gateway Credit Union

Edie Lenz
First Reformed Church

Kim LaShelle
Lockhart & Law Insurance

Steve Owen
Basma-Renkes Funeral Homes

Jami Smith
Smitty's Welding Service

Timothy Wright
Wagner Pharmacy

June 15, 2011

The Fulton Chamber of Commerce supports a four-lane U.S. Route 30 extending from Fulton, Illinois to Rock Falls, Illinois. A modern four-lane route will improve safety and create economic development opportunities within Whiteside County. The Fulton Chamber of Commerce prefers Alternative Route 5, the south route around Morrison, Illinois. Alternative 5 is the best option because it displaces less home owners, it is within close proximity of Morrison's Industrial Park, allows north Morrison to develop residential housing, and is a less expensive route to construct.

Due to the increased traffic numbers and the dire need for a modern transportation system, the no-build option is NOT an option.

We thank you for your consideration and we look forward to moving ahead with a safe and modern transportation system for Whiteside County.

Sincerely,

Heather M. Bennett

Heather M. Bennett
Executive Director, Fulton Chamber of Commerce

"A Vision Born of Heritage"

Response to Comment #74

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Ms. Heather M. Bennett, Executive Director
Fulton Chamber of Commerce
415 11th Avenue
Fulton, IL 61252

Dear Ms. Bennett:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0198/sb

Comment #75: Doug Wiersema

Rock Falls
Chamber of Commerce

801 W. 10th Street · Rock Falls, IL 61071 · www.rockfallschamber.com
Phone: (815) 625-4500 · Fax: (815) 625-4558

15 June 2011

To: Illinois Department of Transportation

This letter is written in support of the U.S. Rt. 30 road widening project in Whiteside County, Illinois from Fulton to Rock Falls. Widening the roadway from two lanes to four lanes, we believe, would invite economic activity along the route in an already depressed area of the state.

While the Rock Falls Chamber of Commerce fully supports the entire project, our main concern is that the roadway be finished in its entirety all the way to Rock Falls. The City of Rock Falls remains land-locked on the north by the Rock River and to some extent on the south side of its city limits. A four lane road widening to the city's west city limits, we believe, would spur economic development.

The City of Rock Falls is nearing completion of a $25 million sewer plant that is adjacent to the proposed roadway, helping to spur more economic development with infrastructure that would be shovel ready for development.

On behalf of the 350 members of the Rock Falls Chamber of Commerce, we sincerely urge the Illinois Department of Transportation to continue with this vital project.

Respectfully submitted,

Doug Wiersema
President/CEO Rock Falls Chamber of Commerce
Member/US Rt. 30 Advisory Committee

RECEIVED
JUN 15 2011
ILL. DEPT. TRANS.
DISTRICT 2

Response to Comment #75

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Mr. Doug Wiersema
President/CEO, Rock Falls Chamber of Commerce
801 West 10th Street
Rock Falls, IL 61071

Dear Mr. Wiersema:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"While the Rock Falls Chamber of Commerce fully supports the entire project, our main concern is that the roadway be finished in its entirety all the way to Rock Falls."

If a build alternative is selected, it would be the Department's desire to obtain enough funding to upgrade the roadway from IL 136 to east of Prophetstown Road in Rock Falls. It is anticipated that this improvement would be built in phases and constructible sections will be identified.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #76: Sandra J. Henrekin

Rock Falls Community Development Corporation
309 First Avenue • Rock Falls, IL 61071
Phone 815-626-8053 • FAX 815-626-7351

June 17, 2011

Mr. Eric S. Therkildsen P.E.
Acting Deputy Director of Highways
Region Two Engineer, IDOT
819 Depot Avenue
Dixon, IL 61021

Dear Mr. Therkildsen:

I am writing this letter in support of the Route 30 project in Whiteside County. While our office has been involved in the Community Advisory Group, I wanted to make sure that we officially went on record as being in support of the southerly route being chosen as the preferable route.

This is an important project for our county and with this new four-lane route taking the southerly path in the Morrison area in Whiteside County, we feel our local as well as regional economies will benefit and enable our communities to grow.

Thank you for taking the time to consider this letter of support.

Sincerely,

Sandra J. Henrekin
Executive Director

RECEIVED REGION 2
JUN 20 2011

Response to Comment #76

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Sandra J. Henrekin, Executive Director
Rock Falls Community Development Corp.
309 First Avenue
Rock Falls, IL 61071

Dear Ms. Henrekin:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0197/sb

Comment #77: Julie Allesee

CLINTON AREA
CHAMBER OF COMMERCE

721 South 2nd Street
P.O. Box 1024
Clinton, Iowa 52733-1024
Phone: (563) 242-5702
Fax: (563) 242-5803
www.clintoncoc.com
chamber@clintoncoc.com

June 15, 2011

Mr. Eric S. Therkildsen, P.E.
819 Depot Avenue
Dixon, Illinois 61021

IDOT PUBLIC HEARING HIGHWAY 30

Dear Mr. Therkildsen:

On behalf of the Clinton Area Chamber of Commerce Board of Directors and Members, I would like to express our support of the Illinois Highway Project that will run south of Morrison.

In reviewing the options available, it would appear the alleviation of traffic and the least disruption would occur with the South route. In addition to this factor, the increased commerce brought to the region when opening this route will create a positive economic impact to all connecting cities.

With increased enrollment at Ashford University and Clinton Community College in the Clinton area, you will see expanded use of those routes that connect Chicago via I-88. In addition, this will serve as a major link that will service area industries along the corridor from Highway 30 West. Safety and flow of traffic is the primary goal for developing routes that move traffic from one key area to another.

Clinton is a connector neighboring community in Iowa that has been working very hard to four-lane Highway 30 across the State so that a substantial flow of traffic will open up a new route that will alleviate congestion on Interstate 80 in Iowa. Growth and development occurs when transportation is readily available for moving commerce from one area to another.

Thank you for the opportunity to express the views that represent our constituents and members of your neighborhood community and state.

Working together, we can make our region grow and prosper.

Sincerely,

Julie Allesee
President

CLINTON *Think* Positive....BE POSITIVE CAMANCHE FULTON

Response to Comment #77

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Ms. Julie Allesee, President
Clinton Area Chamber of Commerce
721 S. Second Street
Clinton, IA 52733-1024

Dear Ms. Allesee:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0195/sb

Comment #78: Steven G. Ames

06/14/2011 10:46 5632424554 CADC PAGE 02

Clinton Regional Development Corp.
Where It All Flows Together

The Armstrong Building
144 8th Avenue South
Clinton, IA 52732

563.242.4536 phone
563.242.4554 fax

www.clintondevelopment.com

June 13, 2011

Mr. Eric S. Therkildsen, P.E.
819 Depot Avenue
Dixon, Illinois61021

RE: IDOT Public Hearing for Hwy 30
Environmental Impact Statement & Phase I Design Report

Dear Mr. Therkildsen:

We appreciate the opportunity to comment on potential impacts of the U.S. Hwy 30 Project between Fulton and I-88.

We have followed this project closely, because this segment of Hwy 30 to the Chicago region and I-88 is very critical to Iowa, as well as Illinois. Safety and delays are a major concern to all who travel along this route. Increasing numbers of students are taking this corridor each day, in all types of weather, as enrollments increase at Ashford University and Clinton Community College in Iowa, and Sauk Community College in Illinois; as these institutions are located at either end of the Route 30 that is under study. Additionally, high school buses from both Illinois and Iowa rely on this route, as expensive vocational classes have been recently concentrated in Sterling and Clinton also located at either ends of the route.

Commerce and associated employment in the Illinois and Iowa regions require this stretch of Highway 30 to be improved. Iowa has already committed to a 4-lane corridor for Hwy 30 from the west; Illinois has committed to I-88 from the east. The remaining stretch of Highway 30 that is under study is a critical link. Major industries throughout the Clinton region rely heavily on trucking. All-weather, limited-access roads are critical for just-in-time deliveries. Pressure on this route will increase as the $50 million Lincolnway Industrial Rail & Air Park, located in Clinton, Iowa, is completed over the next two years. This new major railport is totally dependent on intermodal transportation of freight to, and from, the Union Pacific's main east-west line. Increased truck traffic will compound congestion and elevate safety concerns.

We are very concerned that the "no-build" option—that of enlarging the existing Route 30 corridor only and eliminating the possibility of alternative, supporting routes around Morrison—remains an option. Safety and economy dictate that we must take this option off the table. We are, however, pleased that the alternate route-options selected will utilize the existing Hwy 30 corridor wherever possible. Major river terminals, grain storage complexes, and grain processors such as Archer Daniels Midland, require all-weather roads, as the alternative route-options for this project propose. These businesses need the valuable crop land that these alternative routes are attempting to preserve, and this strategy will also minimize the loss of added farmland.

Thank you for including our views on the impacts of the Hwy 30 Project.

Sincerely,

Steven G. Ames
President & CEO

Response to Comment #78

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Steven G. Ames, President & CEO
Clinton Regional Development Corp.
The Armstrong Building
144 8th Avenue South
Clinton, IA 52732

Dear Mr. Ames:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0185/sb

Comment #78: Steven G. Ames (cont.)

06/14/2011 10:46 5532424554 CADC PAGE 01

Clinton Regional Development Corp.
Where It All Flows Together

The Armstrong Building
144 6th Avenue South
Clinton, IA 52732
563.242.4536 store
563.242.4554 fax
www.clintondevelopment.com

Fax

To: Mr. Eric S. Therkildsen From: Mary B. Paul for Steven G. Ames
Fax: 815-284-5486 Pages: 2 (including FAX cover sheet)
Phone: Date: June 14, 2011
Re: CC:
☒ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

• Comments:

Please see attached letter regarding the IL DOT Public Hearing for Hwy 30 on June 15, 2011, in Morrison, IL. Please present our comments at the hearing. If you have any questions, do not hesitate to contact Mr. Ames directly @ 563-242-4536.

Thank you,
Mary B. Paul
Admin. Assistant

Comment #79: Kenneth Tiesman

Fulton, Illinois Kiwanis Club

June 14, 2011

Illinois Department of Transportation
District 2
819 Depot Ave
Dixon, Il. 61021

Ladies and Gentlemen:

The Fulton, Il. Kiwanis Club has two members, Mayor Larry Russell, & Barb Suehl-Janis that are members of the CAG Group, and they keep us informed as to the happenings of the proposed four-lane project regarding, U.S. Route 30 in Whiteside County.

Our communities have suffered double digit losses in population according to the last census figures. We have high unemployment in this area, and the present two lane U.S. Highway 30 is dangerous. Barb presented our group with a stat sheet from the Whiteside County Sheriff's Office showing the number of accidents that this corridor has experienced in 2010 . One hundred Seven Accidents, and this number does not include deer collisions . This accident report, by itself, makes us feel that the need to build an additional two lanes on this East West corridor is Great!

We understand that a route to the North is proposed, as well as a route that veers South around Morrison, and, the NO BUILD option is still an option. To us, the NO BUILD is not an option if we are to experience economic growth and development.

Our Club likes the South Route the best. This will give Morrison the needed overpass to enable emergency vehicles cross the Union Pacific Rail Tracks in their community and get them to the South side of their City. This will also open up development for an industrial park in Morrison. The South Route is our choice, and we encourage continued support for this effort.

We will have members attend the Public Input Meeting tomorrow, June 15th, and we thank you for considering our input regarding this important project.

Yours respectfully,

Kenneth Tiesman
Club President

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JUN 16 2011
PROGRAM DEVELOPMENT
PROGRAM IMPLEMENTATION
ADMINISTRATIVE SERVICES
LOCAL ROADS
REGION ENGINEER
Contact with Region Engineer
Correspondence for your signature
Correspondence for your signature

Response to Comment #79

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Kenneth Tiesman
President, Kiwanis Club of Fulton
P. O. Box 81
Fulton, IL 61252

Dear Mr. Tiesman:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a southern alignment will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1.) Barb presented our group with a stat sheet from the Whiteside County Sheriff's Office showing the number of accidents that this corridor has experienced in 2010. One hundred Seven Accidents, and this number does not include deer collisions.

We understand your concerns regarding the collision history within this corridor. As you may be aware, collision information is retrieved from the local, county and State police departments and sent to IDOT's Central Office in Springfield, Illinois. This information is then compiled and distributed to IDOT's District offices for use in evaluating and developing roadway projects. In reviewing this collision data for the existing US 30 roadway within the 24-mile project study area, a total of 107 accidents occurred resulting in 50 injuries and zero fatalities during 2010. These collisions were comprised of the following impact types and quantities: angle (14), animal (10), fixed object-off road (14), head on (1), other non-collision (2), other object-off road (1), overturned-off road (2), rear end (37), sideswipe-opposite direction (3), sideswipe-same direction (3), and turning (20).

Response to Comment #79 (cont.)

Following are the number of collisions and approximate percentage of collisions for specific segments of the roadway throughout the project study area:

Location of Collisions	# of Collisions	% of Collisions
IL 136 to west of Morrison	20	19
City limits of Morrison	23	21
East of Morrison to Moline Road	22	21
Moline Road to IL 40	42*	39*
	107	100

* Please note: The total number and percentage of collisions include the section east of Prophetstown Road to IL 40 in Rock Falls which is already constructed as a five-lane urban roadway section.

2.) To us, the No Build Alternative is not an option if we are to experience economic growth and development.

Although the no-build alternative might not seem reasonable, it must be included in the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the basis to compare against any proposed build alternatives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will continue to be maintained by the State. In addition, some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements may be required depending on traffic needs and highway conditions.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #80: Michael W. Hastings

JO-CARROLL ENERGY, INC. (NFP) A Touchstone Energy® Cooperative
793 U. S. Route 20 West · P. O. Box 390 · Elizabeth, IL 61028 · 815/858-2207 · 800/858-5522 · Fax 815/858-3731

June 16, 2011

Mr. Eric S. Therkildsen, P.E.
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

RE: Public Hearing Input on the Rock Falls to Fulton Corridor Impact Study for Hwy 30

Dear Mr. Therkildsen:

As the electric power company for much of the northwest corner of Illinois, we at Jo-Carroll Energy are always in contact with many community leaders. We agree with those leaders in their concern that a "no-build" option still remains in consideration given the amount of support received at both the federal and State levels. The safety and environmental impacts of a no-build approach are significant. We share the following concerns with those community leaders:

SAFETY

The high accident rate on the subject stretch of Hwy 30 will only increase in the months ahead with expanding college campuses at each end of the corridor and a major Rail Port complex under construction in Clinton. Design modifications to the current 2-lane roadway cannot resolve this growing safety issue.

ENVIRONMENT

The environmental impact of increased truck traffic through Morrison's historic district is significant. Air quality and noise levels in that restricted corridor will deteriorate further. Fuel consumption will increase with longer waits at stop lights and side streets. The potential for hazardous cargo releases increases with congestion. The consequences of releases adjacent to downtown businesses and residences are more severe.

PRIORITY

Please consider the impacts raised above in removing the "no build" option from the list of possibilities regarding the Hwy 30 project.

Sincerely,

JO-CARROLL ENERGY, INC. (NFP)

BY: Michael W. Hastings

Michael W. Hastings
President and CEO

RECEIVED REGION 2
JUN 17 2011
PROGRAM DEVELOPMENT
PROGRAM IMPLEMENTATION
OPERATIONS
ADMINISTRATIVE SERVICES
LOCAL ROADS
REGION ENGINEER
Correspondence for RE signature
Correspondence for your signature

Response to Comment #80

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Michael W. Hastings
President/CEO, Jo-Carroll Energy, Inc.
793 U.S. Route 20 West
P. O. Box 390
Elizabeth, IL 61028

Dear Mr. Hastings:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"Please consider removing the "no build" option from the list of possibilities regarding the Highway 30 project."

Although the no-build alternative might not seem reasonable, it must be included in the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the basis to compare against any proposed build alternatives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will continue to be maintained by the State. In addition, some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements may be required depending on traffic needs and highway conditions.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Response to Comment #80 (cont.)

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #81: Jeremy Baker

Lisa Askew

From: Couris, Gabriel [GabrielCouris@illinois.gov]
Sent: Monday, June 20, 2011 12:01 PM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Jeremy Baker - #70049

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70049. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

----Original Message----
From: jeremyone11@yahoo.com
Sent: Friday, June 17, 2011 9:09 AM
Subject: Web Mail from Jeremy Baker

Web Page: US30
Name: Jeremy Baker
Address: 15689 Norrish RD
Morrison, IL 61270
Work #: 815-772-8217

Question:
I would like to express a vote of no changes to the existing road. The group of people that expressed interest in moving the highway do nto want the town to grow. A good example of this was back in the 1980s when Ethan Allen wanted to expand and the city would not allow it. Also, I feel that the town businesses would suffer far more than anticipated and the land that would be affected by destruction too great. If it does get moved, I would vote for a south route because the industrial center for Morrison is South of town and trucks routed to this area would still need to go through town to get to this industrial site. This would defeat the purpose of rerouting US 30 because trucks would still need to travel through town. Removing the heavy trucks from local streets was the original reason told to the public for the rerouting to start with.

I am not sure if I can still get this information to count but I have made an effort.

Response to Comment #81

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 3:35 PM
To: 'jeremyone11@yahoo.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; Becky Marruffo; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Jeremy Baker - #70049

Dear Mr. Baker:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Sincerely,

U.S. Route 30 Project Study Team

Comment #82: Ruth Gundlach

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 10:47 AM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Ruth Gundlach - #70030

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70030. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

---Original Message---
From: ruth.gundlach.g8x8@statefarm.com
Sent: Thursday, June 16, 2011 9:28 AM
Subject: Web Mail from Ruth Gundlach

Web Page: US30
Name: Ruth Gundlach
Address: 619 E Lincolnway
Morrison, IL 61270
Work #: 815-772-2101

Question:
Comment: It is important to have Route 30 bypass for downtown Morrison. I support the southern route.

Response to Comment #82

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 2:05 PM
To: 'ruth.gundlach.g8x8@statefarm.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Ruth Gundlach - #70030

Dear Ms. Gundlach:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as wel as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #83: Barbara M. Janis

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 4:36 PM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Barbara M. Janis - #70096

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70096. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message----
From: bsuehl@frontiernet.net
Sent: Monday, June 20, 2011 1:39 PM
Subject: Web Mail from Barbara M. Janis

Web Page: US30
Name: Barbara M. Janis
Address: 609 16th Place
Fulton, Il 61252
Work #: 815-589-9191
Home #: 815-589-3438

Question:
Hell-o, I am a member of the CAG Group, and I was unable to attend the public input meeting because of a family emergency. I favor the Southern Route, and I most definitely do want this project to continue. The No Build option, is not an option if we are ever to see economic growth and development. The safety factor alone is a strong argument for four-laneing this 19 mile stretch. I strongly support the continuance of this project

Response to Comment #83

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 2:12 PM
To: 'bsuehl@frontiernet.net'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Barbara M. Janis - #70096

Dear Ms. Janis:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #84: Leonard Janis

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 4:37 PM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Leonard Janis - #70097

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70097. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message----
From: timber@vbe.com
Sent: Monday, June 20, 2011 1:42 PM
Subject: Web Mail from Leonard Janis

Web Page: US30
Name: Leonard Janis
Address: 609 16th Place
Fulton, Il 61252
Work #: 815-589-9191
Home #: 815-589-3438

Question:
I have attended almost all of the CAG meetings in Morrison. I was unable to attend the public input meeting last week, however, I strongly support the continuance of this project. I would like to see the Southern Route chosen. This route makes more sense overall with home displacement, less farmground, etc.Thank you for allowing me to make this opinion of mine count and be expressed. Leonard janis

Response to Comment #84

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 2:08 PM
To: 'timber@vbe.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Leonard Janis - #70097

Dear Mr. Janis:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #85: Kenneth Kophamer

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 12:02 PM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Kenneth Kophamer - #70050

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70050. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----
From: kenny@kenkoprealty.com
Sent: Friday, June 17, 2011 11:47 AM
Subject: Web Mail from Kenneth Kophamer

Web Page: US30
Name: Kenneth Kophamer
Address: 118 E. Main Street
Morrison, IL 61270
Work #: 815-772-2728

Question:
Dear Mr. Nardini,

We recently visited about my farm in Morrison that was erroneously listed as a special waste site, rather than farmland. I hope you can correct the mistake to reflect the fact that it is crop ground. Thank you so much for your time.

On an aside, I have been polling the townspeople of Morrison about the Route 30 bypass. I have found that the quiet majority want Route 30 to be widened right through town. There is also a faction in Morrison that would like to pursue federal government-funded grants to revitalize the current economic downturn. On the other hand, there is a faction that would prefer that the town take care of its own community with citizen donations to self-fund improvements. Either way, the IDOTâ€™s decision will not be popular.

From a business standpoint I can see advantages as well as disadvantages for each proposed route. The advantages of a northern route are that the soil type is more favorable to building, its proximity and signage for the state park, and a more direct route to the potential jobs at the prison in Thomson. The advantage of a southern route is the close proximity to our industrial park, but it would be redundant to have a four-lane highway so close to I-88. All in all, I believe our community would like to see a cost analysis for widening the current Route 30 versus either bypass.

As an appraiser and Realtor, I encourage a capitol infusion into Morrison by taking a route down the current Route 30. Farmland is $8,000 to $12,000 per acre for the State of Illinois to buy and homes are $50,000 to $150,000 and plummeting lower. Currently, we have 90 homes for sale and approximately 25 downtown

Response to Comment #85

From: "Nardini, Mark D" <Mark.Nardini@illinois.gov>
To: kenny@kenkoprealty.com
Cc: "Marruffo, Rebecca A" <Rebecca.Marruffo@illinois.gov>; "Williams, Jennifer J" <Jennifer.Williams@illinois.gov>; "Couris, Gabriel" <Gabriel.Couris@illinois.gov>; "Kingry, Peggy M" <Peggy.Kingry@illinois.gov>; "Nelson, Jason T" <Jason.Nelson@illinois.gov>; "Kelly, Carla J" <Carla.Kelly@illinois.gov>; shelia hudson <hudson.shelia@shoglobal.net>
Sent: Tue, July 5, 2011 9:46:14 AM
Subject: FW: Web Email from Kenneth Kophamer - #70050

Mr. Kophamer:

Thank you for your email regarding the US 30 project through Whiteside County.

After reviewing our data, it appears that the consultants figures showing the former Morrison City Dump was incorrectly labeled. It appears that the shading was inverted between your property and the property owned by Louis J. Betts. The dump was on the property owned by Mr. Betts, and not yourself. The figures will be modified to correct this error. The department is sorry for this mix up.

Your input is greatly appreciated and will be incorporated into the public involvement documents for this project. Your comment, along with others received during the comment period for this phase of the project will be used to help identify a preferred alignment for this project.

Mark D. Nardini
Environmental Specialist
Illinois Department of Transportation
Region Two / District Two
819 Depot Avenue
Dixon, Illinois 61021
Office - (815) 284-5460
Fax - (815) 284-5486
Cell - (815) 441-1545
Mark.Nardini@illinois.gov

Comment #85: Kenneth Kophamer (cont.)

buildings on the market. In my estimation it would be cheaper to purchase residential and commercial property along the current course of Route 30, rather than buying up inflated farmland prices. In conclusion, my life and business will be minimally affected by any route, so I have no monetary bias to any proposal. However, I do believe that widening the current Route 30 would create a capitol infusion that Morrison so desperately needs.

Comment #86: Dan Kuehl

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Wednesday, July 13, 2011 9:11 AM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Dan Kuehl - #70373

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/27/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70373. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

---Original Message---
From: kkuehl70@gmail.com
Sent: Thursday, July 7, 2011 8:51 AM
Subject: Web Mail from Dan Kuehl

Web Page: US30
Name: Dan Kuehl
Address: 1001 Jenny Ln
Morrison, IL 61270
Work #: 815-441-1100

Question:
My opinion on the Route 30 Bi-pass is that it is not needed. However, I understand that the bi-pass will be completed whether it is good for Morrison IL or not. As a life long resident of Morrison and a Land Surveyor, the best and more effective route is through the southern part of Morrison. This route is less detrimental to homes and businesses. While the Southern route will run right through our family farm, the northern route would disrupt many beautiful and high income neighborhoods.

Thank you for your time.

Response to Comment #86

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Friday, July 15, 2011 9:53 AM
To: 'kkuehl70@gmail.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'Estrem, Jon'; 'shelia hudson'; 'Bob Innis'; 'Nardini, Mark D'; 'Marruffo, Rebecca A'; 'Kingry, Dorraine L.'; 'Rodgers, Cassandra S'; 'turner.hudsonassoc@sbcglobal.net'
Subject: Web Email from Dan Kuehl - #70373

Dear Mr. Kuehl:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #87: Reverend Edith Lenz

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 10:45 AM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Rev. Edith Lenz - #70029

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70029. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----
From: edielenz@firstrcafulton.org
Sent: Thursday, June 16, 2011 9:02 AM
Subject: Web Mail from Rev. Edith Lenz

Web Page: US30
Name: Rev. Edith Lenz
Address: 514 15th AVE
Fulton , IL 61252
Work #: 815-589-2203

Question:
I am in favor of a south route development of Rt 30

Response to Comment #87

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 12:53 PM
To: 'edielenz@firstrcafulton.org'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Rev. Edith Lenz - #70029

Dear Reverend Lenz:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Sincerely,

U.S. Route 30 Project Study Team

Comment #88: Travis Peter

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Tuesday, June 21, 2011 4:35 PM
To: sheila hudson
Cc: Lisa Askew
Subject: Web Email from Travis Peter - #70117

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/5/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70117. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

---Original Message---
From: tpeter@jtcullenco.com
Sent: Tuesday, June 21, 2011 9:47 AM
Subject: Web Mail from Travis Peter

Web Page: US30
Name: Travis Peter
Address: 15270 Diamond Rd
Fulton, IL 61252
Work #: 815-589-2412

Question:
I approve of the Highway 30 4 lane route South of Morrison IL.

Response to Comment #88

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 2:19 PM
To: 'tpeter@jtcullenco.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'sheila hudson'
Subject: Web Email from Travis Peter - #70117

Dear Mr. Peter:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #89: Michl Peters

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Wednesday, June 22, 2011 11:53 AM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Michl Peters - #70135

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/6/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70135. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----
From: mpeters@jtcullenco.com
Sent: Wednesday, June 22, 2011 8:24 AM
Subject: Web Mail from Michl Peters

Web Page: US30
Name: Michl Peters
Address: 901 31st Avenue
Fulton, IL 61252
Work #: 815-589-2412

Question:
I support a four-lane route south of Morrison.

Response to Comment #89

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Monday, June 27, 2011 9:25 AM
To: 'mpeters@jtcullenco.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'; Becky Marruffo
Subject: Web Email from Michl Peters - #70135

Dear Mr. Peters:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Sincerely,

U.S. Route 30 Project Study Team

Comment #90: Merle Reisenbigler

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 10:48 AM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Merle Reisenbigler - #70031

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70031. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----
From: merle@rcsmithlimo.com
Sent: Thursday, June 16, 2011 10:34 AM
Subject: Web Mail from Merle Reisenbigler

Web Page: Getting Around Illinois
Name: Merle Reisenbigler
Address: 604 Ash
Morrison, IL 61270
Work #: 815-772-7226
Home #: 815-772-2907

Question:
I would like to be recorded as favoring the SOUTH route

I feel it would be far less disruptive to the community & enviorment

Thank You

Response to Comment #90

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 1:06 PM
To: 'merle@rcsmithlimo.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Merle Reisenbigler - #70031

Dear Mr. Reisenbigler:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #91: Scott Schipper

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Tuesday, June 21, 2011 3:08 PM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Scott Schipper - #70101

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/5/2011. Also cc: Carla Kelly & me for IDOT files Including a reference to control # 70101. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----
From: sschipper@jtcullenco.com
Sent: Monday, June 20, 2011 2:28 PM
Subject: Web Mail from Scott Schipper

Web Page: US30
Name: Scott Schipper
Address: 15366 Diamond RD.
Fulton, IL 61252
Work #: 815-589-2412
Home #: 815-520-3458

Question:
I support a four-lane route south of Morrison.

Response to Comment #91

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 2:23 PM
To: 'sschipper@jtcullenco.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Scott Schipper - #70101

Dear Mr. Schipper:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as wel as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Sincerely,

U.S. Route 30 Project Study Team

Comment #92: Dr. Heath Treharne

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 11:07 AM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Dr. Heath Treharne, Tree of Life Chiropractic - #70034

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70034. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----
From: nuccatree@yahoo.com
Sent: Thursday, June 16, 2011 1:09 PM
Subject: Web Mail from Dr. Heath Treharne, Tree of Life Chiropractic

Web Page: US30
Name: Dr. Heath Treharne, Tree of Life Chiropractic
Address: 1130 17th St
Fulton, IL 61252
Work #: 815-589-5255

Question:
I am in favor of expanding this project. My selection would be to focus on the southern route.
Thank you for your efforts in keeping this project moving forward.
Dr. Heath Treharne

Response to Comment #92

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 12:33 PM
To: 'nuccatree@yahoo.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Dr. Heath Treharne, Tree of Life Chiropractic - #70034

Dear Dr. Treharne:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #93(a): Susan Wilkens

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Friday, July 15, 2011 11:35 AM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Susan Wilkens - #70503

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/29/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70503. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----
From: tswilkens@frontiernet.net
Sent: Friday, July 15, 2011 11:17 AM
Subject: Web Mail from Susan Wilkens

Web Page: IDOT Home Page
Name: Susan Wilkens
Address: 19389 Lincoln Rd
Morrison, IL 61270
Work #: 815-772-2183

Question:
My family currently lives on US Rt. 30. I have been
told that our home is one that will probably be impacted by this and I am wondering where I can get more information regarding this proposal. I have been

trying to keep up to speed, but too many people tell me different things. Is there a website that I can go to to find out if my house will be directly affected?

Response to Comment #93(a)

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Friday, July 29, 2011 3:13 PM
To: 'tswilkens@frontiernet.net'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'Estrem, Jon'; 'shelia hudson'; 'Bob Innis'; 'Nardini, Mark D'; 'Marruffo, Rebecca A'; 'Kingry, Dorraine L.'; 'Rodgers, Cassandra S'; 'turner.hudsonassoc@sbcglobal.net'
Subject: Web Email from Susan Wilkens - #70503
Attachments: Wilkens Property.pdf

Dear Ms. Wilkens:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"Is there a website I can go to find out if my house will be directly affected?"

As you may be aware, the Draft Environmental Impact Statement report (DEIS) is available for public review and comment on IDOT's website at http://www.dot.state.il.us/desenv/Environment/309/US30_FinalDEIS.pdf. Once you upload the document, please go to page 254 where there is an aerial exhibit illustrating the impacts to your property by the proposed improvement. We have also attached a copy of the aerial exhibit for your review.

In creating the proposed alternatives, there were many engineering and environmental issues that were considered. If a property is impacted, the Department will purchase the property in part or whole depending on the need. The value of this acquisition will be based off of the fair market value of your property.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #93(b): Susan Wilkens

Lisa Askew

From: lswilkens@frontiernet.net
Sent: Sunday, July 31, 2011 2:10 PM
To: Lisa Askew
Subject: Re: Web Email from Susan Wilkens - #70503

Thank you for repsonding to my email. I am currently wondering what the timeline is. We have been considering selling our home to buy a larger home. If I am reading the arial views correctly, it looks like our property will be affected regardless of the route taken. Could you update me as to what the timeline is?
Thank you,
Susan Wilkens

Response to Comment #93(b)

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, August 11, 2011 9:16 AM
To: 'lswilkens@frontiernet.net'
Cc: Jim Allen; 'Marruffo, Rebecca A'; Jennifer Williams; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'
Subject: Web Email from Susan Wilkens - #70503

Dear Ms. Wilkens:

It is anticipated that this phase of the project, which includes the completion of the Environmental Impact Statement and Phase I Design Report, will be approved by the end of 2012. Funding for land acquisition, design (Phase II) and construction (Phase III) is currently not available; therefore, the timeline of this project past the end of 2012 is uncertain.

If you have any additional questions regarding the Department's land acquisition process, please feel free to contact the IDOT - District 2 office Land Acquisition Manager, Mr. Jim Allen at (815) 284-5366.

Again, thank you for your interest in the U.S. Route 30 project.

Sincerely,

U.S. Route 30 Project Study Team

Comment #94: Rex H. Winget

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 4:08 PM
To: shella hudson
Cc: Lisa Askew
Subject: Web Email from Rex H. Winget - #70094

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70094. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message ---
From: rwinget@jtcullenco.com
Sent: Monday, June 20, 2011 12:40 PM
Subject: Web Mail from Rex H. Winget

Web Page: US30
Name: Rex H. Winget
Address: 424 17th Ave.
Fulton, IL 61252
Work #: 815-589-2412
Home #: 815-589-3070

Question:
This expansion is long overdue. "No Build" should not be an option. The south route is less expensive, less disruptive, and otherwise effective. BUILD IT!

Response to Comment #94

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 2:15 PM
To: 'rwinget@jtcullenco.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shella hudson'
Subject: Web Email from Rex H. Winget - #70094

Dear Mr. Winget:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #95: Ben Wolf

Lisa Askew

From: Courls, Gabriel [Gabriel.Courls@illinois.gov]
Sent: Monday, June 13, 2011 10:28 AM
To: Lisa Askew
Cc: Kelly, Carla J; shelia hudson
Subject: Web Email from Ben Wolf - #69933

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 6/27/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 69933. Your prompt attention is greatly appreciated.

Gabriel Courls
Illinois Department of Transportation

-----Original Message-----
From: ben.j.wolf@hotmail.com
Sent: Thursday, June 9, 2011 11:12 AM
Subject: Web Mail from Ben Wolf

Web Page: US30
Name: Ben Wolf
Address: 17798 Spring Valley Rd
Morrison, IL 61270
Work #: 815-441-1895

Question:
Since input is being asked for, I would like to give mine. I believe that the impact on the area surrounding Morrison, particularly the proposed northern route, would be devistating. Moving the route north would have traffic much closer to some awfully nice new and established properties (including my own). People in these areas live there because of the remoteness and isolation from traffic and noise. The impact on the properties inside and out of the project area would certainly be a negative one, and the values of those properties will certainly fall if the northern route is chosen. Morrison and Route 30 have worked hand in hand since long before my time. That route going through town helps the community, and brings people to the downtown. And yet, you don't have to go far to the outskirts of town to have isolation from the noise and dangers of the trafic. I think it should be kept that way.

Thank you for your consideration.

Response to Comment #95

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 12:27 PM
To: 'ben.j.wolf@hotmail.com'
Cc: 'Courls, Gabriel'; 'Carla.Kelly@Illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Ben Wolf - #69933

Dear Mr. Wolf:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at http://www.dot.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #96: Illinois Department of Agriculture

Illinois Department of Agriculture

Pat Quinn, Governor
Thomas E. Jennings, Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0992

July 29, 2011

Mr. Eric S. Therkildsen, P.E.
IDOT / Division of Highways / District 2
819 Depot Avenue
Dixon, Illinois 61021-3500

Re: Draft Environmental Impact Statement
U.S. 30 (FAP 309) from IL 136 to IL 40 - 678 acres
Whiteside County, Illinois

Dear Mr. Therkildsen:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with the improvements to ±24 miles of original U.S. 30 from IL 136/Frog Pond Road to IL 40 in Whiteside County. The IDOA conducted a Study of Agricultural Impacts (copy enclosed) associated with the request in accordance with the rules governing the state's Farmland Preservation Act (505 ILCS 75/1 et seq.).

The project involves the construction of an expressway facility. Both alternatives share similar impacts to 12 miles of roadway. Alternative 4 requires an additional 13 miles for a total length of 25 miles, while Alternative 5 requires an additional 14 miles for a total length of 26 miles. Both alternatives require almost identical acreage for final construction, the final total being dependent upon the selection of the north or south bypass around Morrison.

Based upon our study, the IDOA would have no objection to the use of either Alternative for the proposed highway improvements. The IDOA would consider such an action to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act.

Should you have any questions regarding our review of this road improvement or our study, please contact Terry Savko of my staff at 217-785-4458.

Sincerely,

Steven D. Chard

Steven D. Chard, Acting Chief
Bureau of Land and Water Resources

SDC:TS
Enclosure

cc: Governor Pat Quinn
Sen. John Cullerton
Sen. Christine Radogno
Rep. Michael Madigan
Rep. Tom Cross
Sen. Tim Bivins
Sen. Mike Jacobs
Rep. Jerry Mitchell
Rep. Richard Morland
Shari West, IDOA
Jared Thornley, IDOA
Jeff Williams, IDOA
Inter-Agency Committee
Dave Harrison, Whiteside Co. SWCD
Kevin Rund, Illinois Farm Bureau
Agency Project File

Response to Comment #96

No Response Required

Comment #96: (cont.) Illinois Department of Agriculture (cont.)

ILLINOIS DEPARTMENT OF AGRICULTURE
STUDY OF AGRICULTURAL IMPACTS

FAP 309 (US Route 30)
Section (20-1,17R,16,15,110)PE1
Whiteside County, Illinois

The Illinois Department of Agriculture (IDOA) conducted a study of agricultural impacts on the proposal by the IDOT District 2 to improve 24 miles of U.S. 30 from IL 136 to IL 40 in Whiteside County with a four-lane expressway. The project is needed to address existing capability deficiencies and traffic congestion, increasing transportation demand, lack of roadway continuity and the overall safety of the roadway within the US 30 project study area. The scope of work includes its construction as a 4-lane expressway with either a north or south bypass around Morrison. The results of our study are as follows:

- **New right-of-way** – Total area converted to right-of-way (ROW) for both alignments is almost identical, affecting 682 acres and 676 acres for Alternate 4 and Alternate 5, respectively. Converted agricultural acres total 614 acres to 625 acres, respectively. In addition, ROW takes will impact 149 adjoining farm operations versus to 154 adjoining farm operations, respectively.

- **Land use** – Approximately 90 percent of Alternative 4's proposed ROW is presently in agricultural use. Alternative 5's alignment has approximately 92 percent of its proposed ROW in agricultural use.

- **Prime farmland status** – According to the Whiteside Soil Survey that was prepared by the USDA Natural Resources Conservation Service, Alternative 4 has 434 acres of ROW comprised of Prime soils, 150 acres are Important soils, and 30 acres contain soils that are neither Prime nor Important. Alternative 5 has 419 acres of ROW comprised of Prime soils, 168 acres are Important soils, and 38 acres contain soils that are neither Prime nor Important.

- **Minimum design standards** – This project has been designed to minimize agricultural impacts as it addresses capacity deficiencies and traffic congestion along the entire scope of the construction project.

- At this time, an unknown quantity of **landlocked parcels, severed parcels, uneconomical remnants** and **adverse travel** will be created. However, field access will be addressed so that all essential farm fields will be accessible to landowners and/or tenant farmers. In addition, Alternatives 4 and 5 will jointly impact 2 Centennial Farms. The north bypass will not affect any other Centennial Farms, while the south bypass will impact one more.

- **Relocations** – Seven farmsteads will be displaced by both Alternatives 4 and 5. When including the bypass impacts, Alternative 4 displaces 11 farmsteads while Alternative 5 displaces 8.

- **Secondary agricultural land conversion** – No agricultural land will be used for wetland mitigation, tree replacement, or floodplain compensatory storage.

- **Field entrances** – All field entrances will be rebuilt to meet the new grade line of the road and widened, if necessary, to accommodate new, wider farm equipment now in use.

Comment #96: Illinois Department of Agriculture (cont.)

- **Drainage Impacts** – All tile and drainage systems will be retained, with new outlets being provided for any tile that currently empty into the ditch system of the highway.

- **Agricultural Conservation and Protection Area** - None of the parcels are located in a County-designated Ag Area. However, use of Alternate 4 with the north bypass will affect 2 Centennial Farms while Alternative 5 with the south bypass will impact 3 Centennial Farms.

- **Loss of gross agricultural receipts** - The conversion of all agricultural land within the Alternative 4 ±25 mile corridor would result in a potential annual loss of **$365,330** cash receipts from crops and livestock based upon statistics from the *Illinois Agricultural Statistics 2010 Annual Bulletin.* ***(Whiteside County Total Cash Receipts) ÷ (Land in Farms in Whiteside County) = ($595/ac) x (614 ac in ag use.)*** Alternative 5's ±26 mile corridor would result in the potential loss of **$371,875** cash receipts from crops and livestock based upon statistics from the Illinois Agricultural Statistics 2010 Annual Bulletin. ***(Whiteside County Total Cash Receipts) ÷ (Land in Farms in Whiteside County) = ($595/ac) x (625 ac in ag use.)***

<u>IDOA Opinion</u> - The U.S. 30 Improvement project has been designed to address existing capability deficiencies and traffic congestion, its increasing transportation demand, the lack of roadway continuity as well as the overall safety of the roadway. The final alignment will utilize ±47% of existing right-of-way (ROW) and land adjacent to the existing ROW.

Both Alternative 4 and 5 have been designed to minimize the amount of new ROW needed. Both will cause similar farmland conversion impacts. Also, use of existing ROW will significantly reduce the amount of agricultural land that potentially would be converted to highway use.

We believe the final alignment, when selected, coupled with the measures to be employed to minimize adverse impacts to agriculture, will result in the project achieving compliance with IDOT's Agricultural Land Preservation Policy and the Illinois Farmland Preservation Act.

72911
TS

Comment #97: United States Environmental Protection Agency

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUL 29 2011

AUG 2011 Received IDOT DIST. TWO

REPLY TO THE ATTENTION OF:

E-19J

Norman Stoner, P.E.
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Re: Comments on the Draft Environmental Impact Statement for US 30 from Fulton to Rock Falls, Whiteside County, IL, CEQ# 20110162

Dear Mr. Stoner:

In accordance with Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the U.S. Environmental Protection Agency has reviewed the proposed Draft Environmental Impact Statement (DEIS) for US 30 from the IL 136 intersection at Fulton to the IL 40 intersection in Rock Falls, in Whiteside County, Illinois. This is at the northwestern edge of Illinois near the Mississippi River, just north of the Quad Cities and running east-west parallel to the I-80 interstate highway. The project proposes to improve traffic capacity, reduce congestion, improve safety, anticipate increased travel demands, and bring this segment of US 30 into system continuity with segments further west in Iowa.

EPA has participated briefly in the NEPA process for this project, which includes providing early scoping comments on May 29, 2007 and concurrence with Purpose and Need on September 4, 2008, both at merged NEPA / Clean Water Act Section 404 (NEPA / 404) meetings. This project was subsequently withdrawn from the merged NEPA / 404 process in July 2010 because wetland impacts for all alternatives being considered were reduced to a level not requiring a 404 Wetland Permit. On November 30, 2010, we agreed to be a Cooperating Agency for this project.

Two build alternatives are presented in the DEIS as the result of much public involvement, but a preferred alternative is not selected. Both build alternatives would utilize a four lane divided expressway configuration, as opposed to a freeway design which would limit local accessibility. The difference between the two proposals is that one bypasses the City of Morrison on the north side and the other would bypass the city on the south side. Other alternatives considered but rejected as not meeting Purpose and Need included the No Build Alternative, several Transportation Demand Management possibilities, and a Transportation System Management Alternative.

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Response to Comment #97

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

March 20, 2012

Re: Draft Environmental Impact Statement
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Job No. P-92-107-07
Whiteside County
IL 136 to IL 40

Mr. Kenneth A. Westlake
Chief, NEPA Implementation Section
United States Environmental Protection Agency
Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3590

Dear Mr. Westlake:

Thank you for your comments in review of the US Route 30 Draft Environmental Impact Statement (DEIS). We appreciate your agency's coordination with this project. The responses provided below are organized according to your comments.

Please note that subsequent to the publication of the DEIS, IDOT and FHWA became aware that the floodplain encroachment at French Creek involved a greater area than previously analyzed due to recently published FEMA maps. The longitudinal encroachment of this floodplain was determined to be unacceptable, as there were other alternatives that avoided this type of impact. Therefore, Alternates 4 and 5 are being revised to avoid any encroachment into the French Creek floodplain. Because of this change, it is anticipated that the Department will develop a Supplemental DEIS.

Alternatives

In your comment you indicated that it was not clear how the east-west bypass alternatives will fully address the traffic congestion in Morrison caused by the north-south IL 78 truck traffic. Because of the relatively low traffic volume on the north-south IL 78 route, the project team did not identify the north-south traffic as the primary cause of congestion in Morrison. The 2009 traffic counts on US 30 through Morrison showed an average annual daily traffic (AADT) volume of 11,000 vehicles per day (vpd) which included 1,250 trucks. The traffic volume on IL 78 south of Morrison was measured at 2,150 vpd (with 195 trucks) and IL 78 north of Morrison was found to have an AADT of 1,400 vpd (with 185 trucks). Therefore, the truck traffic on IL 78 through Morrison only accounted for approximately 15% of the total truck traffic in Morrison. Other contributing factors to the congestion in Morrison included traffic from unmarked state or county highways intersecting with US 30 in Morrison, as well as other intersecting township roads and local traffic circulating within the local street system.

Comment #97: United States Environmental Protection Agency (cont.)

We have reviewed the DEIS and in keeping with our responsibilities under NEPA, give the document a rating of EC-2, **Environmental Concerns - insufficient information**, see the attached Summary of Rating Definitions for clarification. The following sections outline our observations regarding the proposed Purpose and Need, Alternatives, Environmental Impacts, and Proposed Mitigation of Unavoidable Impacts. Some of these points are discussed in greater detail in the attachment: Concerns Regarding the DEIS Proposed Project for US 30 in Whiteside County, Illinois.

PURPOSE AND NEED

We previously concurred with the Purpose and Need (P&N) statement because it adequately states the conditions to be addressed by this project. However, we note three parts of the P&N discussion are significant factors contributing to existing conditions which should be addressed by this project's alternatives, but are not. We will discuss these further under Alternatives and in the attached discussion.

ALTERNATIVES

It is not clear how any bypass with only an east-west consideration, such as the two retained alternatives, will fully address the traffic congestion in Morrison caused by the north-south IL 78 truck traffic. We recommend future NEPA documents consider an alternative that includes a Morrison west side bypass extending from IL 78 on the north side to IL 78 south of the city. A portion of the dismissed Alternative A-I accomplished this, connecting IL 78 north to south. This north-south portion of A-I could either be incorporated as part of a full southern bypass alternative or as a spur bypass on just the western side of the city.

One safety issue noted in the Purpose and Need discussion, Chapter 1 page 7 and Table 1-4, is that eight roads intersect with US 30 at less than the State Design Standard of 75 to 90 degree angles. It is not clear that the proposed alternatives address these conditions or how they will be addressed by this project. The future NEPA documents should clarify how this proposal meets this component of the P&N.

The north-south traffic on the west side of Sterling - Rock Falls creates safety and congestion problems specifically at three of the above non-standard intersections. We recommend consideration of an alternative that consolidates this north-south traffic, perhaps on a westside collector, and eliminates these non-standard intersections.

ENVIRONMENTAL IMPACTS

>>AIR QUALITY

The DEIS correctly presents that this project location does not require conformity with a State Implementation Plan for Air Quality. Although modeling Mobile Source Air Toxics (MSATs) is

Response to Comment #97

Mr. Kenneth A. Westlake
US EPA
Page 2

The traffic congestion in Morrison will significantly decrease as a result of either of the two recommended US Route 30 bypass alignments included in the DEIS. The Level of Service (LOS) of the existing route through town was reviewed and is projected to have a LOS of C or D following a US Route 30 bypass. This is considered an acceptable LOS, based on AASHTO policy, because the designation of the existing route through Morrison will no longer be a primary arterial highway, but will likely change to an unmarked local collector.

You noted that the Purpose and Need discussion on safety identified eight roads which intersect with US Route 30 that had substandard angles of 75 to 90 degrees, and indicated that the DEIS was not clear on how the proposed alternatives address these conditions or how they will be addressed by the project. The Supplemental DEIS will include how the proposal will improve safety by either removing traffic from the subject intersections, or by improving the geometrics at the intersections that will remain along the proposed improvement.

You commented that the north-south traffic on the west side of Sterling-Rock Falls creates safety and congestion problems, specifically at three non-standard intersections (Emerson Rd., Prophetstown Rd., and Agnew Rd.). Two of the intersections (Emerson Rd. and Prophetstown Rd.) will be addressed by improving the geometrics of these intersections. The intersection of Agnew Rd. with US 30 will be eliminated.

Air Quality
You recommended that the Department commit to a construction diesel emissions reduction plan for this project in order to reduce and mitigate the known construction emissions to the degree feasible. The Department will add the six options to consider in a diesel emissions reduction plan to Section 3.20, "Summary of Measures to Minimize Harm for Noise and Air", in the Supplemental DEIS.

Streams and Floodplains
Your premise indicates that "although a longitudinal transportation project by its nature fragments open space and severs habitat connections, they can be designed and constructed with some accommodations". We would not consider this project to be characterized as a "longitudinal transportation project". The project crosses most natural resources at a transverse (perpendicular) angle, which minimizes environmental impacts to these natural resource features (rivers, streams, wetlands, forests, riparian corridors, and floodplains). The dominant cover type in the project area is cropland, which makes up 82% of the study area. The next common cover types are residential/urban, pasture/hayland, and forest, which account for 9%, 3%, and 3% of the project area respectively. The remaining 18 cover types make up the remaining 3% of the project area and include wetlands, streams, and non-native grasslands. Many of the natural resources (forests, wetlands, riparian habitat) within the project area have been reduced in size, have limited distribution, and low natural quality. The project makes use of the existing infrastructure to minimize environmental impacts and reduce the potential for impacts to wildlife connectivity. The DEIS did not directly consider wildlife connectivity. Section 3.13.2.2, "Wildlife Impacts", will be revised in the Supplemental DEIS to discuss this issue in greater detail.

Comment #97: United States Environmental Protection Agency (cont.)

a developing field of science, we commend the qualitative assessment of these potential impacts in this DEIS for alternative impacts. We recommend that Illinois Department of Transportation (IDOT) commit to a construction diesel emissions reduction plan for this project to reduce and mitigate the known construction emissions to the degree feasible. Although not required by EPA regulations, similar projects have included commitments to some or all of the following reduction methods.

Options to consider in a diesel emissions reduction plan include:

(a) retrofitting off-road construction equipment including repower or engine upgrades
(b) using ultra-low-sulfur fuels for all equipment
(c) limiting the age of on-road vehicles in construction projects to 1998 and newer and 1996 and newer for off-road equipment
(d) diesel particulate traps and oxidation catalysts
(e) using existing power sources or clean fuel generators rather than temporary power generators
(f) encouraging the use of off-road equipment that meets the Tier 3 standards.

>>STREAMS AND FLOODPLAINS

Although a longitudinal transportation project by its nature fragments open space and severs habitat connections, they can be designed and constructed with some accommodations for connectivity. One area for such consideration is at water and floodplain crossings. Fourteen streams could potentially be crossed by one or both of the proposed alternatives (DEIS Table 3-39). The associated floodplains (DEIS Table 3-46) to seven of these streams widens their potential natural habitat area. The DEIS notes that only the Rock River has an associated floodway designation which must be kept open to accommodate a possible 100-year flood event. We recommend that to provide habitat connectivity and promote the recovery of natural areas within the project area, the stream and floodplain crossings be widened. Most of the stream banks pictured in the DEIS have steep sides and would be subject to erosion. Modification of such stream banks by creating a stepped plateau provides a more stable bank and incorporates better flood control than narrow buttressed channels. To create such a stepped bank, the original river bed is retained up to the high water level. At that height, the bank is stepped back a distance of 10 to 50 feet, creating a local floodplain. This plateau is planted with native species having deep root systems which stabilizes the soil when flooded. By using a stepped bank construction at stream crossings the flood control function is expanded and wildlife connectivity is provided on the created plateau. This design also reduces or eliminates scouring.

We commend IDOT for alignment adjustments made to reduce impacts to streams and floodplains. We note that design features are routinely being planned for a 50-year flood level. In addition to the above stepped bank design, we recommend these floodplain crossings be redesigned taking forecast climate change and recent flooding history into consideration. We believe these considerations may warrant using a 100-year or even 500-year flood level reference in designing protection and bridging structures.

Response to Comment #97

Mr. Kenneth A. Westlake
US EPA
Page 3

You recommended that the project provide habitat connectivity by widening the stream and floodplain crossings. The stream banks should be modified by creating a stepped plateau, which provides a more stable bank and incorporates better flood control than narrow buttressed channels. By using this design the flood control function is expanded and wildlife connectivity is provided on the stepped portion of the floodplain. It is indicated that this design also reduces or eliminates scouring. Benching or excavation of the overbank adjacent to the channel beneath a structure does not provide a permanent waterway opening. The additional waterway opening is temporary because the benched area silts in over time. For those rare projects where we do bench the overbanks at the highway crossing, the IDNR requires a contract stating IDOT will maintain the as-built opening. IDNR also requires vertical and horizontal transitions both upstream and downstream from the structure. Modifying the bank by excavation, i.e., reducing the bank height below natural levels, does not necessarily provide a more stable bank. At crossings where the stream meanders or bends beneath the structure, reducing bank height as prescribed here would have the opposite effect. Regarding scour, benching will not eliminate local or general scour.

You recommended that the floodplain crossings be redesigned to take into account forecast climate change and recent flooding history within the project area. The recent flooding history within the project area has been taken into account through the use of the updated FEMA floodplain maps (Effective February 18, 2011). The effect of climate change on flow patterns and volumes of particular streams cannot be predicted with a reasonable degree of certainty. Floodplain crossing designs should and will be based on current conditions.

If you have any questions regarding this project, please contact Cassandra Rodgers (815/284-5455, Cassandra.Rodgers@illinois.gov) or Mark Nardini (815/284-5460, Mark.Nardini@illinois.gov) of my staff.

Thank you for your comments.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

jjw-0238/sb

Comment #97: United States Environmental Protection Agency (cont.)

Response to Comment #97

We recognize the state's best management practices for erosion control measures, but recommend consideration be given to utilizing compost blankets, berms, and socks at points where rapid regrowth cover and long term utility are appropriate. Please refer to http://cfpub.epa.gov/npdes/stormwater/menuofbmps/index.cfm?action=browse&Rbutton=detail&bmp=119&minmeasure=4 and related adjacent EPA websites.

MITIGATION of UNAVOIDABLE IMPACTS

Many other impacts are appropriately addressed in the DEIS, including mitigation proposals. Table 2-8 is very useful in identifying the possible impacts of the project build alternatives. We recommend that a similar summary table be included in future NEPA documents, clarifying each impact within categories, and provide sufficient information for each specific impact and associated mitigation to be identified and understood as to location, nature of what is impacted (i.e. size, quality, description, etc.), and the specifics concerning mitigation for that impact. Where appropriate, indicate any commitments to mitigation monitoring and maintenance, including goals and managers of proposed adaptive management mitigation.

We appreciate the opportunity to review this document. If you have any questions, or wish to discuss our comments further, please contact me or Norm West of my staff at (312)-353-5692 or at west.norman@epa.gov.

Sincerely,

for, Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc: Eric S. Therkildsen, IDOT

Comment #97: United States Environmental Protection Agency (cont.)

Response to Comment #97

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS sate, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information
The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

Comment #97: United States Environmental Protection Agency (cont.)

Response to Comment #97

Concerns Regarding the DEIS Proposed Project for US 30 in Whiteside County, Illinois

INTRODUCTION

The Region 5 office of U.S. Environmental Protection Agency, has reviewed the proposed Draft Environmental Impact Statement (DEIS) for US 30 from the IL 136 intersection near Fulton to the IL 40 intersection in Rock Falls, in Whiteside County, Illinois. We were involved in the project early-on in the scoping stage and developing the Purpose and Need statement for the project. When the project was withdrawn from the Illinois merged NEPA / 404 process, we had only briefly seen a large number of early alternative corridors of possible consideration.

When reading the DEIS, we note that a significant amount of the discussion supporting the P&N focuses on three conditions which do not seem to be addressed by the proposal alternatives. A key problem identified in the P&N is a segment of US 30 within Morrison which is joined by Illinois Route 78 (IL 78). Specifically, trucks moving north and south along IL 78 must negotiate several geometric tight turns and narrow roadway conditions, multiple closely spaced traffic intersections and stoplights, and a high volume of local traffic on this main street of the city. Another part of the P&N discussion indicated a robust business and commuting traffic that is generated by industries in Sterling and accesses and then leaves US 30 at several points, creating north-south "crossing-traffic" temporarily on US 30. This "crossing traffic" must deal with several safety conditions caused by roadway and intersection substandard geometry and is coincident with local high-truck-traffic areas, e.g. Wal-Mart, steel and hardware industries, landfill traffic, and others. The third P&N concern is substandard intersection geometry which creates safety issues in this area. Intersections of side roads with US 30 having intersection angles less than 75 degrees (6 intersections near Sterling - Rock Falls and 4 intersections further west) create line-of-sight problems and greater risk turning movements.

MORRISON and ILLINOIS 78

The DEIS notes that safety concerns in Morrison and other locations exist due to changing road characteristics and would be resolved by providing US 30 system conformity so drivers can correctly anticipate what to expect in various circumstances. Because these corrections cannot be made along the existing US 30 in the City of Morrison, it is appropriate to realign the roadway around the city so the new alignment can be constructed consistent with recently upgraded segments of the system further west in Iowa. This would clearly avoid the geometric constraint problems in Morrison for those traveling on US 30.

However, traffic congestion within Morrison is described as due partly to north-south truck traffic on IL 78. This truck traffic apparently consists of longer tractor trailer vehicles that come into Morrison both from the south and north on IL 78. For approximately one mile, IL 78 joins US 30 in Morrison, which is the city's main street and thus carries significant local traffic. Historic development of the city along this major roadway both limits widening the street and creates multiple street changes that are inconsistent with IDOT standards. Section 3.2.2.6.1 assumes trucks will use a bypass of the city and thus the problem is solved, but the proposed

Comment #97: United States Environmental Protection Agency (cont.)

Response to Comment #97

bypasses are not reasonable routes for the IL 78 trucks to follow around the city. While the proposed alternatives solve the US 30 congestion by going around the problem, it leaves Morrison with the north-south traffic problem unresolved.

The early alternative A-I (Exhibit 2-3) comes eastward from Fulton, west of Morrison, and indicates a potential intersection with IL 78 on the north. A modification of this western portion of the A-I alternative closer to the proposed alternate 4 and 5 paths could still arrive at an IL 78 northern intersection. The road then would carry US 30 along with IL78 south along the west side of Morrison and swing eastward to intersect with IL 78 on the south side. Because this alternative did not extend east from this intersection it was dropped. If the segment of alternative A-I connecting IL 78 north to IL 78 south were to continue eastward along the alternate 5 proposed path, the Morrison by-pass would then meet the P&N. We recognize this alternative would increase some impacts, but further consideration of this concept is important to more fully meet the project P&N in this area.

CROSSING TRAFFIC WEST of STERLING - ROCK FALLS

Our understanding of the project P&N discussion for the eastern end of the corridor indicates the interaction of multiple traffic flows on non-uniform / non-standard roadways which include high risk geometry situations. One source of traffic in this section of US 30 comes from the Interstate I-88. This traffic gets off and on I-88 at both Illinois Route 40 (IL 40) on the east side of Rock Falls and at a newly constructed "connector road" exit on the west side of Rock Falls. A significant percentage of this traffic is large trucks servicing local industries, so it gets on US 30 to move east or west a distance and then turns north (or perhaps occasionally south) to reach Rock Falls and Sterling businesses, noted above. A second flow of traffic is comprised of local businesses and residents who utilize US 30 as a local street, which its geometry indicates it is at most points in this section. A third traffic flow is comprised of a commuting population coming to and from the industries and businesses in Rock Falls and Sterling. Some of this group come from I-88 but a component of this group are arriving and departing along local country roads that come into Rock Falls and Sterling on the south and west side. They are required to make turns onto and off of US 30 to reach their destinations. The current road grid design thus causes US 30 to not only serve as an east-west arterial, but to also provide north-south crossing traffic access to their destinations by traveling a short distance (approximately 1 to 3 miles) on US 30. We recommend consideration of alternatives that addresses this truck and commuter traffic as north-south cross traffic. The current proposals do not meet the need of these cross flows and therefore does not meet the project P&N.

NON-STANDARD INTERSECTIONS

Table 1-4 in the DEIS lists eight roads that have less than 75 degree angles of intersection with US 30. The western most intersection at Illinois Route 136 (IL 136) was not included in this list but clearly could be. Recent reconstruction described extending a turning lane but said nothing of correcting the intersection angle. Matthew Road, adjacent to the Wal-Mart Distribution Center is mentioned elsewhere in the DEIS and should probably be on this list. We further note that most of these intersections are identified as having higher volume or high truck traffic and safety concerns (Exhibits 1-5A to 1-6C). Although discussion suggests other state projects

Comment #97: United States Environmental Protection Agency (cont.)

Response to Comment #97

would address some of these conditions and further studies will consider other additional intersections, this proposal does not solve these problems in a clear definitive manner. It is a reasonable expectation that a major roadway rebuilding project such as the one proposed would resolve all geometric inconsistencies of this nature in order to achieve its P&N. We recommend that by addressing the above "crossing traffic" on the west side of Sterling - Rock Falls, some of these problematic intersections, up to six (6), could be reconfigured to resolve their safety concerns.

CONCLUSION

The solutions proposed in this DEIS represent a misunderstanding of the Context Sensitive Solutions concept (CSS). It apparently assumes that having public input bestows CSS benefits on the project. By this proposal solving the US 30 problems while sidestepping the congestion causing conditions in Morrison, the north-south traffic issues at Morrison and Sterling-Rock Falls, and the safety conditions at deficient angled intersections, the proposal bypassed CSS. As presented, the proposal has left these concerns for Whiteside County or other local authorized agencies to contend with and solve in light of the new US 30 configuration. The very nature of the new US 30 expressway configuration makes such solutions much more difficult to achieve and finance after the fact.

Comment #98: United States Department of Interior

Response to Comment #98

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

In reply refer to

July 25, 2011

9043.1
ER 11/475

Mr. Norman Stoner
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

As requested, the Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (EIS) (Section 4(f) Evaluation) for the U.S. 30 Transportation Improvement Project (From IL-136 to IL-40), Federal Aid Primary Route 309, Whiteside County, Illinois. The Department offers the following comments and recommendations for your consideration:

Section 4(f) Comments

This document considers effects to identified properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)) associated with the proposed reconstruction of U.S. 30 from IL-136 to IL-40 in Whiteside County, Illinois. The proposed reconstruction would provide improved traffic capacity, reduced congestion, improved safety, and address the anticipation for an increase in transportation demand.

This evaluation, prepared by the Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA), considered the impacts to 7 recreational properties; no cultural resource sites eligible for consideration as 4(f) resources will be affected. All 7 recreational properties will be avoided by the project and there will be no direct or indirect effect on any 4(f) resource. The Department would concur with the FHWA and the IDOT on a determination of no eligible properties.

General Comments

A concern the Department has is with the Rock River, which is on the Nationwide Rivers Inventory (NRI). The EIS does not mention this fact, nor do we believe the National Park Service (NPS) was contacted concerning this designation. The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. Rivers were included on the NRI to the degree to which they are free-flowing, to the degree to which the rivers and their corridors are undeveloped, and for the outstanding natural and cultural characteristics of the rivers and their immediate environments. Section 5(d) of the National Wild

FILE COPY

Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
Studies and Plans/Environment Section
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110)PE1
Job No. P-92-107-07
Whiteside County
IL 136 to IL 40 in Rock Falls

September 22, 2011

Hector Santiago
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, Nebraska 68102

Dear Mr. Santiago:

The Illinois Department of Transportation is undertaking a study of U.S. 30 which involves the proposed construction of a four lane limited access expressway between Rock Falls/Sterling west to the U.S. 30/IL 136 intersection east of Fulton, a distance of approximately 24 miles (Exhibit 1-1). Approximately 60% of the proposed roadway will be on existing alignment; the remaining 40% will be on new alignment (a north or south bypass of Morrison). The project is being processed as an Environmental Impact Statement (EIS). Coordination with the U.S. Department of the Interior (letter attached) indicated the requirement to coordinate with your office.

The project crosses the Rock River approximately 2 miles west of Rock Falls. The segment of the Rock River from Sterling/Rock Falls to Oregon, a distance of 29 river miles, is listed on the National Rivers Inventory (NRI). The stream's Outstandingly Remarkable Value (ORV) is its recreational attribute. The river is identified in the NRI listing as "a broad interstate river flowing out of Wisconsin and through a very intensively farmed portion of Illinois. Well wooded banks and slow current offer an interesting and leisure canoe trip. The River provides for a moderate fishing use". There are two dams, a mile apart, on the Rock River at Sterling/Rock Falls. These dams can be portaged on the east side of the river and there are public launching areas available. Downstream of Sterling/Rock Falls the Rock River flows through low farmland. U.S. Route 30 is approximately 4 river miles downstream from the last of these dams. Canoe use in this section of the river is not known. The best fishing is in the tailwater below the dams and the pools above the dams.

Both alternatives 4 and 5, which were carried forward into the EIS cross the Rock River at the existing U.S. Route 30 bridge site (Exhibit 3-10, Pages 14 & 15). The Rock River is approximately 500 feet in width at this site. Aquatic habitat consists of a wide and moderately deep channel with gravel bars and a wooded island on the west bank. The surrounding land uses are composed of residential areas, agricultural land, and forested land. These features are depicted on the attached photographs.

Comment #98: United States Department of Interior (cont.)

and Scenic River Act (Public Law 90-542) requires that "In all planning for the use and development of water and related land resources, consideration shall be given by all federal agencies involved to potential national wild, scenic and recreational river areas." In partial fulfillment of the Section 5(d) requirements, the NPS has compiled and maintains the NRI.

The intent of the NRI is to provide information to assist in making balanced decisions regarding use of the nation's river resources. A Presidential directive and subsequent instructions issued by the President's Council on Environmental Quality, and codified in agency manuals, require that each Federal agency, as part of its normal environmental review processes, take care to avoid or mitigate adverse effects on rivers identified in the NRI. Further, all agencies are required to consult with the NPS prior to taking actions that could effectively foreclose wild, scenic, or recreational status for rivers on the inventory.

The Rock River, running through Ogle, Lee, Whiteside, and Henry Counties, is broad interstate river flowing out of Wisconsin and through a very intensively farmed portion of Illinois. A total of 97 miles were nominated to the NRI in 1982; a segment from Osborn to Sterling (68 river miles), and a segment from Sterling to Oregon (29 river miles). Well-wooded banks and slow current offer an interesting and leisurely canoe trip. The river receives moderate fishing use. To be nominated, a river must have at least one outstanding remarkable value (ORV); the Rock River was nominated based upon its recreational values.

The project proposes to replace the existing bridge over the Rock River and build a second bridge immediately adjacent to the new bridge. The proposal is to keep the existing pier configuration of the present bridge, which has six bridge piers within the bed and banks of the river. The second bridge would add an additional six piers. This action by FHWA and IDOT has the potential to impact the free-flowing characteristics of the Rock River.

We would recommend that FHWA and IDOT contact the Regional Rivers Coordinator for the NPS, to discuss this issue. The Coordinator, Hector Santiago, can be contacted at the Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1848 and via email at Hector_Santiago@nps.gov.

The Department has a continuing interest in working with the FHWA and the IDOT to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning Section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

Michael T. Chezik
Regional Environmental Officer

cc:
N. Chevance, NPS, Omaha, NE
H. Santiago, NPS, Omaha, NE

2

Response to Comment #98 (cont.)

Mr. Hector Santiago, National Park Service
US 30 Bridge Replacements
September 22, 2011
Page 2

Fish and mussel surveys at the bridge site were completed in 2007. With 27 fish species present, the Rock River at the U.S. Route 30 bridge site represented one of the most diverse sites sampled in the current study. However, that high level of diversity, when compared to other sites in the project corridor, may be due more to its large catchment size rather than habitat quality. Large rivers are difficult to collect with standard techniques and, given the long channel width (approximately 260 feet) and depth (greater than 5 feet), the results may not accurately represent the total fish fauna present at the site. It is likely that at least 15-20 other species may occur at the site in small numbers. Shallow gravel riffles lacking silt accumulation are present on and along the west bank indicating that habitat quality is good. The dominant fish species consisted of spotfin shiner, sand shiner, gizzard shad, and freshwater drum, which represented 20%, 20%, 15%, and 9% of the catch respectively. The presence of three intolerant species (bullhead minnow, smallmouth bass, and banded darter) in high numbers supports a higher quality habitat designation for this site. These intolerant species represented 13% of the catch.

Six man-hours were spent during the survey for mussels at the U.S. Route 30 bridge site. An area of 3500 square meters was sampled over a river substrate of predominantly silted sand/gravel with small patches of silted rip-rap. Catch-per-unit-effort was 15.3 individuals per hour. A total of 92 individuals representing 10 species were found alive. The most abundant mussels included the Pink Heelsplitter (24 individuals), Fragile Papershell (17 individuals), Mapleleaf (13 individuals), and the Three horned Wartyback (13 individuals). The site also contained 5 individuals of the state-listed Black Sandshell.

Water quality information from the Illinois EPA "Integrated Water Quality Report and Section 303 (d) List (2010)" indicates that this segment of the Rock River is in full support of its aquatic life, primary contact (swimming), and secondary contact (boating) designated uses. It is in nonsupport of its fish consumption designated use, and therefore is considered an impaired stream. This impairment is caused by mercury and PCB sediment contamination from atmospheric deposition (toxics) and unknown sources. The aesthetic quality designated use has not been assessed by Illinois EPA.

Construction activities at the Rock River crossing will consist of the following activities: The existing bridge is approximately 1100 feet in length, has six piers within the river, and bridges the 100-year floodplain. A new bridge, similar in length and pier number, will be constructed adjacent to and upstream of the existing bridge. After the new bridge is completed, the existing bridge will be reconstructed at its current location. The piers will be constructed using steel sheet piling. Once the piling is in place, the water within it will be pumped out into the river. The bottom material will be disposed of at an upland site. Placement of the piers would displace 1155 square feet of river bottom. Temporary stone work pads/causeways will be used on each structure of the river crossing. These work pads/causeways will consist of clean aggregate material and will be properly culverted to maintain low flow. The purpose of these temporary structures is to allow construction equipment access to the piers and the bridge superstructures. These work pads/causeways will temporarily affect approximately 10,000 square feet of river bottom. After construction, the aggregate material will be removed and disposed of at an upland location.

Response to Comment #98 (cont.)

As proposed, the project will have temporary affects on the stream's recreational Outstandingly Remarkable Value (ORV) due to the construction activities mentioned in the preceding paragraph. Though the Illinois DNR has no information on the recreational usage of the river, canoeing does occur. There are access points above (Sterling/Rock Falls) and below (Prophetstown State Park) the U.S. Route 30 crossing. During the construction and reconstruction of the two bridges, access under the bridges will not be available. This condition is expected to last approximately 3 years. Portage of the construction site may not be possible because of construction activity on the bridge approaches. Once construction of the bridges has been completed, the river will be open to canoeing.

The following procedures will be in place during construction of the Rock River bridges: Erosion and sediment control practices will be used to minimize water quality impacts at the construction site. Construction at the Rock River will be conducted at low to normal flow periods and will comply with all Corps of Engineers 404 permit conditions, Illinois EPA water quality conditions, and NPDES Construction permit conditions.

It is estimated that approximately 1.38 acres of trees will be removed from the riparian corridor of the river for construction of the new bridges. The dominant tree species are silver maple (*Acer saccharinum*) and box elder (*Acer negundo*). After construction, the disturbed riparian corridor will be seeded with native herbaceous species and replacement riparian species of trees. The trees will be replaced at a rate of 125 trees per acre. Therefore, approximately 173 trees will be planted within the riparian corridor as mitigation for these impacts. The replacement trees will consist of riparian species such as swamp white oak (*Quercus bicolor*), pin oak (*Quercus palustris*), sycamore (*Platanus occidentalis*), and pecan (*Carya illinoensis*).

Based on the above considerations, we believe that the project as described will not have an adverse affect on the river's water quality, change the free flow characteristics of this reach of the Rock River, change the long term recreational use of the River, or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System at some future date.

If you have any questions regarding this project please contact Cassandra Rodgers (815/284-5455, cassandra.rodgers@illinois.gov) or Mark Nardini (815/284-5460, mark.nardini@illinois.gov) of my staff.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

Env/cr-0738/sb

c: Michael T. Chezik, USDI
Jim Allen, FHWA
Barbara Stevens, IDOT BDE

Enclosures
Exhibit 1-1, Map of Project Area
Exhibit 3-10, Pages 14 & 15. Aerial Photo of Rock River Crossing
Photographs of Project Area
Letter from the U.S. Department of Interior

Comment #99: Illinois Department of Natural Resources

Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
http://dnr.state.il.us

Pat Quinn, Govern
Marc Miller, Acting Direct

February 2, 2012

Mr. Eric S. Therkildsen, P.E.
Illinois Department of Transportation
Deputy Director of Highways, Region 2 Engineer
819 Depot Ave.
Dixon, Illinois 61021

RE: FAP 309 (US 30)
Draft EIS
Numerous Counties
INDR #0712998
ATTN: Cassandra Rodgers

Dear Mr. Therkildsen:

This letter is in response to the above referenced project that was reviewed by the Illinois Department of Natural Resources. Based on the results of further review, this project has potential for impacts to resources that occur in the project area for which surveys were performed by the Illinois Natural History Survey.

Based on those surveys requested, no state listed plants were found in the project corridor and no listed fish species were identified. The mussel surveys did identify in both the Rock River and Elkhorn Creek the presence of the state threatened black sandshell (Ligumia recta). As identified in the Draft EIS in Chapter 3, section 3.14.2.2, the Illinois Department of Transportation will make application for an Incidental Take Authorization (ITA) to the Illinois Department of Natural Resources one year prior to construction. This coordination effort should be addressed to Mr. Robert Szafoni, Endangered Species Project Manager, Division of Natural Heritage, One Natural Resources Way, Springfield, Illinois 62702-1271. It is important that this process be implemented in a timely manner to assure the project meet the impending construction schedule. Based on the referenced ITA application in the DEIS, consultation is closed on this project.

If you have any questions on the above, please contact me at 217-785-4862.

Sincerely,

Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

cc: Robert Szafoni, IDNR/ORC; Charles Perino, IDOT; John Betker, USACOE; Heidi Woeber, USFWS
file

RECEIVED
FEB 03 2012
ENVIRONMENTAL SECTION

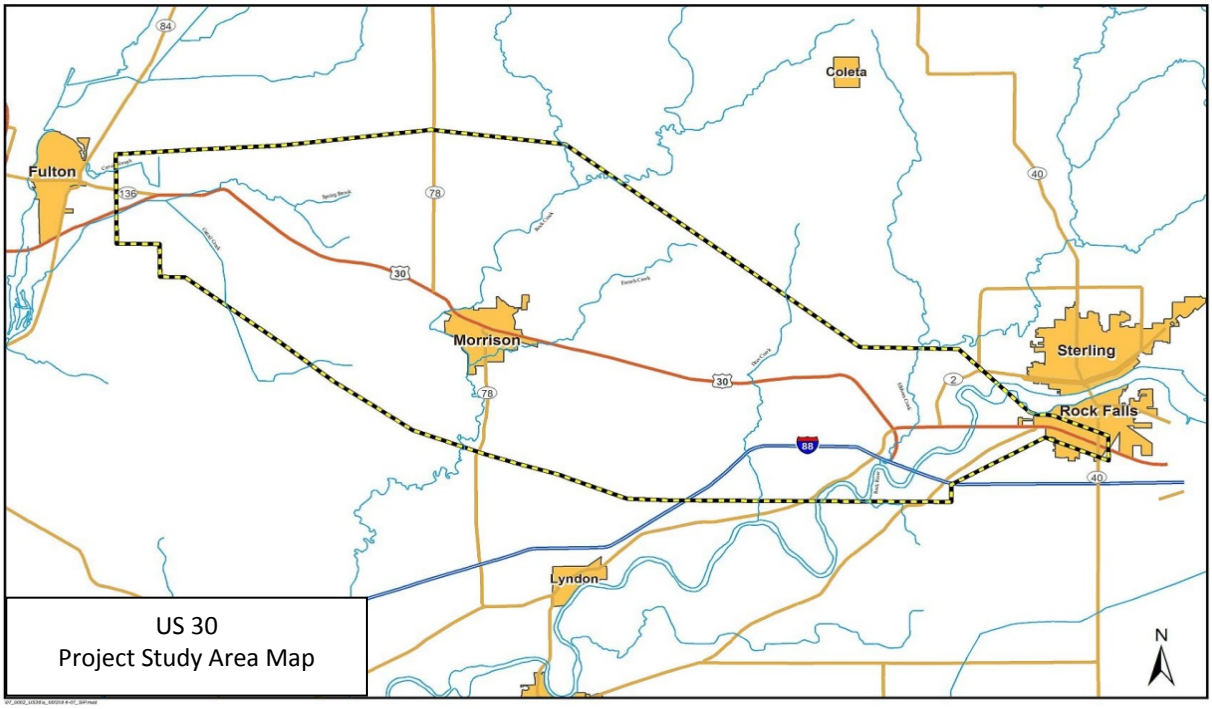
Response to Comment #99

No Response Required

Illinois Department of Transportation

PUBLIC INFORMATIONAL OPEN HOUSE MEETING SUMMARIES

Illinois Department of Transportation



US 30
Project Study Area Map

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

PUBLIC INFORMATIONAL OPEN HOUSE REPORT
WEDNESDAY, JULY 25, 2007
ODELL COMMUNITY CENTER
MORRISON, ILLINOIS

Prepared by:

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company
www.hrgreen.com

Hudson and Associates, LLC

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

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SECTION I - INTRODUCTION

OPEN HOUSE SUMMARY

On Wednesday, July 25, 2007, the Illinois Department of Transportation (IDOT) held a Public Information Open House meeting on the U.S. 30 Environmental Impact Statement and Phase I Design Report study, at the Odell Community Center/Public Library, 307 South Madison Street in Morrison, Illinois from 1:00 p.m. – 7:00 p.m.

The purpose of the meeting was to inform the public about the study's purpose and process. In addition, the public had an opportunity to express their interest and learn how they could "Get Involved," in the study process as a community stakeholder.

SECTION II - ATTENDANCE PROFILES

Based on the sign-in sheet, 252 people attended the Public Informational Open House. Highlighted in this section in Tables 2.1 through 2.10 are character profiles of the attendees. A copy of the sign-in sheet is shown in **Appendix G.**

TABLE 2.1: Attendance Profiles – Total 252

AGENCY PARTNERS (3)	HOMEOWNER/FARMLAND (10)
BUSINESS COMMUNITY (11)	MEDIA (5)
CHAMBER OF COMMERCE/ ECONOMIC DEVELOPMENT (8)	POLITICAL OFFICIAL (11)
HOMEOWNER/RESIDENTIAL (193)	SPECIAL INTEREST GROUP (8)
CONSULTANTS (2)	FEDERAL HIGHWAY ADMINISTRATION (1)

TABLE 2.2: Attendance Profiles by Classification - Agency Partners - Total 4

FEDERAL HIGHWAY ADMINISTRATION (FHWA)	WHITESIDE COUNTY ENGINEER
HIGHWAY COMMISSIONER	WHITESIDE ZONING

TABLE 2.3: Political Officials – Total 11

CITY OF CLINTON (2)	CITY OF STERLING
CITY OF MORRISON (3)	WHITESIDE COUNTY BOARD OF COMMISSIONERS (2)
CITY OF ROCK FALLS (3)	

TABLE 2.4: Media – Total 5

THE FULTON JOURNAL	WHITESIDE NEWS SENTINEL (2)
SAUK VALLEY NEWSPAPERS	STERLING GAZETTE

TABLE 2.5: Special Interest Groups – Total 8

FARM BUREAU (2)	IOWA-ILLINOIS HIGHWAY PARTNERSHIP (2)
LEAGUE OF ILLINOIS BICYCLIST	U.S. 30 COALITION (3)

TABLE 2.6: Chamber Of Commerce/Economic Development – Total 8

MADC (2)	ROCK FALLS CHAMBER
BLACKHAWK HILLS RESOURCE AND CONSERVATION DEVELOPMENT	SWDC
CLINTON IOWA CHAMBER / REGIONAL DEVELOPMENT (2)	WHITESIDE COUNTY DEVELOPMENT

TABLE 2.7: Business Community – Total 11

DQ (2)	BANK/REAL ESTATE (2)
JT CULLEN CO (2)	GE
SCHULES MOTORS	UNION GROVE TWP
K-S KORNER	ENDRESS POINT

TABLE 2.8: Homeowner/Homeowner Farmland –Total 203

HOMEOWNER (193)	HOMEOWNERS/ FARMLAND (10)

TABLE 2.9: Miscellaneous – Total 2

CONSULTANT (2)	

TABLE 2.10: City Representation (residential or business address)

Morrison 61.53%	48/78
Fulton 3.84%	3/78
Sterling/Rock Falls 15.38%	12/78
Clinton 2.56%	2/78
Davenport 1.28%	1/78
Almeda, CA 1.28%	1/78
Galesburg 1.28%	1/78
Lyndon 3.84%	3/78
Address/City not stated 8.97%	7/78

SECTION III - MEETING ANNOUNCEMENT

There were various outreach methods used to inform the community about the public meeting. Such efforts included posting legal notices and press releases in area papers, and mailing 600 post card announcements to community stakeholders listed in the U.S. 30 project database.

The legal notices and press release were published in several regional papers that cover Whiteside County, such as; The News Tribune, The Daily Chronicle, Quad-City Times, The Journal Standard, Sentinel Legal, The Carroll County Review, Rockford Register Star, Clinton Herald, Chicago Herald, and the Sauk Valley Newspapers. All of the notices were circulated two weeks prior to the open house meeting as requested by IDOT, District 2 office. Each notice informed the public of the meeting purpose, location, date, and time.

Media kits that included project related information (maps, press release, and a welcome brochure) were distributed prior to and during the public meeting to regional media outlets such as WIXN and WLLT in Dixon, Illinois, WSDR/WSSQ/WZZT in Sterling, Illinois, WHBF (CBS) in Rock Island and WQAD (ABC) in Moline. A copy of the legal notices, press release, and media kit materials are located in **Appendix A**.

SECTION IV - MEETING FORMAT

Open House Format

An open house format allowed attendees to view exhibits presented at stations and meet with the project study team members one-on-one to discuss their interest related to the project. IDOT and the study team agreed that this type of format was the best approach for engaging the public and allowing them an opportunity to interact with staff.

Station Layout:
There were a total of 13 stations exhibited during the meeting. The first station was the Welcome Station. At this station attendees were given a Welcome Brochure, project map, and other project related materials to view as they walked through the meeting forum. Each attendee was asked to sign-in to be officially counted in attendance. The next 11 stations exhibited project related information. Station 13 was setup for the public to record their comments to staff, in writing or with a tape recorder. Representatives from the study team staffed each station to provide additional information and address questions as needed. Copies of the Welcome Brochure, display boards and maps presented at the open house, and the sign-in sheet, are located in **Appendix B, E, and G**.

Highlighted below is the layout of each station in the order information was presented to the attendees:

- Station #1 - Welcome
- Station #2 - U.S. 30 Feasibility Boundary Study Map
- Station #3 - Environmental Impact Study (EIS) Bands
- Station #4 - U.S. 30 Project Time-Line
- Station #5 - EIS and Phase I Design Report Process
- Station #6 - From Planning to Construction
- Station #7 - Context Sensitive Solutions/Stakeholder Involvement Process
- Station #8 - Definition of Community Advisory Group(CAG)
- Station #9 - CAG Responsibilities
- Station #10 - The Role of CAG
- Station #11 - Land Acquisition
- Station #12 - Potential Environmental Issues
- Station # 13 - Public Comment/Tape Recorder

SECTION V - PUBLIC COMMENTS

After reviewing the information presented at each station the attendees were given opportunities to submit their comments by either completing a public comment form, presenting comments to staff, or by leaving a tape-recorded message. Additional time was allowed for stakeholders to submit their comments. All correspondence had to be submitted to the IDOT-District 2 Office before the close of business on Wednesday, August 8, 2007 either via email, postal mail, or by contacting the project hotline at 1-866-ROUTE30 (1-866-768-8330). Information and resources gathered were used to garner a better understanding of the area's cultural and historical conditions. In addition, the team had the opportunity to gauge respondents understanding of the Context Sensitive Solution process, interest in serving on the Community Advisory Group, and request to be added to the Stakeholders Group list.

A total of 78 comment forms were collected. The following is a summary of questions the attendees were asked by the project study team:

- Knowledge of the Context Sensitive Solution process and whether they desired to receive more information.
- Respondent Profile. Whether the attendee is a homeowner, business owner, farmland owner had special interest, or a combination of any of these categories.
- Interest in the Community Advisory Group and/or being included on the Stakeholders Group List
- IDOT coordinating/communicating effectively with the public
- Comments/Issues/Questions

Table 3 provides a breakdown of the various categories in which comments were received and the number of comments received per category.

TABLE 3: Record of Comments Received

MANNER OF COMMENTS RECEIVED	NUMBER
Tape Recorded Comments	0
Mail-In Comments	10
Web Email Comments	2
Public Comment Forms received at the Public Information Meeting	51
IDOT Comment Forms Submitted By Staff	14
Project Hotline	0
Petition (No Bypass)	1

Stakeholder Profile

Respondents were asked to select the type of stakeholder that best describes them. Participants could check all that applied, most identified themselves as a homeowner, business owner, farmland owner, or of special interest. Also, the responses allowed the study team to better understand the interest groups the respondents represented.

The following tables provide details of the Public Information Meeting Attendance Profiles, and the breakdown of the top five categories stated on the comment forms. Copies of comment forms completed by attendees and staff can be found in **Appendix C and D.**

Table 4 provides a profile breakdown of respondents by stakeholder type.

TABLE 4: Stakeholder Types

Business Owner 2.56%	2/78	**Special Interest 10.25%**	8/78
Homeowner 20.51%	16/78	**Homeowner/ Business Owner 5.12%**	4/78
Farmland Owner 10.25%	8/78	**Homeowner/Farmland/ Business 3.84%**	3/78
Homeowner/ Farm Land Owner 14.10%	11/78	**Homeowner/ Special Interest 5.12%**	4/78
Business/Farm 2.56%	2/78	**Not Stated 23.07%**	18/78
Farmland Owner/ Special Interest 1.28%	1/78	**Homeowner/Business Owner/ Special Interest 1.28%**	1/78

Community Advisory Group (CAG) and Stakeholder Group Interest

Respondents were asked to state if they had an interest in serving on the Community Advisory Group (CAG), or if they wanted to be included on the Stakeholder's List.

Of the 78 comment forms received, a total of 45 respondents stated an interest in serving on the CAG and/or being placed on the Stakeholder's List. Table 5 highlights the respondent's interest by category. Information gathered will aid the Project Study Group with identifying potential representatives to serve on the CAG. In addition, those who request to be added to the Stakeholder List will be added accordingly.

TABLE 5: CAG and Stakeholder Interest by Category

Stakeholders Group List 7.69%	6/78	**CAG Only 23.07%**	18/78
Did not express interest CAG/Stakeholder 42.30%	33/78	**CAG/Stakeholders List 26.92%**	21/78

Understanding Context Sensitive Solutions (CSS) Process

Respondents were questioned about their understanding of the Context Sensitive Solutions (CSS) process. Table 6 highlights the percentage breakdown of responses. Of the 78 comment forms received, 28 respondents requested additional information.

TABLE 6: Knowledge of the CSS Process

Knowledgeable about the CSS process 32.05%	25/78	**Not knowledgeable of CSS process 26.92%**	21/78
Did not state either way 41.02%	32/78	**Would like to receive further information regarding the CSS process 35.89%**	28/78

Effective Coordination by IDOT

In order to determine if the information presented at the meeting was effective, respondents were asked to comment on IDOT efforts to effectively educate and inform the public about the progress of the U.S. 30 project.

An estimated 58% of the respondents stated that IDOT is communicating with the public effectively to educate and inform them of the Environmental Impact Statement and Phase I Design Report. Table 7 highlights the responses.

TABLE 7: Effective Communications

Effective 57.69%	45/78
Both effective and non-effective 1.28%	1/78
Did not state either way 32.05%	25/78

Not Effective 7.69%	6/78
Too early to tell 1.28%	1/78

In addition, 32 of the 39 respondents who expressed an interest in serving on the CAG stated that IDOT did communicate and educate effectively about the project. Seven of the 39 either disagreed or did not respond.

The percentages of this group are presented in Table 8.

TABLE 8: Potential CAG Members' Response to IDOT'S Coordination with the Public

Potential CAG that believe coordination is effective 82.05%	32/39

Potential CAG Members who do not believe coordination is effective or did not respond 17.94%	7/39

SECTION VI - GENERAL COMMENTS/ISSUES/QUESTIONS

A summary of comments and concerns expressed by respondents are highlighted in this section. The comments are separated by the categories identified on the comment form. They are as follows:

FARMLAND OWNER

Gain of business due to towns taking advantage of increased traffic
Positive impact to Morrison area; particularly the City of Morrison
The improvements will boost the area's economy and help alleviate the congestion problem on current 2 lane Highway 30.
Over development; too much double talk
Concerns with agriculture, natural resources, and population
Project will be a waste of valuable farmland
Concerns with historical value of farm being 150 years old and reported to have been a site on the Underground Railroad.

FARMLAND OWNER (continued)

Plans are not feasible for this project at this time. Repair the current roads and do not spend a lot – save money. Morrison has enough roads; table this project.
The lack of traffic through Morrison would really hurt local businesses.
The bypass will kill the town (Morrison)
Century Farm just East of Round Grove Road and South of US 30. Also owns land on Matthew Road south of RR. Every alternative would be devastating to this farm and property. Prefer staying on South side of RR. Some archeological reline has been done. Lots of truck traffic and landfill
I feel the area under study is being short-sighted. They should look at a route west on 88 to somewhere near Erie then to South of Albany and cross river just past Comanche Iowa. As a farmer in the area I would like to see the least impact on land as possible.
Prefers south alignment at industrial park; Wal-Mart area will grow; sewer and water already extend to site.
Farm located just east of Hillside/Spring Brook; 1st property East of overpass. Was going to be affected by alignments shown in feasibility study; Borrow pit –was in their farm.
This project will carve up the farms I rent. It seems much more of a luxury than a necessity. Please strongly consider the effects on the farmland I have worked hard to protect and preserve.
Centennial Farm – you might tell your people to talk to females also; women are landowners also.
If you build a bypass 3-5 miles from town it will be like shutting gates at each end of town, it will shut it down.

FARMLAND OWNER/BUSINESS OWNER

I live in Lyndon but own a business in downtown Morrison plus farm ground in proposed area.
I was in the trucking business for 30 years; I understand the importance of our highway systems. The sooner we do something the less the cost.

HOMEOWNER

I understand that homeowners on Lincolnway might want a bypass, but it is a bad idea. If the money on the bypass were spent on improving the roads we have, we would not have as many believing we must have a bypass.
Build an alternate 4 lane US 30 from the Route 88 exchange South of Morrison over the Route 30 Clinton South bridge. It will accomplish 90% of all goals at 50% of the cost, land usage, and time. This will allow a reasonable truck bypass and still allow local traffic to go through Morrison; an extension going East could be completed later, if necessary.
We need a 4-lane highway; I travel current Route 30 to Morrison from Rock Falls either for county board meetings or boating on Mississippi River, the amount of traffic on Route 30 has increased and slowed down traffic flow all the way to the river. Also more trucks use Route 30 since tolls were raised.
Is it possible to make 4 lanes out of current Rte. 30?
Need a multi-modal roadway and include a bike path and an adjoining rail bed. It would reduce the need for crossings, reduce noise in community.
My choice would be the Garden Plane side. This would be easier to get to the 88 Route. Also going around the park would be out of the way of Route 30.

HOMEOWNER/BUSINESS OWNER

Safer driving and will help local businesses
This project will probably be the most positive thing to happen to this area in at least the last 50 years; the only problem is the amount of time it will take to complete.
Where in the process is a new bridge planned for Hwy 30 and/or railroad at Mississippi
Good farmland is not a renewable source; protect farmland for future generations and use and improve existing highways.
Pleased with wonderful workers we have dealt with from IDOT
The project is long overdue and is needed for the logical growth and development of the western side of the state.
Rte. 30 is not as busy as it used to be why change it?
Project is a great idea as long as home/land owners are paid fair or "the going rate"
A new corridor seems most cost effective considering crossing railroad tracks many times.
If the Rt. 30 corridor were not used, would effort be made to follow another existing right-of way; i.e. Bunker Hill Rd. to minimize division of farms
I have lived here almost all my life and Route 30 is not nearly as busy as it used to be when GE Herman Wilson, Carnation Factory were here. We survived all the traffic on a daily basis and now you can pull onto 30 at any time because traffic isn't there.
Preserve the US 30 corridor. Feel bypass of Morrison is a political ploy; valuable farm property as long as home/land owners are paid a fair or "the going rate" I would have no problem. I do not like to see farmland wasted. Use as little as possible. There doesn't need to be huge acreage on both sides and in between.
Very heavily traveled on Prairie Center Road; Road needs to be open-fire, emergency protection; Lot of traffic from GE in Morrison; takes this route to avoid congestion at RR crossing; earlier concept showed Prairie Center Cul-de-sac; Would like to know traffic on this road; concerned about land acquisition costs for farmland.
I moved to the country to be in the country! Not have a 4 lane bypass in my backyard. I can see I-88 from my house – why add another? Widen the existing Rt. 30!!!
Works at dealership. Taking a lot of productive farm ground out; split/severing property. Take money out of one product and into another and food out of their mouths. Could build through town; no need to build a bypass.
If it is good for us, then good for you and Morrison; It needs to be close to Morrison; traffic doesn't bother him; makes moving products easier; He gets business from through travelers.
Have a business at K's Corner, Intersection of US 30 and Galt Road. Wants to know if property will be affected. Own a tavern and store. Thinking about putting tanks in.

HOMEOWNER/FARMLAND OWNER

Sounds like you have a plan in order
Take Northern route, would have less impact on many smaller farms. Don't bite the hand that is feeding you.
Hope road will not take home set of buildings families have lived on same location for 125 years.
I have lived my entire life (70) years on Harvey, and Prairie Center Roads. I'm pleased to see your interest in including the public in your project.
Take care of and improve what already has been built and successful. Fix Route 30 with a center lane turn off. Do not destroy farmland.
Where is funding coming from? Illinois has real budget problems now, why add more roads, bridges, and maintenance expenses? We need Illinois farmland not more asphalt.
Going to ruin the town if there is a bypass constructed. Car dealership will get killed – 78 & 30. Lot of business far out of town. Will lose gas stations & restaurants. Don't have much traffic like we used to. 2200 people at GE – employs 130 now; Grames Nelson

HOMEOWNER/BUSINESS OWNER/FARMLAND OWNER

The agriculture community needs considerable representation with this process. It seemed to be missing in the previous study.
I don't think they need this; we have a perfectly good road right in front of our eyes on Route 30.

BUSINESS OWNER

Long overdue project; needs to be done for the logical growth and development of the Western side of the state.
I can't say enough about how pleased I am at the wonderful workers we have dealt with from IDOT.

SPECIAL INTEREST GROUPS

Organization	Comment
Highway Commissioner of Hopkins Township Road District	Concerned about his roads.
City of Rock Falls 3rd Ward Alderman	Would like to see project go 4 lanes to Prophetstown Road in Rock Falls
City of Rock Falls Blackhawk Hills Resource and Conservation Development Council	Project is long overdue. The improvements should start east of Rock Falls at Harmon Road or the East Portal to Rte. 30 from I-88. Direct Semi traffic avoiding I-88 around Rock Falls has increased exponentially coming and going.
Whiteside County Farm Bureau	The coalition working on the project, to date, has ignored the farming community. I hope the CAG will help level a one-sided playing field.
Whiteside County ED Director	Make extension into Rock Falls a Phase II to this project to keep construction costs down.
Rock Falls Chamber of Commerce	As President of the Rock Falls Chamber, we feel it is very important for our economic development to make sure the 4-lane construction runs to the city limits of Rock Falls. Need to include Rock Falls in the study; Can't take US 30 away from Rock Fall; will hurt business.
Fulton Rotary and Kiwanis Club	I feel you have kept us well informed and appreciate all the work the engineering firms are doing. They seem "truly" interested in the project. Volkert & Associates/H.R. Green are well respected in their field.
Whiteside County Cattlemen's Association	Loss of Prime Farmland; Loss of traffic to Morrison Business; Construction of highway through farm would have a negative effect on my income.
League of Illinois Bicyclists	The existing Rte. 30 corridor would provide the least detrimental environmental impact; a wide enough shoulder area would accommodate cyclists/pedestrians adequately.

SPECIAL INTEREST GROUPS (continued)

Organization	Comment
Morrison Area Development Corporation	Consider a joint U.S. 30 ILL 78 Route in area around Morrison and incorporate with much needed railroad overpass.
Timber Management Program	Property in family for over 55 years; 10 acres
IIHP, CRDC, CACC	Great for economic development and jobs; keep moving forward.
Friends of the Park (John Stoudt)	UPRR would consider relocating the railroad along the new by-pass corridor - $6 million mile if a roadbed were prepared. Would eliminate 6 crossing, safety, and liability. Interest in accommodating truck traffic.

MEDIA COMMENTS

Organization	Comment
Daily Gazette in Sterling	General questions regarding feasibility study and EIS/Phase I; wants to be emailed (notified) of future meetings.

MISCELLANEOUS COMMENTS

Does not want the proposed highway to go through her farm.
Does not want to see the north-south roads on either side of Illinois 78(S) closed because of proximity to the interchange with US 30.
Does not want the alignments to "squeeze" between two houses or farmsteads and make both happy. Instead he suggests that one be purchased so that the remaining property does not suffer as much
Expressed interest (perhaps curiosity is a better word) in being a CAG member.
The biggest problem with this project is the time it will take to complete.
Prefers alignment from I-88 corner to 136 on a more direct route South of Morrison; Takes advantage of exist I-88 corridor; make even with 136 farther West of Hwy 30 crossing.
Has 3 properties; 1) West end of Highway 30; 2) East of 78 North of Park; 3) East of Garden Plains Road. Have received notice of possible archeological studies.
God isn't making any more farmland, why destroy it when we could improve what we already have. This is not progress, but foolishness and a waste of taxpayers' money. We need to utilize our countries natural resources (farmland) better.
No by-pass petition
Study 4-lane form Albany to Gamanche; make use of existing I-88 to Erie/Albany; eliminate stops; go straight across farms to prevent inefficient farming
Worried about impact on farmland; widen Rt. 30 would not have to build an overpass over the railroad.

Three key issues emerged out of the responses received in this section of the comment form:

- Environmental Impacts
- Economic Development
- No Bypass Impacts

Highlighted below are some additional general comments the attendees provided. They are as follows:

- No new information presented
- The new route has already been decided. I hope I am wrong
- Everything has been okay with IDOT except clarifying who really wants this.
- Article/Notice in Sterling paper was very late. No information given to the editor of the POST mailed to all area homes.
- Spending $5 million in Morrison now; continue it all the way through; look at the Politics in Morrison
- They wouldn't release info or their preferred routes

The issues referenced above are based on the public and IDOT comment forms received at the Public Informational Open House as well as via email and postal mail.

SECTION VII - NO BYPASS PETITION

A no bypass petition was submitted during the public meeting. The petition signified that 64 petitioners opposed a bypass in Morrison. A copy of the petition can be found in **Appendix F**.

SECTION VIII - MEDIA COVERAGE

The meeting received news coverage from various media outlets, such as; the Fulton Journal, Whiteside County Sentinel Newspaper, and the Sauk Valley Newspapers.

Illinois Department of Transportation

NOTICE

PUBLIC INFORMATION OPEN HOUSE
FOR
U.S. 30 Phase 1 Design Report and Environmental Impact Statement Study

Wednesday, July 25, 2007
Odell Community Center/ Public Library
307 South Madison Street
Morrison, Illinois 61270
(815) 772-7323 or (815) 772-7657

Meeting hours are from 1:00 p.m. to 7:00 p.m.

Meeting Purpose

Present results from Feasibility Study * Highlight next phase, Phase 1 Location/Design and Environmental Impact Study Process * Receive input from the public

For more information regarding the Public Information meeting, please call 1-866-Route 30 or (1-866-768-8330)

For persons planning to attend who will need a sign language interpreter or other special accommodations, please notify the Illinois Department of Transportation (IDOT) at least 5 days prior to meeting. Address written request for disabled accommodations to Ms. Becky Marruffo, Illinois Department of Transportation (IDOT), 819 Depot Avenue, Dixon, IL 61021 or contact Ms. Marruffo by telephone at (815) 284-5902 , (815/284-1667 Transmission for the Deaf).

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Reg. St. July 11

STATE OF ILLINOIS
County of Winnebago } **CITY OF ROCKFORD; ss.**

GANNETT SATELLITE INFORMATION NETWORK, INC., a corporation organized and existing under and pursuant to the laws of the State of Delaware with its principal office in City of Rockford, Winnebago County, Illinois, certifies that it is publisher of

The **Rockford Register Star**

that such paper is secular newspaper of general circulation in said county; that it is printed and published in the City, County and State aforesaid, it hereby further certifies that a notice of which the annexed notice is a true copy, has been legally published in said newspaper.

One time for 1 successive Okay.

That the first publication was on the 11 day of July 20 07

the last publication was on the 11 day of July 20 07

It further certifies that said newspaper has been regularly published for one year prior to the first publication of said notice.

IN WITNESS WHEREOF the said Gannett Satellite Information Network, Inc., publisher aforesaid, has hereunto caused its corporate name to be hereunto signed on this 13 day of July A.D. 20 07 by its duly authorized agent pursuant to a resolution adopted by the Board of Directors of Gannett Satellite Information Network, Inc., on the 17th day of June, 1977, as follows:

RESOLVED, that a certificate of publication of legal notices may be signed on behalf of this corporation and its corporate name with or without its corporate seal by any or either of the following offices or agents: President, Secretary, Asst. Secretary, Comptroller, or Cashier.

GANNETT SATELLITE INFORMATION NETWORK, INC.

By [signature]

Its Cashier

Printers Fee $ 168.51 Paid _____ 20 _____

Illinois Department of Transportation

NOTICE

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FOR
U.S. 30 Phase 1 Design Report and Environmental Impact Statement Study

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ILLINOIS DEPARTMENT OF TRANSPORTATION
NOTICE
PUBLIC INFORMATION OPEN HOUSE
FOR
U.S. 30 Phase 1 Design Report and Environmental Impact Statement Study
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Published: July 19, 2007.

NOTICE

PUBLIC INFORMATION OPEN HOUSE FOR

U.S. 30 Phase 1 Design

Report and Environmental Impact Statement Study

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Legal #49616.
Wednesday, July 11, 2007.

No. 16745

Certificate of Publication

STATE OF ILLINOIS
COUNTY OF LA SALLE } SS.

This is to certify that a a notice, a true copy of which is hereto attached, was published in the NewsTribune, a secular newspaper with one edition only on the date of each publication, of general circulation in the Counties of LaSalle, Bureau, Marshall, Lee, Putnam, and adjacent areas, printed and published daily, except Sunday, in the city of LaSalle, County of LaSalle, and State of Illinois, by The Daily News-Tribune, Inc., a corporation organized and existing under the laws of the State of Wyoming, and duly qualified to do business in the State of Illinois 1 times for 1 successive weeks; that the date of the first publication in such newspaper was the 11 day of July, 2007, and the date of the last publication in such newspaper was the 11 day of July, 2007.

It is further certified that said newspaper, News-Tribune, has been continuously published daily, except Sunday, as a secular newspaper of general circulation in the Counties of LaSalle, Bureau, Marshall, Lee, Putnam, and adjacent areas, for a period of more than one year prior to and immediately preceding the 11 day of July, 2007; that it is a newspaper as defined in "An Act to Revise the Law in Relation to Notices" (Approved February 13, 1974), as amended by Act approved July 17, 1959, Sections 1 through 8.2, Chapter 100, Illinois Revised Statutes; and that it is also a newspaper as defined in An Act concerning the Publishing Legal Notice or Publication (Approved June 8, 1909), as amended by Act approved July 17, 1959, and as added to by Act effective October 1, 1973, Section 10, Chapter 100, Illinois Revised Statutes.

This is to further certify that The Daily News-Tribune, Inc. publisher of said newspaper, has caused this Certificate to be signed by its duly authorized agent and the corporate seal thereof to be affixed.

Dated at the City of LaSalle in said County this 11 day of July, 2007.

THE DAILY NEWS-TRIBUNE, INC.

(Corporate Seal)

Publication Fee $89.30 By Craig Baker
Authorized Agent

Received Payment _____, 20____.

THE DAILY NEWS-TRIBUNE, INC.

By Craig Baker
Authorized Agent

LEGAL
Illinois Department of Transportation
NOTICE
PUBLIC INFORMATION OPEN HOUSE FOR
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(July 11, 2007) 93754L

NOTICE

PUBLIC INFORMATION OPEN HOUSE FOR U.S. 30 Phase 1 Design Report and Environmental Impact Statement Study

Wednesday, July 25, 2007

Odell Community Center/Public Library
307 South Madison Street
Morrison, Illinois 61270
(815)-772-7323
or (815)-772-7657

Meeting hours are from 1:00 pm to 7:00 pm

Meeting Purpose

Present results from Feasibility Study * Highlight next phase, Phase 1 Location/Design and Environmental Impact Study Process * Receive input from the public.

For more information regarding the Public Information meeting, please call 1-866-Route 30 (1-866-768-8330).

For persons planning to attend who will need a sign language interpreter or other special accommodations, please notify the Illinois Department of Transportation (IDOT) at least 5 days prior to meeting. Address written request for disabled accommodations to Ms. Becky Marruffo, Illinois Department to Transportation (IDOT), 819 Depot Avenue, Dixon, IL 61021 or contact Ms. Marruffo by telephone at (815)-284-5902, (815)-284-1667 Transmission for the Deaf).

2t-07-18

NOTICE

PUBLIC INFORMATION OPEN HOUSE
FOR
U.S. 30 Phase 1 Design Report and Environmental Impact Statement Study
Wednesday, July 25, 2007
Odell Community Center/ Public Library
307 South Madison Street
Morrison, Illinois 61270
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STATE OF IOWA
SCOTT COUNTY, } ss.

The undersigned, being first duly sworn, on oath does say that he/she is an authorized employee of THE QUAD-CITY TIMES, morning edition, a daily newspaper printed and published by Lee Enterprises, Incorporated, in the City of Davenport, Scott County, Iowa, and that a notice, a printed copy of which is hereto annexed as Exhibit "A" and made a part of this affidavit, was published in said THE QUAD-CITY TIMES, on the following dates:

7-18-07

The affiant further deposes and says that all of the facts set forth in the foregoing affidavit are true as he/she verily believes.

J. Linville

Subscribed and sworn to before me by said affiant this 18th

day of July 20 07

NOTARIAL SEAL IOWA
STEPHEN H. THOR
Commission Number 168839
My Commission Expires
3-24-08

Stephen H Thor
Notary Public in and for Scott County, Iowa

Illinois Department of Transportation

FOR IMMEDIATE RELEASE
July 12, 2007

CONTACT: Jay Howell
PHONE: 815-284-5351
TDD: 815-284-1667
FAX: 815-284-5348

US 30 Phase 1 Design Report and Environmental Impact Statement Study

Dixon, IL – The Illinois Department of Transportation (IDOT) announced today that there will be a Public Information meeting at the Odell Community Center/Public Library, 307 South Madison Street, in Morrison from 1:00 p.m. to 7:00 p.m. on Wednesday, July 25, 2007 regarding the US Route 30 study from Fulton to Rock Falls. The joint venture consultant team of Volkert & Associates, LLC (of Collinsville, Illinois) and Howard R. Green (of Cedar Rapids, Iowa) has been selected to complete an Environmental Impact Statement and Design Study for the next phase of the US Route 30 project as required by the Federal Highway Administration (FHWA) and National Environmental Policy Act (NEPA).

The US Route 30 Corridor Feasibility Study began in the spring of 2003. The purpose of that study was to evaluate the feasibility of an improved transportation system from just east of Fulton to west of Rock Falls. After an extensive process of analyzing preliminary traffic reports, engineering data and public comments, it was determined that such enhancements are necessary to meet the growth and travel demands projected within the northwestern area of Illinois.

As a result of continued project support from the public, Special Interest Groups, Federal, State and Local leaders, as well as regional Chambers of Commerce and Economic Development Agencies, dedicated federal funds have been identified to begin the next step – Phase 1, environmental evaluation and preliminary design.

The National Environmental Policy Act requires federal agencies to prepare an Environmental Impact Statement (EIS) for all major federal actions which may have a significant impact on the environment. The EIS explores feasible alternatives to a proposed action, and the likely environmental consequences of those actions. This phase of the US 30 project will include an in-depth inventory of environmental resources within the project area, including human and natural resources. As alternatives are developed to

meet the identified transportation needs, potential adverse impacts to those resources and measures to avoid or minimize those impacts will be assessed.

This next phase will require extensive public participation. Through the Federal Highway Administration's SAFETEA-LU Section 6002 and IDOT's Context Sensitive Solutions (CSS) initiative, there will be opportunities for the public to ***GET INVOLVED*** throughout the entire Phase 1 planning and design process.

IDOT defines CSS 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'."

IDOT's CSS Program will ensure that through various forums engagement including workshops, meetings and hearings, input from local residents, community stakeholders, and business leaders is heard.

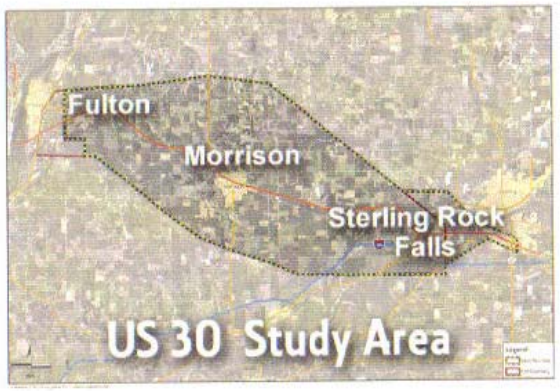
To learn more about the project's next phase and how you can "Get Involved," please plan to attend the first in a series of Public Information meetings at the Odell Community Center/Public Library, 307 South Madison Street, in Morrison from 1:00 p.m. to 7:00 p.m. on Wednesday, July 25.

##########

Illinois Department of Transportation

Public Information Meeting Regarding

U.S. 30 Phase 1 Environmental Impact Statement and Design Report



Odell Community Center/Public Library
307 South Madison Street
Morrison, Illinois 61270

Wednesday, July 25, 2007
1:00 PM until 7:00 PM
(815) 772-7323/ 772-7657

Meeting Purpose

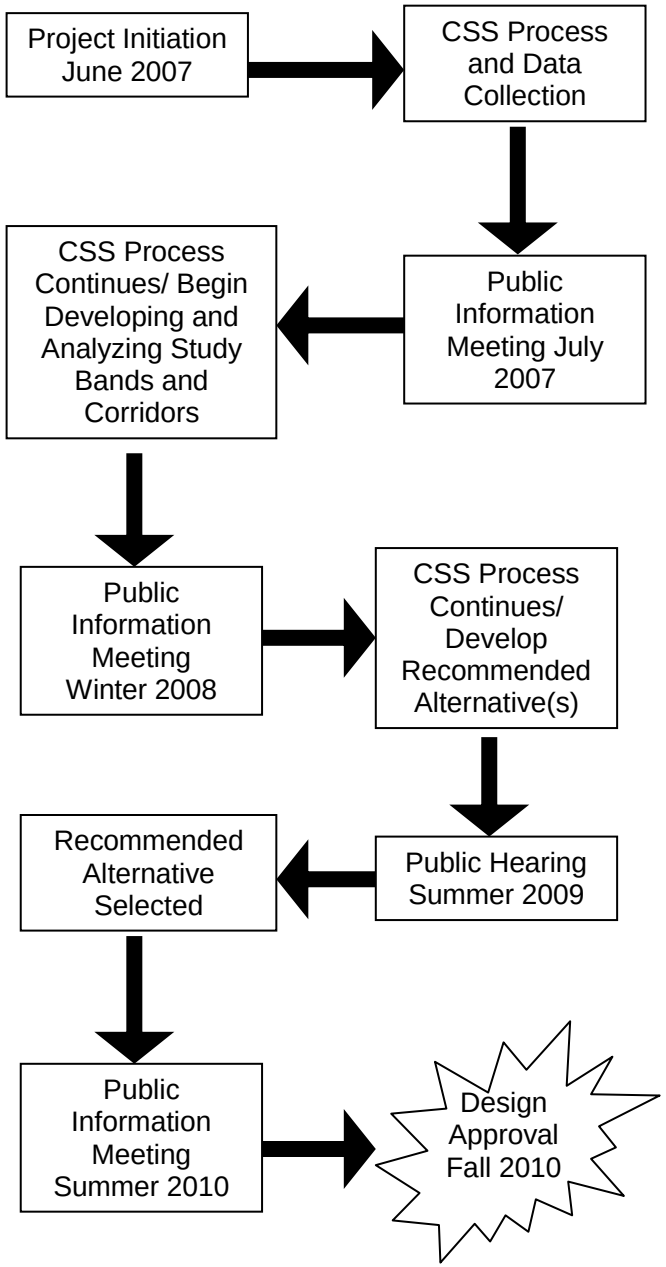
Present results from Feasibility Study * Highlight next phase, Phase 1 Location/Design and Environmental Impact Study Process
* Receive input from the public

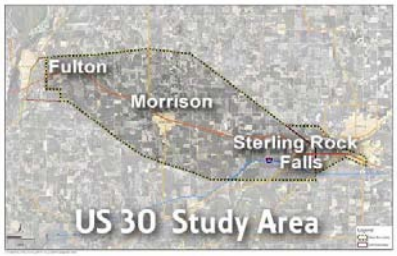
For more information regarding the Public Information meeting, please call 1-866-Route 30 or (1-866-768-8330)

Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify Illinois Department of Transportation (IDOT) at least 5 days prior to meeting. Address written request for disabled accommodations to Ms. Becky Marruffo, Illinois Department of Transportation (IDOT), 819 Depot Avenue, Dixon, IL 61021 or contact Ms. Marruffo by telephone at (815) 284-5902 (815/284-1667 Transmission for the Deaf).

Phase I

Environmental Impact Statement and Design Report/Context Sensitive Solutions





Illinois Department of Transportation

PUBLIC INFORMATION MEETING

US 30 PHASE I – ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT / CONTEXT SENSITIVE SOLUTION PROCESS

US 30 from IL 136 east of Fulton to IL 40 in Rock Falls

Wednesday, July 25, 2007
1:00 – 7:00p.m.
Odell Community Center /Public Library
307 South Madison Street, Morrison, IL

WELCOME AND INTRODUCTION

Welcome to the US 30 Phase I Environmental Impact Statement (EIS) and Design Report Public Information Meeting. This is an opportunity for you to express your comments and views on the proposed transportation system improvements for US 30 just east of Fulton to Rock Falls.

During this meeting we will discuss the US 30 Corridor Feasibility Study that was completed in 2006. We will also outline the environmental planning and design process for the current phase of the project and present the Context Sensitive Solution (CSS) process that will be utilized to gain public input.

PROJECT PURPOSE AND STUDY OBJECTIVES

The initial purpose of the US 30 corridor Feasibility Study in Spring 2003 was to evaluate the feasibility of an improved transportation system from just east Fulton to west of Rock Falls. After an extensive process of analyzing preliminary traffic reports, engineering data and public comments, it was determined that such enhancements are necessary to meet the growth and travel demands projected within the northwestern area of Illinois.

As a result of continued project support from the public, Special Interest Groups, Federal, State and Local leaders, as well as regional Chambers of Commerce and Economic Development Agencies, dedicated federal funds have been identified to begin the next step – Phase I, Environmental Impact Statement and Design.

The National Environmental Policy Act requires federal agencies to prepare an Environmental Impact Statement (EIS) for all major federal actions which may have a significant impact on the environment. The EIS explores feasible alternatives to a proposed action, and the likely environmental consequences of those actions. This phase of the US 30 project will include an in-depth inventory of environmental resources within the project area, including human and natural resources. As alternatives are developed to meet the identified transportation needs, potential adverse impacts to those resources and measures to avoid or minimize those impacts will be assessed.

By attending this meeting, you have demonstrated that you have an interest in the project. All participants at this meeting are encouraged to provide us with written comments about the project. You may do so by completing a public comment form and either handing it to us today, or by mailing **your comments back to us no later than August 3, 2007.** An address is provided on the back side of the public comment form.

PROJECT PROCESS

We are currently beginning Phase I of the US 30 Corridor Study. The Context Sensitive Solution (CSS) process will be utilized during this phase of elicit public input and thoroughly investigate a variety of impacts regarding the proposed transportation system. This phase will produce an Environmental Impact Statement and a Design Report. At the conclusion of this phase a preferred alignment will be selected.

Following completion of Phase I, we will begin Phase II, Final Design. This phase encompasses the completion of final plans that are ready for construction bids. Finally, Phase III, Construction of the project will be initiated. Currently, funding has not been identified for Phase II or III of the project.

STAKEHOLDER AND PUBLIC INVOLVEMENT

We want to hear from you! There will be numerous opportunities for you to ***GET INVOLVED*** throughout the entire Phase I planning and design process. This is the focus of the Contest Sensitive Solution (CSS) process. Context Sensitive Solution 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'."

Stakeholders include anyone who has a stake in the project for example property owners, business owners, local government officials and all highway users.

Stakeholders in this process will be asked to provide input to the process and advise the Project Study Group (PSG) – group comprised of IDOT, Agency Partners, and consultants representatives who will lead the process. A consensus (defined as the majority of participants) of the Stakeholders will be sought, but ultimate decisions will remain the responsibility of IDOT. Participants in the Stakeholder Group will be asked to:

- Come with an open mind
- Participate openly and honestly
- Treat each other with dignity and respect

Community Advisory Groups (CAGs) will be formed from the Stakeholders Group. These groups will be formed to focus on specific issues affecting various parts of the community, such as neighborhoods and business districts.

Stakeholder and CAG meetings will be scheduled regularly throughout the project. During the Phase I planning process, these meetings are tentatively scheduled to take place on a monthly basis. The next Public Information Meeting will be scheduled for Winter 2008. In addition, the project website, newsletters and fact sheet will be updated or published as the project meets its major milestones.

FOR FUTHER INFORMATION CONTACT

- The Project HOTLINE at 1 - 866 - Route 30 or (1-866-768-8330)
- All comments and recommendations will receive consideration
- Maps, drawings and other pertinent information about the project will be available on the project web site www.dot.state.il.us/us30/default.html or at the District 2 Office, located at 819 Depot Avenue, Dixon, Illinois, 61021.
- Further questions may be addressed to:

Ross Monk	IDOT _ Program Development Engineer	815-284-5307
Jay Howell	IDOT – Studies and Plans Engineer	815-284-5351
Rebecca Marruffo	IDOT – Studies and Plans Project Manager	815-284-5902
Dawn Perkins	IDOT – Studies and Plans Liaison Engineer	815-284-5948
Shelia A. Hudson	Hudson and Associates, LLC	1-866-768-8330

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: JAMES AH

Address: 14278 Robertson Rd

City: Morrison **State:** Il **Zip Code:** 61270

Telephone Number: (815) 772-3774

Email:

Check one or more if applicable:

__ **Homeowner** X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

Overdevelopment

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List? Yes No (circle one)
Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated): yes

Name:

Address:

SAME

Telephone No:

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

They wouldn't release info
are their preferred routes

6. **Comments/Issues/ Questions:**

Too much double talk

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

10/11/07

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

Add

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: TOM NETERMANN

Address: 3601 VALLEY OAKS DRIVE

City: CLINTON **State:** IA **Zip Code:** 52732

Telephone Number: (563) -242-7158

Email: TOMd@CLINTON.NET

Check one or more if applicable:

✓ **Homeowner** — **Own Farm Land**

✓ **Business Owner** — ✓ **Special Interest** ICHP CRDC CACC

1. Please list any potential cultural or community impacts you think might be associated with this project.

   GREAT FOR ECONOMIC DEVELOPMENT AND JOBS.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: SAME

   Address:

   Telephone No:

   Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   GREAT - LETS KEEP MOVING FORWARD.

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Mary Beth Dombroski

Address: 19726 Blue Goose Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: ( ) _____

Email: _____

Check one or more if applicable:

✓ **Homeowner** ✓ **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Agricultural
   Natural Resources
   Population

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
   If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	(Yes)	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: Mary Beth Dombroski
   Address: 19726 Blue Goose Rd
   Morrison IL 61270
   Telephone No: _____
   Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   Sounds like you have a plan in order.

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Richard Downey

Address: 603 W. 10th Street

City: Rock Falls **State:** IL **Zip Code:** 61071

Telephone Number: (815) 564-1366

Email: RDowney@RockFalls61071.com

Check one or more if applicable:

__ **Homeowner** ___ **Own Farm Land**

__ **Business Owner** X **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Access to available job creation areas would be increased. Better traffic flow for Rock Falls & Sterling area.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: Same.

   Address:

   Telephone No:

   Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   None.

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Karen Endress
Address: 11489 Garden Plain Rd
City: Morrison State: IL Zip Code: 61270
Telephone Number: (815) 772-4833 or 815-772-3215
Email: pontiacmom2001@yahoo.com

Check one or more if applicable:

✓ Homeowner — Own Farm Land
✓ Business Owner — Special Interest

1. Please list any potential cultural or community impacts you think might be associated with this project.

Duman auto dealership on Lincoln Rd. West and would differently affect our business if you bypass Morrison.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List? Yes No (circle one)
Community Advisory Group? Yes No (circle one)

Won't do any good anyway as money talks & the good of everyone involved

4. Would you like to be informed of future meetings? If so, please provide the following information (If different from previously stated):

Name: Robert & Karen Endress
Address: 11489 Garden Plain Rd.
Morrison, Il 61270
Telephone No: 815-772-4833 or 815-772-3215
Email Address:

5. Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:

IDot does not seem to care if business are harmed and the effect on the farmers losing their ground and income from Crops. Gas Stations, Restaurants & Hotel all hurt if bad.

6. Comments/Issues/ Questions:

I have lived here all most all my life and Route 30 is not nearly as busy as it used to be when U.T.-Herman Nelson, Carnation factory were here, We survived all that traffic on a daily basis and now you can pull onto 30 at any time because traffic isn't there.

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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2

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: ARLYN FOLKERS

Address: 24013 HAZEL RD

City: STERLING **State:** IL **Zip Code:** 61081

Telephone Number: (815) 626 3170

Email:

Check one or more if applicable:

__ **Homeowner** __ **Own Farm Land**

__ **Business Owner** ✓ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle (Yes) No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	(Yes)	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: ARLYN FOLKERS

Address: 24013 HAZEL RD
STERLING, IL 61081

Telephone No: 815 626 3170

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively?** (Yes) **No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

BEING THE HIGHWAY COMM. OF HOPKINS TWP. RD DIST. I AM CONCERNED ABOUT MY ROADS

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: MARGARET GOOD

Address: 705 MILNES DR

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: ( )

Email:

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

Derkin Condo's on side to East 30 is hazardous, dangerous and possibly accidents and/or death resulting from traffic going West on 30.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name:

Address:

Telephone No:

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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Your comments are greatly appreciated!

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Kent Gravert

Address: 18388 Round Grove Rd.

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-2932

Email: Kgravert@cistelecom.net

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

X **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   If traffic is diverted to far from the town the potential for business would be less likely.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: _____

   Address: _____

   Telephone No: _____

   Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

   I appreciate the local meetings that are held and keeping people informed of where the process is at.

6. **Comments/Issues/ Questions:**

   Where in the process is a new bridge planned for Highway 30 and/or Railroad at Mississippi.

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Bev Green

Address: 8693 Lincoln Rd

City: Fulton **State:** IL **Zip Code:** 61252

Telephone Number: (815) 441-0127

Email: greenb@cistelecom.net

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

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Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

AUG 2007
Received
IDOT
DIST. TWO

Comment Form

PLEASE PRINT ALL INFORMATION

Name: George Hallman

Address: 603 W. Rt. 30

City: Rock Falls **State:** IL **Zip Code:** 61071-0861

Telephone Number: (815) 499-4313 Cell

Email: hallmn@hotmail.com

Check one or more if applicable:

__ **Homeowner** X **Own Farm Land**

X **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Loss of bussiness, due to by passing communities. Gain of business due to towns taking advantage of increased traffic and reaching out to get it.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
   If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

   Stakeholders Group List? (Yes) No (circle one)
   Community Advisory Group? (Yes) No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: _____

   Address: _____

   _____

   Telephone No: _____

   Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   I was in the trucking Bussiness for 30 years, I understand the importance of our highway systems, the sooner we do something, the less the cost

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

2

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: DAVE HAND

Address: 700 MARTY AVE

City: ROCK FALLS **State:** IL **Zip Code:** 61071

Telephone Number: (815) 626-1023

Email:

Check one or more if applicable:

__ **Homeowner** __ **Own Farm Land**

__ **Business Owner** ✓ **Special Interest** CITY OF ROCK FALLS ~~ARE~~ OFFICIAL.

1. Please list any potential cultural or community impacts you think might be associated with this project.

   NONE

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? (Yes) No (circle one)
   Community Advisory Group? (Yes) No (circle one)

✓

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: DAVE HAND.

   Address: 700 MARTY AVE
   ROCK FALLS, IL 61071

   Telephone No: 815-626-1023

   Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes (circle one) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   WOULD LIKE TO SEE PROJECT 6 & 4 LANE TO PROPHETSTOWN ROAD ROCK FALLS.
   IDOT - YOU ARE DOING A GOOD JOB SO FAR DAVID J. HAND
   3RD WARD ALDERMAN ROCK FALLS

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U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Ed Abbott

Address: 9896 Lincoln Rd

City: Morrison **State:** Il **Zip Code:** 61270

Telephone Number: (815) 772 4236

Email: _____

Check one or more if applicable:

X **Homeowner** X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: LAURIE HANSON

Address: 12880 MASTERS DR

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-2666

Email:

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.
   - lower property values ultimately
   - deflect traffic away from Morrison business, ~~[illegible]~~.
   - eliminate people who "drive thru" + later decide to buy a home in Morrison
   - taking up good farm land for unneeded road

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes (No)

3. Would you like to be included in the:

Stakeholders Group List?	(Yes)	No	(circle one)
Community Advisory Group?	Yes	No	(circle one) Maybe

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: Yes - use one given

   Address:

   Telephone No:

   Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes (No) (circle one) If no, please explain and or provide suggestions:**
   Article/Notice in Sterling paper very late for today + no information was given to the editor of POST mailed to the area homes.

6. **Comments/Issues/ Questions:**
   I understand that homeowners on Lincolnway might want a bypass, but for reasons 1/ it is a BAD idea. If the $ spent on the bypass were spent on improving the roads we have, we would not have so many believing we must have bypass.

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Illinois Department of Transportation
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Dixon, IL 61021-3500

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3

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Helen Harvey

Address: 12269 Prairie Center

City: Morrison **State:** Ill. **Zip Code:** 61270

Telephone Number: (815) 772-2255

Email: _____

Check one or more if applicable:

X **Homeowner** X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

South route will cut off many access roads that now lead into Morrison and we will go elsewhere to shop.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	(Yes)	No	(circle one)

✓

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: _____

Address: _____

_____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

_____

_____

_____

6. **Comments/Issues/ Questions:**

Take Northern route, as would have less impact on many smaller farms. Don't bite the hand that is feeding you.

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Dixon, IL 61021-3500

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: E. F. Heumann

Address: 19285 Yorktown Rd.

City: Morrison **State:** Il **Zip Code:** 61270

Telephone Number: (815) 772-2156

Email: —

Check one or more if applicable:

X **Homeowner** X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   effect the business area of morrison - town could dry up

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
   If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

   Stakeholders Group List? Yes (No) (circle one)
   Community Advisory Group? Yes (No) (circle one)

V

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: Same

   Address: _____

   Telephone No: _____

   Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Eric Janvrin

Address: 10700 Union Grove Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-9043

Email: epjanvrin@frontiernet.net

Check one or more if applicable:

✓ **Homeowner** ✓ **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   There are a large number of smaller, generational farms that will have potential impacts. This may also provide some opportunities to upgrade the local business climate.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (if different from previously stated): Yes

   Name: _____

   Address: _____

   _____

   Telephone No: _____

   Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

   I believe IDOT is doing a good job of openly airing and soliciting input on their planning process. It may not be comfortable, but it is effectiv

6. **Comments/Issues/ Questions:**

   _____

   _____

   _____

   _____

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Dixon, IL 61021-3500

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Roger Johnson

Address: 19175 Waller Rd

City: Fulton **State:** IL **Zip Code:** 61252

Telephone Number: (815) 589-2412 X-306

Email: rjohnson@jtcullenco.com

Check one or more if applicable:

__ **Homeowner** __ **Own Farm Land**

X **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle (Yes) No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	(Yes)	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: Roger Johnson

Address: 19175 Waller Rd
Fulton, IL 61252

Telephone No: 815-589-2412 X-306

Email Address: rjohnson@jtcullenco.com

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

Long over due project needs to be done for the logical growth & development of the western side of the state.

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PUBLIC COMMENT FORM

U.S. Route 30
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Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

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: M-Kearney@alum.wustl.edu

Check one or more if applicable:

__ **Homeowner** __ **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

This project will probably be the most positive thing to happen to this area in at least the last 50 years. 30 years ago, people were dreaming of this project. I have seen articles in the newspaper from the 1920's on the subject.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List? Yes No (circle one)
Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated): yes

Name: _____

Address: _____

_____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

_____

6. **Comments/Issues/ Questions:**

The biggest problem with this project is the time it will take to complete it.

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Dixon, IL 61021-3500

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION (K)

Name: FRANCIS B. KELLY

Address: 13001 PLEASANT ST

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772 4205

Email:

Check one or more if applicable:

✓ **Homeowner** RETIRED GE SALES MGR

__ **Business Owner**

__ **Own Farm Land**

__ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

A "MORRISON BY-PASS" WILL KILL MORRISON.
STUDY THE TRAFFIC RELATED BUSINESSES/JOBS NOW ON U.S.30 GOING THRU MORRISON.
LOSS OF JOBS, TAX DOLLARS AND TRAFFIC LITES WILL BE HUGE.

2. Do you understand the Context Sensitive Solution (C[illegible] Process? Circle Yes No
If not, would you like to receive additional informatio[illegible] Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	(No)	(circle one)
Community Advisory Group?	(Yes)	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name:

Address:

Telephone No:

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes (No) (circle one) If no, please explain and or provide suggestions:**

I THINK THE NEW ROUTE HAS ALREADY BEEN DECIDED. I HOPE I'M WRONG.

6. **Comments/Issues/ Questions:**

BUILD AN ALTERNATE 4 LANE U.S.30 FROM THE ROUTE 88 EXCHANGE SOUTH OF MOR OVER TO ROUTE 30 CLINTON SOUTH BR IT WILL ACCOMPLISH 90% OF ALL GE AT 50% THE COST, LAND USAGE, AND T THIS WILL ALLOW A REASONABLE TRU BY-PASS AND STILL ALLOW LOCAL TR TO GO THRU MORRISON. AN EXTENSION EAST COULD BE COMPLETED LATER, IF NEC

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(2)

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Doug Kuehl

Address: 12903 Malvern Rd

City: Morrison **State:** Il **Zip Code:** 61270

Telephone Number: (815) 772-2326

Email: dhkuehl@tlewisp.net

Check one or more if applicable:

__ **Homeowner** X **Own Farm Land**

__ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Impacts on agricultural land and its occupants.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
   If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

   Stakeholders Group List? (Yes) No (circle one)
   Community Advisory Group? (Yes) No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated): yes

   Name: _____

   Address: _____

   Telephone No: _____

   Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Vern Latwesen

Address: 16360 Spring Valley Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-7049

Email: lat[illegible]en@hughes.net

Check one or more if applicable:

__ **Homeowner**

X **Own Farm Land** (48 acres of Woods/CRP)

__ **Business Owner**

__ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

I think it will be a positive impact to the Morrison area + City of Morrison in particular.
I live outside the proposed corridors (8 Miles north of Morrison)

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List? Yes No (circle one)
Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

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Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Joann Laufenberg

Address: 306 Sycamore

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772 2052

Email: —

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: Yes

Address:

Telephone No:

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

Very good job of informing Public

6. **Comments/Issues/ Questions:**

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Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Eric Benson

Address: 12044 Sawyer Rd.

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 778-3609

Email:

Check one or more if applicable:

__ **Homeowner** ✓ **Own Farm Land**

__ **Business Owner** ✓ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

Loss of Prime Farmland

Loss of traffic to Morrison Business

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

Stakeholders Group List? (Yes) No (circle one)
Community Advisory Group? (Yes) No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name:

Address:

Telephone No:

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively?** (Yes) **No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

I am President of the Whiteside County Cattlemen's Assoc.

Construction of Highway thru farm would have a negative effect on my income

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Matt Lillpop

Address: 100 E Knox St

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-2165

Email: Matt.wcfb@frontiernet.net

Check one or more if applicable:

__ Homeowner

__ Business Owner

__ Own Farm Land

X Special Interest

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Permanent loss of productive farmland

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated): Yes

   Name:

   Address:

   Telephone No:

   Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

   Comfortable with process to date

6. **Comments/Issues/ Questions:**

   The coalition working on this project, to date, has basically ignored the farming community. I hope the CAG will help level a one-sided playing field.

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Glen R. Kuhlemier

Address: 1011 6th Ave

City: Rock Falls **State:** IL **Zip Code:** 61071

Telephone Number: (815) 626-5573

Email: N/A

Check one or more if applicable:

✓ **Homeowner** — **Own Farm Land**

__ **Business Owner** — ✓ **Special Interest**

City of Rock Falls
Blackhawk Hills RC+D Council

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Will Stimulate Regional Economic Development

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: Glen R. Kuhlemier

   Address: 603 W 10th St
   Rock Falls, IL 61071

   Telephone No: 1815 622-1100

   Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

   Will serve on CAG willingly representing City of Rock Falls and Blackhawk Hills Resource Conservation and Development Council

6. **Comments/Issues/ Questions:**

   Long Overdue. - I Believe the point of beginning should be east of Rock Falls at Harmon Road or the East Portal to Rt. 30 from I-88. Direct Semi traffic avoiding I-88 around Rock Falls has increased exponentially coming and going.

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: GERALD MATHEW

Address: 19873 LINCOLN Rd

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-4192

Email: gmathew@ESSEX.COM

Check one or more if applicable:

✓ **Homeowner** ✓ **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	(Yes)	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

HOPE ROAD WILL NOT TAKE HOME SET OF BUILDINGS. FAMILY HAVE LIVED ON SAME LOCATION FOR 125 YEARS

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Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: David Mickley

Address: 12120 Mason Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-2347

Email: davemick@hughes.net

Check one or more if applicable:

__ **Homeowner** __ **Own Farm Land**

__ **Business Owner** ✓ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   1. Division of farms / loss of land / increased difficulty in continuing farm operations
   2. Loss of business traffic in town

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: David Mickley

   Address: 12120 Mason Rd
   Morrison IL 61270

   Telephone No: 815-772-2347

   Email Address: davemick@hughes.net

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

   Everything so far has been okay with IDOT except clarifying who really wants this!

6. **Comments/Issues/ Questions:**

   This project will carve up my farms I rent. It seems much more of a luxury than necessity. Please strongly consider the effect on the farmland I have worked hard to protect & preserve.

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Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

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2

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
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Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Martha Moulton

Address: 300 Maple

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: ( )

Email:

Check one or more if applicable:

__ **Homeowner** Centennial Farm X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

Henry Rd & Prairie Center Roads have new houses being built - this is area for city to grow. The Timber is a safe haven for many deer in the area. Do you destroy wildlife habitats

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List? Yes No (circle one)
Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name:

Address:

Telephone No:

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

No New info Presented
No Comment

6. **Comments/Issues/ Questions:**

You might tell your people to talk to females also
Women are landowners too!

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Dixon, IL 61021-3500

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
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Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: KAREN Nelson

Address: 1906 New High ST.

City: Rock FALLS **State:** IL **Zip Code:** 61071

Telephone Number: (815) - 625-7343

Email: jnelknel@insight bb.com

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   By-passing Morrison would be a much safer way to do a 4-lane highway.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings?** Yes **If so, please provide the following information** (If different from previously stated):

   Name: _____

   Address: _____

   Telephone No: _____

   Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively?** Yes **No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:** We need a 4-lane highway to travel current route 30 to Morrison from Rock Falls either for County Board Meetings or boating on Mississippi. The amount of traffic on Route 30 has increased and slowed down traffic flow all the way to the River. Also more & more trucks use Route 30 since tolls were raised.

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Illinois Department of Transportation
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Dixon, IL 61021-3500

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PUBLIC COMMENT FORM

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Phase I Environment Impact Statement and Design Report
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Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: MARLENE OSTERHAUS

Address: PO BOX 3111

City: DAVENPORT / **State:** IA **Zip Code:** 52808

Telephone Number: 563 508-1731

Email: MOSTER1219@AOL.COM

Check one or more if applicable:

X **Homeowner** X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   SOIL IMPACTS, HISTORICAL IMPACT

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information (If different from previously stated):**

   Name: MARLENE OSTERHAUS
   Address: PO BOX 3111
   DAVENPORT, IA 52808
   Telephone No: 563-508-1731
   Email Address: MOSTER1219@AOL.COM

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

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Deputy Director, Region 2 Engineer
Illinois Department of Transportation
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Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: JERRY PETERSON

Address: 1505 FIRST AVE

City: STERLING **State:** IL **Zip Code:** 61081

Telephone Number: ( )

Email: JERRY P1754@AOL.COM

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   League of Illinois Bicyclists

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: _____

   Address: _____

   Telephone No: _____

   Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   The existing rte 30 corridor would provide the least detrimental environmental impact. a wide enough shoulder area would accommodate cyclists/pedestrians adequately

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Phase I Environment Impact Statement and Design Report
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Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: EVERETT PANNIER

Address: 608 GREENWOOD DR.

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-2528

Email: EPANNIER@FRONTIERNET.NET

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** X **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   WE NEED THE CORRIDOR AS CLOSE TO MORRISON AS POSSIBLE - PREFERABLY ON THE SOUTH EDGE. - SOME BUSINESS (CAR DEALERSHIP / GAS STATION ETC NEED TO SEE THAN LONG TERM EFFECTS MIGHT BE BENEFICIAL

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: R. EVERETT PANNIER

   Address: 608 GREENWOOD DR.
   MORRISON IL 61270

   Telephone No: 815. 772-2528

   Email Address: EPANNIER@FRONTIERNET.NET

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   CONSIDER A JOINT US 30 & ILL 78 ROUTE IN AREA AROUND MORRISON & INCORPORA WITH MUCH NEEDED RAILROAD OVERPASS.

Please return this questionnaire today or mail it to:

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Illinois Department of Transportation
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Dixon, IL 61021-3500

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U.S. Route 30
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Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Phil M. Renkes

Address: 1007 Glenwood Dr.

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-3309

Email: Renke62@Yahoo.com

Check one or more if applicable:

__ **Homeowner** ✓ **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Morrison needs a 30 & 78 Bypass for future Economic Development and for reduction of growing traffic thru center of city.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: _____

   Address: _____

   _____

   Telephone No: _____

   Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

   _____

6. **Comments/Issues/ Questions:**

   _____

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Illinois Department of Transportation
819 Depot Ave.
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PUBLIC COMMENT FORM

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Odell Community Center/ Public Library
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Comment Form

PLEASE PRINT ALL INFORMATION

Name: George Benson

Address: 15686 Bunker Hill Rd.

City: Morrison **State:** Il **Zip Code:** 61270

Telephone Number: (815) 772-3133

Email: _____

Check one or more if applicable:

__ **Homeowner** ✓ **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

Iowa an Illinois will need a new in 2010. What is 136 going then?

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: George Benson

Address: 15686 Bunker Hill Rd
Morrison, Il. 61270

Telephone No: 815 772-3133

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

Plans are not feasable for this project at this time. Repair the present roads or do not spend alot. Morrison has enough roads. Table this project. Thank you.

Please return this questionnaire today or mail it to:

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Illinois Department of Transportation
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Dixon, IL 61021-3500

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: KAREN ROSE

Address: 306 S MADISON

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772 7366

Email: _____

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

By pass of Morrison will close this town we will look like Lyndon

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	(No)	(circle one)
Community Advisory Group?	Yes	(No)	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: KAREN ROSE

Address: 306 S MADISON
MORRISON IL 61270

Telephone No: 815 772 7366

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

Is it not possible to make 4 lanes of current Rt. 30?

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Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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(2)

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
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Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: David + Debra Scott

Address: 20829 Lincoln Rd - Rt. 30

City: Sterling **State:** IL **Zip Code:** 61081

Telephone Number: 815 772-7089

Email: 4rottsru2@frontiernet.net

Check one or more if applicable:

✓ **Homeowner** — **Own Farm Land**

__ **Business Owner** — ✓ **Special Interest** - Timber management program

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Timber management program
   Deer creek runs through our property.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle (Yes) No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? (Yes) No (circle one)
   Community Advisory Group? (Yes) No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: David + Debra Scott
   Address: 20829 Lincoln Rd
   Sterling IL 61081
   Telephone No: 815 772 7089
   Email Address: 4rottsru2@frontiernet.net

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   We have had our property in our family for over 55 years. 10 acres

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Phase I Environment Impact Statement and Design Report
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Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Ellen Smith

Address: 200 N. Sawyer Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-7072

Email:

Check one or more if applicable:

__ **Homeowner** __ **Own Farm Land**

✓ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   thru trafic missing my Store (Dairy Queen) on Rt 30. Letting people know we are there

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: Same

   Address:

   Telephone No:

   Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

   They have been nothing less then GREAT to work with on the redoing Rt 30 now.

6. **Comments/Issues/ Questions:**

   I can't say enough how pleased I am at the wonderful workers we have dett with from IDOT.

   Thank you! Ellen Smith

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PUBLIC COMMENT FORM

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Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: ROBERT SWODGRASS

Address: 609 GENESEE AVE

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: 815 772-7319

Email: _____

Check one or more if applicable:

__ **Homeowner**

__ **Business Owner**

__ **Own Farm Land**

X **Special Interest** CITY COUNCIL

1. Please list any potential cultural or community impacts you think might be associated with this project.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

WOULD LIKE TO BE IN A CAG GROUP

Please return this questionnaire today or mail it to:

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Illinois Department of Transportation
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Dixon, IL 61021-3500

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U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Betty J. Steinert

Address: 200 East Knox St.

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-5175

Email: bsteinert@whiteside.org

Check one or more if applicable:

__ **Homeowner** __ **Own Farm Land**

__ **Business Owner** ✓ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Please Keep bettway around Morrison as close as possible.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle (Yes) No
   If not, would you like to receive additional information? Circle Yes (No)

3. Would you like to be included in the:

   Stakeholders Group List? (Yes) No (circle one)
   Community Advisory Group? (Yes) No (circle one)

✓

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated): whiteside Co

   Name: Betty J. Steinert, ED Director

   Address: 200 East Knox St
   Morrison IL 61270

   Telephone No: 815-772-5175

   Email Address: bsteinert@whiteside.org

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   Make extension into Rock Falls a phase II do this project to keep construction cost down.

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
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Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: JOHN STOUDT

Address: 504 MAPLE

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: ( ) 815-772-4790

Email: jstoudt@citlink.net

Check one or more if applicable:

✓ **Homeowner** — **Own Farm Land**

__ **Business Owner** — ✓ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

Surely the loss of farmland is unfortunate -- perhaps elevate the roadway?

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes (No)

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: yes

Address:

Telephone No:

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

try to focus on the far future: "What would the community look like, say, in fifty years

6. **Comments/Issues/ Questions:**

toward a "multimodal" roadway: include a bike path and an aligning rail bed (it would reduce need for crossings, reduce noise in community

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Dale Stevenberg

Address: 16836 Millard Rd.

City: Morrison **State:** Ill. **Zip Code:** 61270

Telephone Number: ( ) 815 772 2751

Email: _____

Check one or more if applicable:

__ **Homeowner** X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

_____

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	(Yes)	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: _____

Address: _____

_____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

_____

6. **Comments/Issues/ Questions:**

I feel the area under study is being short sighted. They should look at a route west on 88 to some where near Erie then to South of Albany and cross river just past Commanche

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

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PLEASE PRINT ALL INFORMATION

Name: Arnold C Strazlow

Address: 12207 Pagar Rd

City: Lyndon **State:** Il **Zip Code:** 61261

Telephone Number: (815) 778.4406

Email:

Check one or more if applicable:

__ **Homeowner** X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   waste of valuable farm land

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: Yes

   Address:

   Telephone No:

   Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

   No
   Spending 5 million in Morrison now
   Continue it all the way thru
   look @ the politics in Morrison

6. **Comments/Issues/ Questions:**

   If you build a by pass 3 to five
   miles from town it will be
   like putting gates at each end
   of Town, it will shut it down

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PLEASE PRINT ALL INFORMATION

Name: BARBARA Suehl-Janis

Address: 15391 Ebson Rd.

City: Fulton **State:** Il. **Zip Code:** 61252

Telephone Number: (815) 589-9191

Email: bsuehl@frontiernet.net

Check one or more if applicable:

✓ **Homeowner** ✓ **Own Farm Land**

✓ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

I feel it will boost our economy & help us alevite the overcrowded present traffic problem on the current 2 Lane Hwy. 30

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List? Yes No (circle one)
Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: Barbara Suehl-Janis

Address: (Same Info)

Telephone No: ___

Email Address: ___

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

I feel you have kept us well informed & appreciate all the work the engineering firms are doing. They seem "truly" interested in the project Volkert & Assoc. & / H.R. Green are well respected in their field.

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Comment Form

PLEASE PRINT ALL INFORMATION

Name: Ann Huff

Address: 13535 Treva Dr

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772 4639

Email:

Check one or more if applicable:

✓ **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

We need something now, sing the work choices are not here.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List? Yes No (circle one)
Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name:

Address:

Telephone No:

Email Address: annuff@mchsi.com

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

my choice would be the Garden Plain Side
This would be easier to get to the 88's
also going around park would be
quite out of the way of Rt 30

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Comment Form

PLEASE PRINT ALL INFORMATION

Name: FRANCES BISHOP

Address: 20810 WHITE OAKS RD

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-2493

Email: jfbishop@frontiernet.net

Check one or more if applicable:

✓ **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

established trees in our area (oaks, hickory). In present Rt 30 corridor, if the road was made 4-lane many business buildings and residences would be destroyed. A new corridor seems most cost effective considering crossing railroad tracks many times

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

Stakeholders Group List?	(Yes)	No	(circle one)
Community Advisory Group?	Yes	(No)	(circle one)

Our household only needs 1 copy of in[illegible]

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: Yes

Address: _____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

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Comment Form

PLEASE PRINT ALL INFORMATION

Name: DALE USTARBOWSKI

Address: 508 S BASS

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-0153

Email:

Check one or more if applicable:

✓ **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   DO NOT WANT TO HARM DOWN TOWN AREA

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
   If not, would you like to receive additional information? Circle Yes (No)

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? (Yes) No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: SAME

   Address:

   Telephone No:

   Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

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Comment Form

PLEASE PRINT ALL INFORMATION

Name: Roy Velde

Address: 106 E. South Str

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: ( ) 1-815-772-8258

Email: —

Check one or more if applicable:

✓ **Homeowner** — **Own Farm Land**

Business Owner — **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Safer driving, help local Business and people and easier for me to get to my Retirement Office EAST LINCOLN RD

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? (Yes) No (circle one)
   Community Advisory Group? (Yes) No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name:
   Address:
   Telephone No:
   Email Address:

   YES

5. **Do you feel IDOT is coordinating with the public effectively?** (Yes) **No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   If I can be of any help call me. See my attorney State Rep. I like working on State Project

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PLEASE PRINT ALL INFORMATION

Name: Byron WeTzell

Address: 615 W. Lincolnway

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-8936

Email: WeTzellByJ@Yahoo.Com

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

I believe that taking RT 30 away from Morrison will eventually result in the closing of Fast Food restaurants and a few Gas Stations

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
If not, would you like to receive additional information? Circle Yes (No)

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	(Yes)	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: Same as Before

Address: ___

Telephone No: ___

Email Address: ___

5. **Do you feel IDOT is coordinating with the public effectively?** (Yes) **No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

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Dixon, IL 61021-3500

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ROCK FALLS
CHAMBER OF
COMMERCE

Doug Wiersema
President/CEO

e-mail: rockfallschamber@essex1.com
web: www.rockfallschamber.com
fax: (815) 625-4558

601 W. 10th Street
Rock Falls, IL 61071
(815) 625-4500

Design Report

brary

PLEASE PRINT ALL INFORMATION

Name: _____

Address: _____

City: _____ **State:** _____ **Zip Code:** _____

Telephone Number: ( ) _____

Email: _____

Check one or more if applicable:

__ **Homeowner** __ **Own Farm Land**

__ **Business Owner** ✓ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   No NE - It would encourage businesses to locate along the road & expand economic development.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: _____

   Address: _____

   _____

   Telephone No: _____

   Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

   _____

6. **Comments/Issues/ Questions:**

   As president of the RF chamber, we feel it is very important for our economic development to make sure the 4-lane construction runs to the city limits of Rock Falls.

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PLEASE PRINT ALL INFORMATION

Name: JAN WIERSEMA

Address: 15093 LYNDON ROAD

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-3495

Email: lwiersema@citlink.net

Check one or more if applicable:

✓ **Homeowner** ___ **Own Farm Land**

✓ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

Good farm land that feeds our nation going for yet another road.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

Stakeholders Group List? Yes (No) (circle one)
Community Advisory Group? Yes (No) (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: Same

Address:

Telephone No:

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

As long as Home/land owners are paid a fair or "the going rate" I would have no problem. I DO NOT like to see farmland wasted. Use as little as possible. There doesn't need to be huge acreage on both sides and in between.

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Comment Form

PLEASE PRINT ALL INFORMATION

Name: _____

Address: _____ Mr. Vernon G. Wiersema 11629 Prairie Center Rd. Morrison, IL 61270-9668 - PO Box 353

City: _____ Zip Code: _____

Telephone Number: (815) 772 2974

Email: VWiersema@yahoo.com

Check one or more if applicable:

✓ Homeowner ✓ Own Farm Land

__ Business Owner __ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with this project. Most important at this time to plan. Prairie Center Rd. needs to remain directly open into Morrison. It's the only going west road between Rte. #30 and Bunker Hill Rd. It's very heavily used, and provides the quickest route for fire, ambulance, and Sheriff protection.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle (Yes) No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	(Yes)	No	(circle one)
Community Advisory Group?	(Yes)	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: _____

Address: Mr. Vernon G. Wiersema 11629 Prairie Center Rd. Morrison, IL 61270-9668 - PO. Box 353

Telephone No: 815 772 2974

Email Address: VWiersema@yahoo.com

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**
I have lived my entire life of (70) years on Harvey, and Prairie Center Roads. I'm pleased to see your intrest in including the public in your project.

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Comment Form

PLEASE PRINT ALL INFORMATION

Name: Linda Workman

Address: 13638 Yager Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-3641

Email:

Check one or more if applicable:

✓ **Homeowner** ___ **Own Farm Land**

✓ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Lost farmland - traffic goes around town - We have business!!! Town dies.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: Yes - Same.

   Address:

   Telephone No:

   Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   I moved to the Country to be in the Country! Not have a 4 lane bypass in my back yard. I can see I-88 from my house - Why add another? Widen the existing Rt 30!!!

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
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Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Mary Wright

Address: 13521 Creamery

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: 815 772-2586

Email: _____

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

Good farm land is Not a renewable source - once it is gone (under concrete) it is gone - Protect farmland for future generations and use and improve existing highways -

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: _____

Address: _____

_____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

_____

_____

_____

6. **Comments/Issues/ Questions:**

_____

_____

_____

_____

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Illinois Department of Transportation
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Dixon, IL 61021-3500

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PLEASE PRINT ALL INFORMATION

Name: Harvey Zuidema

Address: 1023 Hilltop DR

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772 3084

Email:

Check one or more if applicable:

X **Homeowner** X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

It will greatly impact car dealerships convience stores + Morrison will be taking in fewer tax dollars!

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name:

Address:

Telephone No:

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

I was confused when I went to the meeting. I thought we were at this stage 4 years ago already and now this meeting showed no routes.

6. **Comments/Issues/ Questions:**

Take care of and improve what already has been built and successful. FIX Route 30 with a centerlane turn off. Do not destroy farmland

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Illinois Department of Transportation
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PLEASE PRINT ALL INFORMATION

Name: Karen Zuidema

Address: 1023 Hilltop DR.

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772 3084

Email:

Check one or more if applicable:

X **Homeowner** X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

Downtown Morrison will be by passed and local business will lose customers

Farms that have been owned by same family for years will be split-up and forced to sell.

2. Do you understand the Context Sensitive Solution (C ocess? Circle Yes No
If not, would you like to receive additional information cle Yes No

what is this?

3. Would you like to be included in the:

Stakeholders Group List? Yes No (circle one)
Community Advisory Group? Yes No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name:

Address:

Telephone No:

Email Address:

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

Where would funding come from?? Illinois has real budget problems now, Why add more roads, bridges, maintenance expenses. Do not build this to benefit businesses that already get tax breaks by being in the Enterprise Zone and take farm property taxes out of the picture!! We need ILLINOIS Farmland not more asphalt.

6. **Comments/Issues/ Questions:**

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Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: JOHN BISHOP

Address: 20810 White Oaks Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-2493

Email: jfbishop@frontiernet.net

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Expanding Rt 30 in it's current corridor would require business (Forest Inn) and residential dislocation. In White Oaks subdivision there are many very old hardwoods that would be destroyed.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
   If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

   Stakeholders Group List? (Yes) No (circle one)
   Community Advisory Group? (Yes) No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: JOHN BISHOP

   Address: 20810 White Oaks Rd
   Morrison IL 61270

   Telephone No: 815-772-2493

   Email Address: jfbishop@frontiernet.net

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

   If the Rt 30 corridor were not used, would effort be made to follow another existing right-of-way, ie Bunker Hill Rd, to minimize division of farms?

Please return this questionnaire today or mail it to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Gordon L. Zschiesche

Address: 500 1st. ST. E.

City: LYNDON **State:** IL **Zip Code:** 61261

Telephone Number: 815 778-3624

Email: —

Check one or more if applicable:

X **Homeowner** X **Own Farm Land**

__ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
If not, would you like to receive additional information? Circle Yes (No)

3. Would you like to be included in the:

Stakeholders Group List? Yes (No) (circle one)
Community Advisory Group? (Yes) No (circle one)

4. **Would you like to be informed of future meetings?** Yes **If so, please provide the following information** (If different from previously stated):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively?** (Yes) **No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Paulette Zaagman

Address: 19519 Bunker Hill Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-2683

Email: paulettezaagman@yahoo.com

Check one or more if applicable:

✓ **Homeowner** ✓ **Own Farm Land**

✓ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

No Business

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide th following information** (If different from previously stated):

Name: Paulette Zaagman

Address: 19519 Bunker Hill
Morrison, IL 61270

Telephone No: 815-772-2683

Email Address: paulettezaagman@yahoo.com.

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) (No) (circl one) If no, please explain and or provide suggestions:**

yes + no, they need to publicize the meeting time more often.

6. **Comments/Issues/ Questions:**

I don't think they need this we have a perfectly good road right in front of our eyes on Rt 30.

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Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: KAREN BRAMN

Address: 15430 Maxine Rd

City: LYNDON **State:** IL **Zip Code:** 61261

Telephone Number: (815) 778-3389

Email: kbiag@essex1.com

Check one or more if applicable:

__ **Homeowner** ✓ **Own Farm Land**

✓ **Business Owner** __ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

The lack of traffic through Morrison would really hurt local business.

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes No
If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

Stakeholders Group List?	Yes	No	(circle one)
Community Advisory Group?	Yes	No	(circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

Name: _____

Address: _____

_____

Telephone No: _____

Email Address: _____

5. **Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:**

To early to comment.

6. **Comments/Issues/ Questions:**

I live in Lyndon but own a business downtown Morrison plus farm ground in proposed area.

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Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: ALLEN D. BUSH

Address: 12300 GARDEN PLAIN RD

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772-2470

Email: ABUSH@FRONTIERNET.NET

Check one or more if applicable:

X Homeowner — X Own Farm Land

X Business Owner — ___ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Concerned about possible detrimental effect to local business' now located on present RT 30 passage.

2. Do you understand the Context Sensitive Solution (CSS) process? Circle Yes No
   If not, would you like to receive additional information? Circle Yes No

3. Would you like to be included in the:

   Stakeholders Group List? Yes No (circle one)
   Community Advisory Group? Yes No (circle one)

4. Would you like to be informed of future meetings? If so, please provide the following information (If different from previously stated):

   Name: SAME

   Address:

   Telephone No:

   Email Address:

5. Do you feel IDOT is coordinating with the public effectively? Yes No (circle one) If no, please explain and or provide suggestions:

   Not sure - There was conflicting info/ comments given at the July 25 meeting.

6. Comments/Issues/ Questions:

   The ag community needs considerable representation with this process. It seemed to be missing in the previous study

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Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

U.S. Route 30
Phase I Environment Impact Statement and Design Report
Public Information Meeting
Odell Community Center/ Public Library
Wednesday, July 25, 2007

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Cheryl Christianson
Address: 20644 White Oaks Rd.
City: Morrison **State:** IL **Zip Code:** 61270
Telephone Number: (815) 772-4342
Email: cchristi@essex1.com

Check one or more if applicable:

X **Homeowner** ___ **Own Farm Land**
___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with this project.

   Our subdivision has a climax community forest (oak-hickory) and 7 homes on the highway

2. Do you understand the Context Sensitive Solution (CSS) Process? Circle Yes (No)
   If not, would you like to receive additional information? Circle (Yes) No

3. Would you like to be included in the:

   Stakeholders Group List? (Yes) No (circle one)
   Community Advisory Group? (Yes) No (circle one)

4. **Would you like to be informed of future meetings? If so, please provide the following information** (If different from previously stated):

   Name: Cheryl Christianson
   Address: 20644 White Oaks Rd.
   Morrison, IL 61270
   Telephone No: 815-772-4342
   Email Address: cchristi@essex1.com

5. **Do you feel IDOT is coordinating with the public effectively? (Yes) No (circle one) If no, please explain and or provide suggestions:**

6. **Comments/Issues/ Questions:**

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Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

aac
10/11/2007

US 30 Corridor Project
Personal Contact Information and Comments

Name: Michelle Boland

Address: 13696 Bunker Hill Rd.

City, State, Zip: Morrison, IL 61270

Phone: (559) 658-0235

E-mail:

Comments: God isn't making anymore farmland, why destroy it when we could improve what we already have. This is not progress, but foolishness and a waste of taxpayers $. We need to utilize our countries natural resources, (farmland) better.

☐ Would they like to be a member of a CAG or TAG?

Your name:

add 10/1/07

Mike spoke to

US 30 Corridor Project
Personal Contact Information and Comments

Name: Richard Boland

Address: 1070 marina village

City, State, Zip: alameda calif. 94501

Phone: 510-610-0713

E-mail: RBYS@aol

Comments:

John W Boland - Father

☐ Would they like to be a member of a CAG or TAG?

Your name: Becky / Mike

US 30 Corridor Project
Personal Contact Information and Comments

Name: ROBERT ENDRESS

Address: 11189 Garden Plain Road.

City, State, Zip:

Phone:

E-mail:

Comments:

Going to ruin the town if there is a bypass constructed
Car dealership will get killed - 78 & 30.
Lot of business for out of town
Will lose gas stations & restaurants
Don't have my traffic like they used to.
2200 people @ EE - employs 130 now.
Carmen Nelson

☐ Would they like to be a member of a CAG or TAG?

Your name:

2

US 30 Corridor Project
Personal Contact Information and Comments

Name: AL GREELEY

Address:

City, State, Zip:

Phone:

E-mail:

Comments: works at dealership –

Taking lot of productive farm ground out.
Split / severance properties
take money out of one pocket and put into another
and food out of their mouths
Houses on south are not part of historical district.
Could build through the town – no need to bypass

☐ Would they like to be a member of a CAG or TAG?

Your name: GA

2

US 30 Corridor Project
Personal Contact Information and Comments

Name: CLIFF WARKINS

Address:

City, State, Zip:

Phone:

E-mail:

Comments:

HAS 3 properties –
1 – West end of Hy 30 next to corridor
2 East of 78 N of Park
3 S of Garden Plains Road

Have received notice of possible archeological studies, will be feasible

☐ Would they like to be a member of a CAG or TAG?

Your name:

US 30 Corridor Project
Personal Contact Information and Comments

Name: JAN MAYER

Address: 504 W Lincolnway

City, State, Zip: Mauricetown

Phone:

E-mail:

Comments:

☐ Would they like to be a member of a CAG or TAG?

Your name:

US 30 Corridor Project
Personal Contact Information and Comments

Name: Mark Schneler

Address: Schneler-Meters

City, State, Zip: 727 W Lincolnway

Phone: 815-772-2196

E-mail: schnelermeters@frontiernet-net

Comments:

If it is good for me, then good for you & Mum.
It needs to be close to Mum.
Traffic doesn't bother him.
Makes moving products easier.
He gets business from through truckers.

☐ Would they like to be a member of a CAG or TAG?

Your name: _____

US 30 Corridor Project
Personal Contact Information and Comments

Name: Allen Buikema (I think this is correct I looked it up on the web ~~he may be~~ on the list already)

Address: 13079 Feldman Rd.

City, State, Zip: Morrison, IL 61270

Phone: 815 - 772 - 4895

E-mail: —

Comments:

was the man with the "no bypass" petition in the foyer

☒ Would they like to be a member of a CAG or TAG?

he didn't volunteer when I mentioned it, but I think he may be interested if he feels this strong about the project

Your name: [signature]

US 30 Corridor Project
Personal Contact Information and Comments

Name: MARVIN YUNGER

Address: 13030 GALT ROAD

City, State, Zip: STERLING

Phone:

E-mail:

Comments:

HAS A BUSINESS AT K'S CORNER, INTERSECTION OF US 30 + GALT ROAD. WANTS TO KNOW IF PROPERTY WILL BE AFFECTED. HAS TAVERN, STORE. THINKING ABOUT PUTTING TANKS IN.

☐ Would they like to be a member of a CAG or TAG?

Your name: GAN

US 30 Corridor Project
Personal Contact Information and Comments

Name: DR RON WILLIAMS

Address: CHIROPRACTIC BUSINESS IN ROCK FALLS.

City, State, Zip:

Phone:

E-mail:

Comments:

☐ Would they like to be a member of a CAG or TAG?

Your name:

US 30 Corridor Project
Personal Contact Information and Comments

Name: Robert & Dixie Johnson

Address: 1414 N Cherry

City, State, Zip: Galesburg 61401

Phone:

E-mail:

Comments:

Farm located just east of Hillside / Spring Brook
1st prop. E. of over pass
Was going to be affected by alignments shown in feas. study
Borrow pit - was in their farm

☐ Would they like to be a member of a CAG or TAG?

Your name: Becky

US 30 Corridor Project
Personal Contact Information and Comments

Name: ERVIN STUART

Address:

City, State, Zip:

Phone:

E-mail:

Comments:

- Stay 4-lane from Albany to Gaunitz
- Make more use of exist I-84 to Erie/Albany Blackstone
- eliminate stops
- go straight across ~~streams~~ farms to prevent inefficient farming.
- No pipe, no more streams
  free of farm traffic & school busses at all but 10 mph.
- free of congest in city.

☐ Would they like to be a member of a CAG or TAG?

Your name:

US 30 Corridor Project
Personal Contact Information and Comments

Name: John Boland

Address: 13696 Bunker Hill Rd

City, State, Zip: Morrison, IL 61270

Phone: (815) 772-2840

E-mail:

Comments: Worried about impact on fa
Widen Rt. 30 - would not have to bu
overpass over the railroad.

☐ Would they like to be a member of a CAG or TAG?

Your name: _____

US 30 Corridor Project
Personal Contact Information and Comments

Name: Andy Walters - reporter from

Address: Daily Gazette in Sterling

City, State, Zip:

Phone: 815 - 625 - 3600 x 522

E-mail: awalters @ svnmail. com

Comments:

- general questions regarding feasibility study & Phase I
- spoke to me then Vic then wandered & spoke to some of the public
- wants to be emailed (notified) of future meetings

☐ Would they like to be a member of a CAG or TAG?

Your name: [illegible]

ATTN: Gil James
From: Shelia Hudson
1/16/07

US 30 Corridor Project
Personal Contact Information and Comments

Name: John Stoudt

Address: Friends of the Parks (Bicycle Assoc)

City, State, Zip:

Phone:

E-mail:

Comments:

UPRR would consider relocating the railroad along the new by pass corridor – $6M/mile
If a roadbed were prepared
would eliminate 6 crossings + safety + liability –
Interest in accommodating truck traffic

☐ Would they like to be a member of a CAG or TAG?

Your name:

July 25, 2007

We, the undersigned, residents of the city of Morrison and Mt. Pleasant township, would like to express our opposition to the proposed Rt. 30 Morrison bypass being considered by the Illinois Department of Transportation. We feel that this expensive undertaking to be unnecessary and we object that many acres of farmland will be taken out of production, seriously impacting the lives of landowners and homeowners. We do not want Mt. Pleasant township to be carved up by another road.

We feel this is too important of an issue to be decided for us by the Morrison City Administrator and a handful of people on the City Council who clearly do not have the best interests of the people in and around Morrison at heart.

Businesses will suffer, jobs will be lost, more houses will be for sale as people move away. We urge IDOT to abandon this project and use the money to upgrade and improve the existing Rt. 30.

Karen Ann Zuiderma
Harvey O Zuiderma

July 25, 2007

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Anna Belt
Erwin Stewart
Linda Workman
Paulette Zangman
Gordon Zangman
Keith Zangman
David + Debra Scott
Arlyn Workman
Kathleen Forth
Flora A Trabaw
Ron X Bau
Laurie Hanson
Byron Wetzel
Lyle Ackker
Nancy Bush

July 25, 2007

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Marlene Buikema
Hope Buikema
Tom Blair
Arnold C. Strabe
Dale Strenberg
Goodenough

Donald T. Blair
Kevin Tom
Bill Kuehl
Darlene Kuehl
Ken Kuehl
Erin Benson
George Benson
Don Dykema
Michelle Boland

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Allen D. Eikenberry
David P. Harrison
Allen Hungerford
Mary Wright
Valerie Rogers
Helen R. Harvey
John Bolard
Lisa K. Boles
Clara Houdenough
Evan A. Diedrich
Tony VanderVeen
Thelma Venhuizen
Kent Lindeman
Robert Geerts
Mary J. Benson
Don Tuck

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Duwayne Ottens
Shawn Ottens
Frank Belt
Linnea Belt
Ron Wieberga
Nancy Shank
Ronald Shank
David Michley

Gerald L. Mance Dr
Jim Boustu
Douglas R. Bush
Randy Sudema

Illinois Department of Transportation

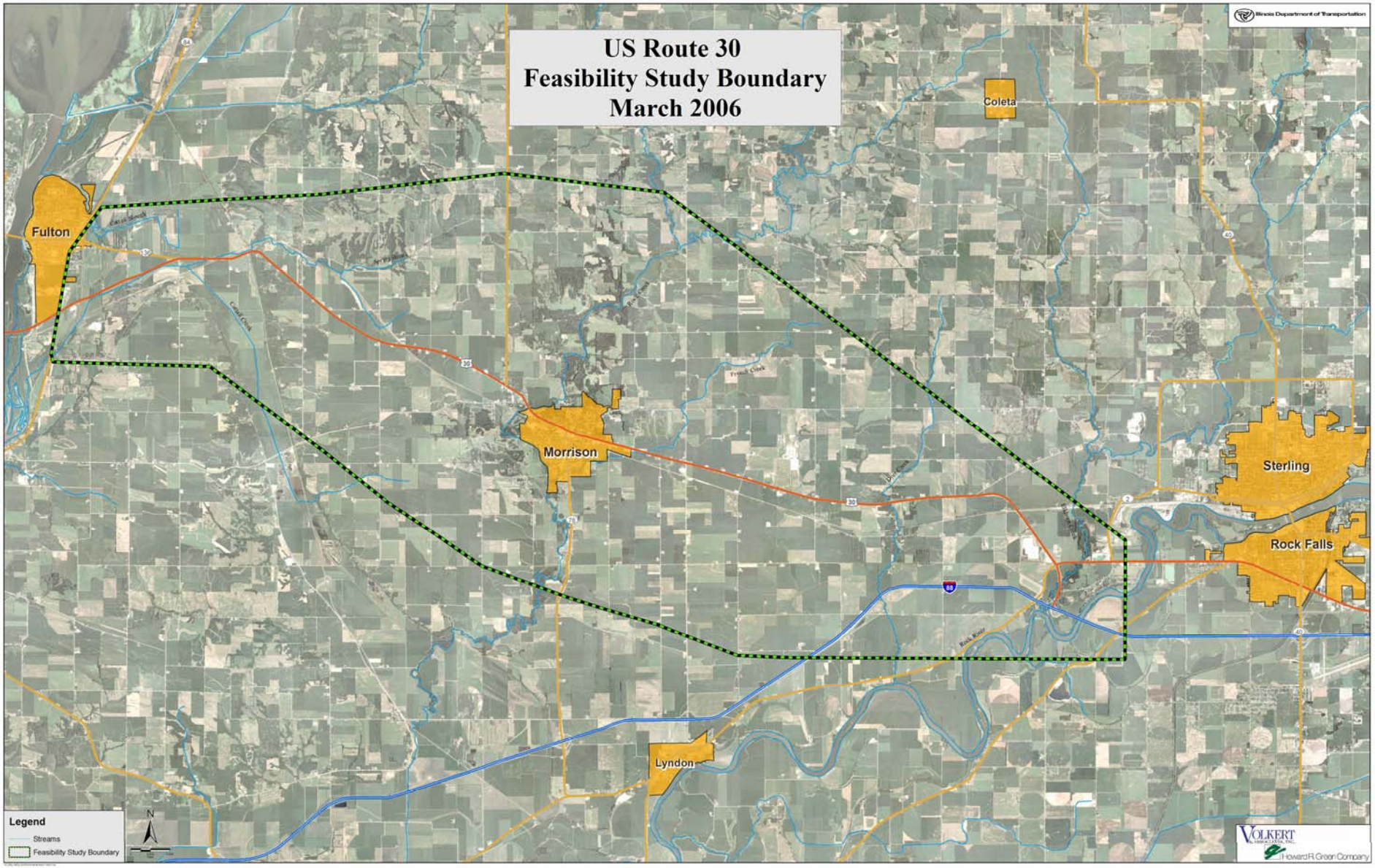
Public Information Meeting

Welcome!!!

Illinois Department of Transportation

PROJECT HISTORY

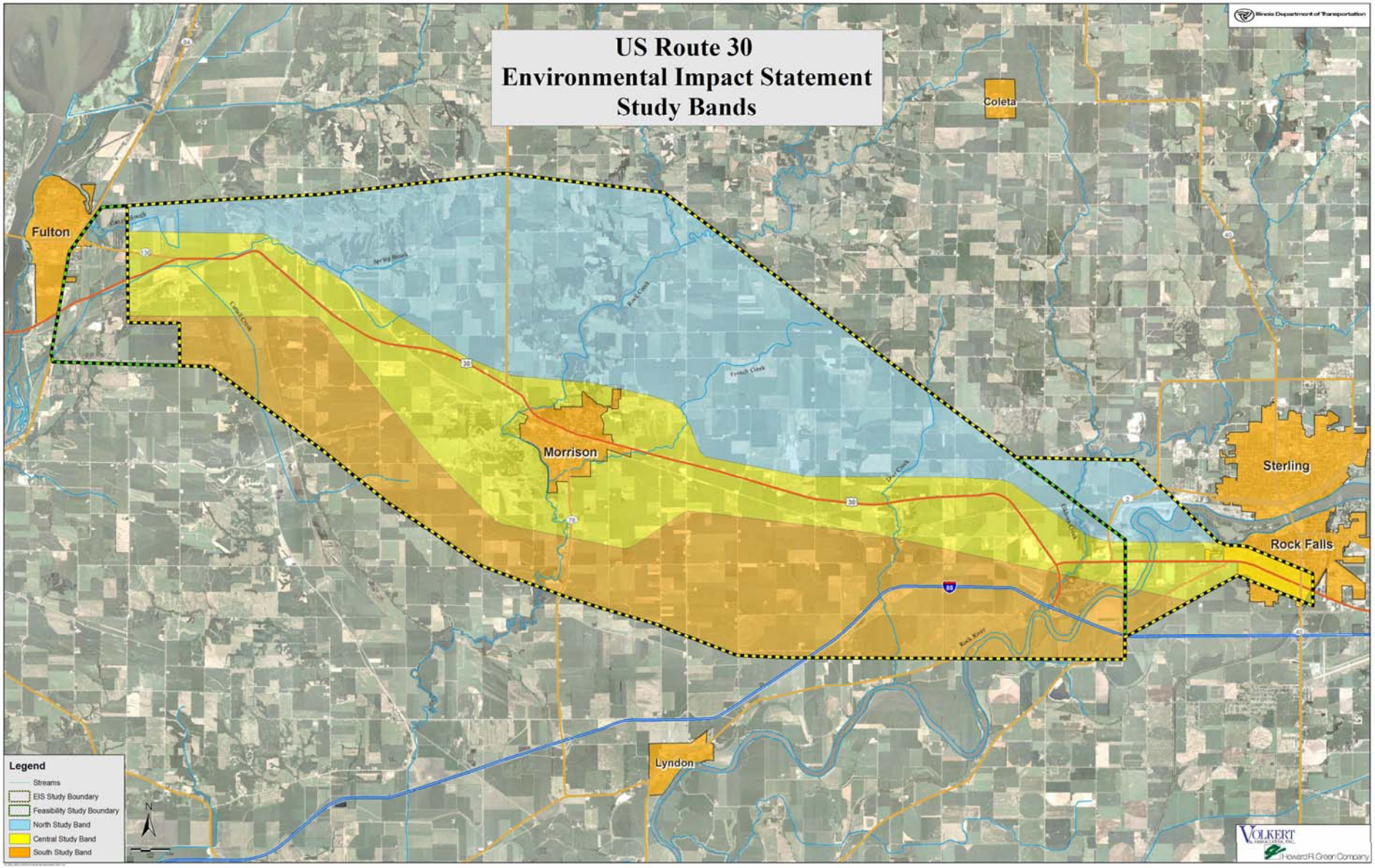
Corridor Study
Completed 2006


US Route 30
Feasibility Study Boundary
March 2006
Illinois Department of Transportation
Coleta
Fulton
Morrison
Sterling
Rock Falls
Lyndon
Legend
Streams
Feasibility Study Boundary
N
VOLKERT
Howard R. Green Company

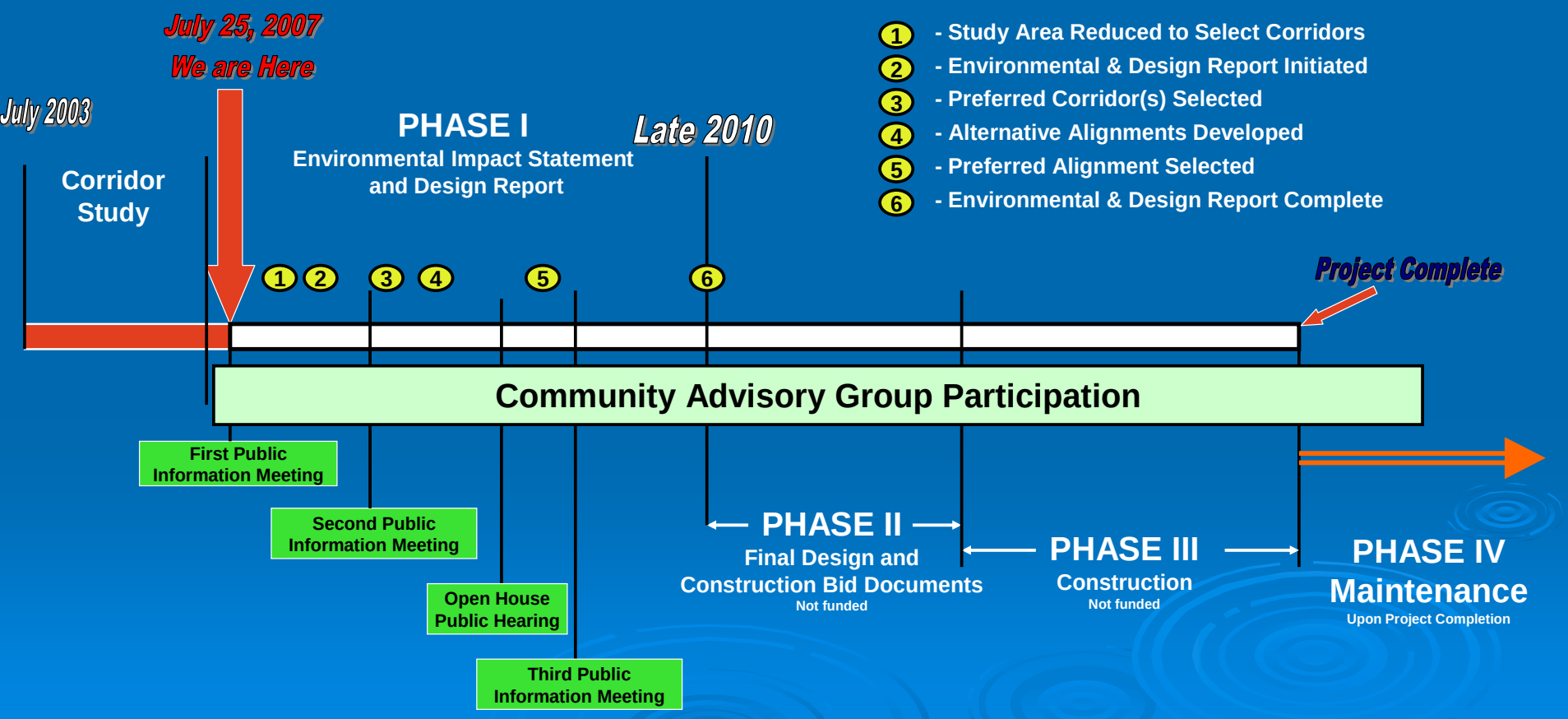
Illinois Department of Transportation

STUDY PROCESS

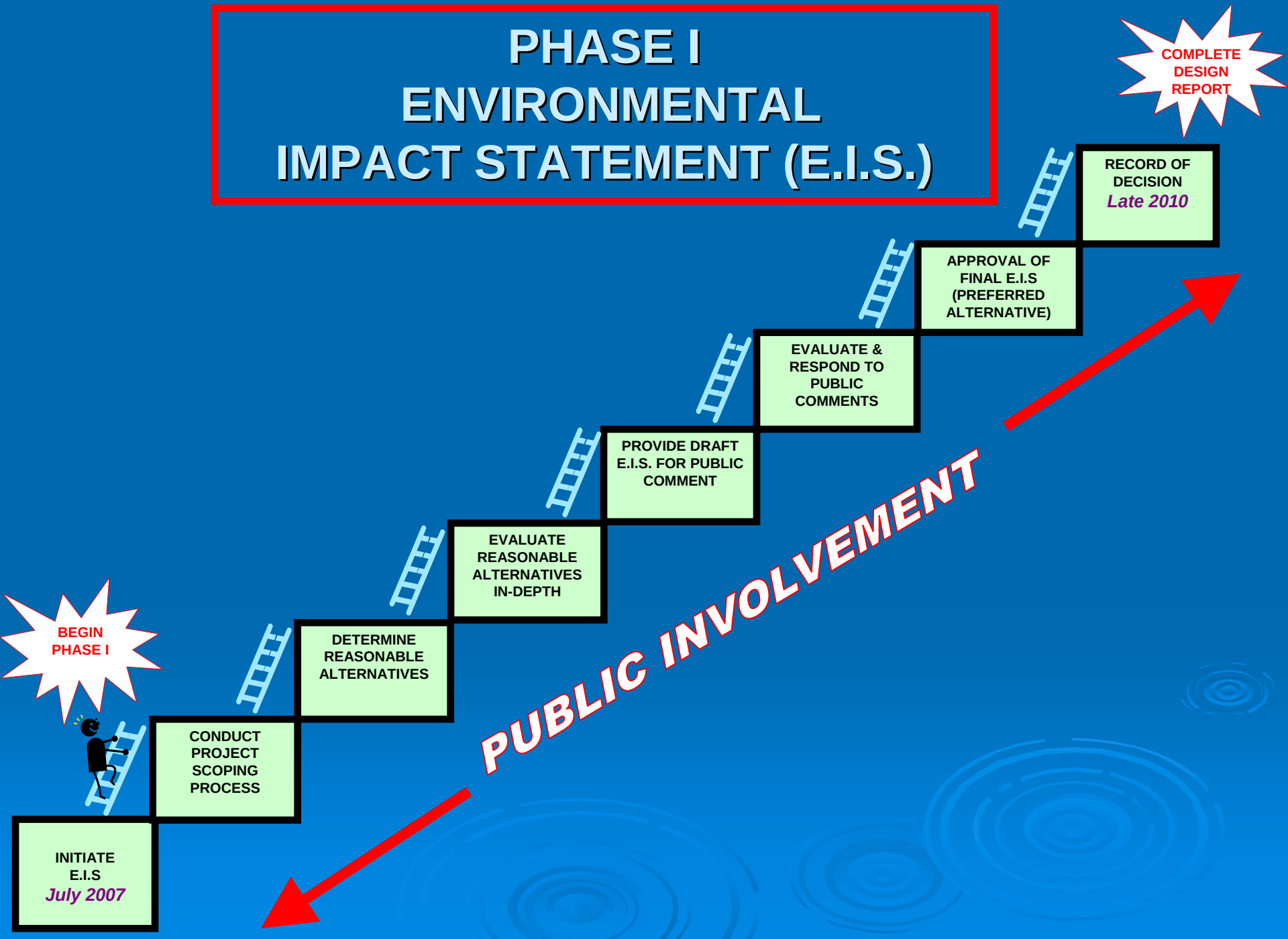
PHASE I
Environmental Impact Statement and Design Report


US Route 30
Environmental Impact Statement
Study Bands
Illinois Department of Transportation
Coleta
Fulton
Morrison
Sterling
Rock Falls
Lyndon
Legend
Streams
EIS Study Boundary
Feasibility Study Boundary
North Study Band
Central Study Band
South Study Band
N
VOLKERT & ASSOCIATES, INC.
Howard R Green Company

Project Timeline



PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)

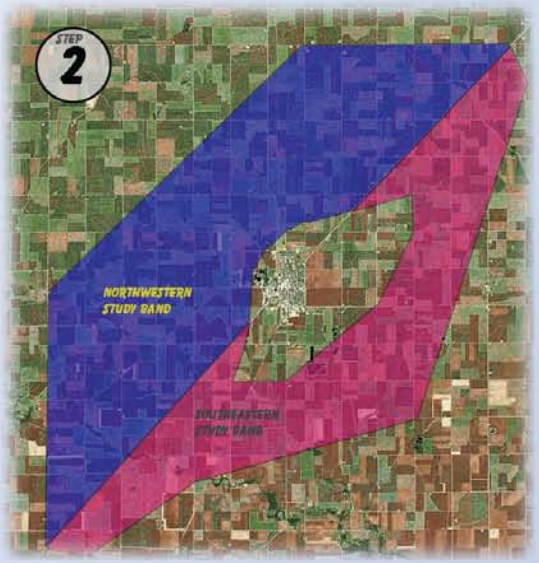


EXAMPLE OF PROCESS

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.

Illinois Department of Transportation

GET INVOLVED

CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

Stakeholders are Identified

Public Information Meeting #1
Present Study Bands

PSG Selects Community Advisory Group(CAG) Members from Stakeholders

CAGs develop Problem Statement and define Project Context

PSG develops Preliminary Alternative Corridors with input from CAGs

PSG develops Purpose & Need Statement from Problem Statement

CAGs evaluate & refine Corridors based on Environmental & Engineering Criteria

Public Information Meeting #2
Present Alternative Corridors

PSG selects Preferred Corridors

PSG develops Alternative Alignments with Preliminary input from CAGs

CAGs evaluate & refine alignments based on Environmental & Engineering Criteria

Public Hearing
Present Alternative Alignments

PSG selects Preferred Alignment

Public Information Meeting #3
Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

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 must bring the various perspectives of the group they represent to the CAG for discussion.
- Members are responsible for sharing the information they receive with the groups they represent.

What Is The CAG's Role?

- Identify criteria that reflect 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, the study bands, corridors and alignments of potential improvement.

Illinois Department of Transportation

LAND ACQUISITION

Illinois Department of Transportation

ENVIRONMENT

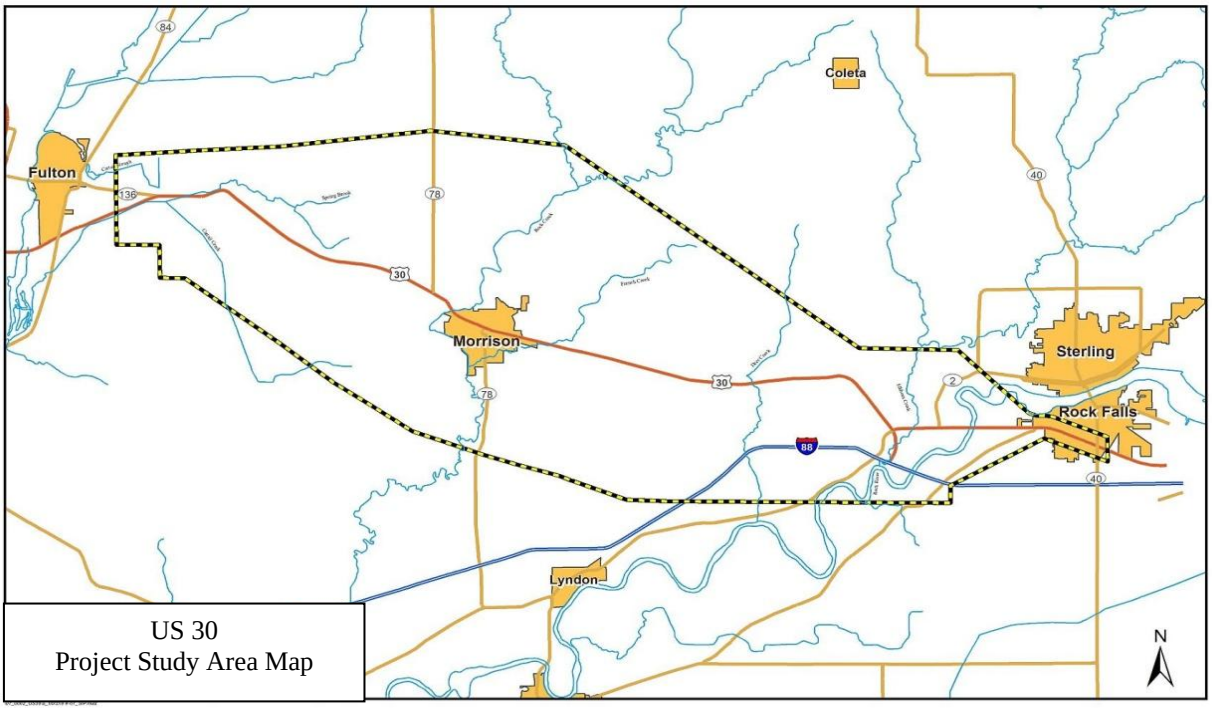
POTENTIAL ENVIRONMENTAL ISSUES

AGRICULTURAL
WETLANDS
THREATENED & ENDANGERED SPECIES RELOCATIONS
BUSINESS
FLOODPLAINS
HISTORIC & ARCHAEOLOGICAL RESOURCES
PARKS
NATURE PRESERVES & NATURAL AREAS
CEMETERIES
NOISE
AIR QUALITY
WATER QUALITY
SOCIAL & ECONOMIC

Illinois Department of Transportation

PLEASE GIVE US YOUR COMMENTS

Illinois Department of Transportation



US 30
Project Study Area Map

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

PUBLIC INFORMATIONAL OPEN HOUSE REPORT
THURSDAY, JANUARY 29, 2009
UNITED METHODIST CHURCH
MORRISON, ILLINOIS

Prepared by:

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company
www.hrgreen.com

Hudson and Associates, LLC

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

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SECTION I - OPEN HOUSE SUMMARY

On Thursday, January 29, 2009, the Illinois Department of Transportation (IDOT) hosted a Public Informational Open House meeting at the United Methodist Church, 200 Lincolnway in Morrison, Illinois from 1:00 p.m. – 7:00 p.m.

The purpose of the meeting was to garner public input on proposed transportation improvements for U.S. 30 from IL 136 east of Fulton to IL 40 in Rock Falls as part of an Environmental Impact Statement (EIS) and Phase I Design Report. Attendees were informed of the study's environmental and engineering findings. In addition, every participant had the opportunity to comment on the corridors developed by the Community Advisory Group (CAG), as well as, the corridors recommended for further study by the Project Study Group (PSG).

The open house meeting format allowed the public an opportunity to view the information at their leisure and talk one-on-one with IDOT staff and members of the consultant team about their interest and issues related to the project.

Each participant had an opportunity to record their comments or provide comments in writing either at the meeting or by mail to the IDOT District office.

This report summarizes the comments received from the public and corresponding responses pertaining to the U.S. 30 project. In addition, the report highlights the attendance profile, outreach efforts, and information presented at the Public Informational Open House.

SECTION II - ATTENDANCE PROFILES

There were 237 people who attended the open house. Tables 2.1 and 2.10 show the profiles and city representation of those individuals who attended the open house. In addition , Tables 2.2 through 2.9 show the breakdown of the attendees by classification, such as agency partners, elected officials, farmers, homeowners, media, special interest groups, and the chamber of commerce. Data was collected from the sign-in sheet and public comment forms. A copy of the sign-in sheet can be found in **Appendix E.**

Table 2.1: Attendance Profiles - 237 - Total

Agency Partners (7)	Business Community (1)
Elected Officials (6)	Homeowners/Farmland (21)
Media (6)	Homeowners/Residential (178)
Special Interest Groups (3)	Outside of Immediate Area (13)
Chamber of Commerce/ Economic Dev. (2)	

Table 2.2: Attendance Profiles By Classification - Agency Partners - Total 7

Federal Highway Administration (1)	Union Grove Township Highway Commissioner (1)
Lyndon Township (1)	Union Grove Township (1)
Highway Commissioner of Hopkins Township Road District (1)	Mt. Pleasant Township (1)
Natural Resources Conservation Service (1)	

Table 2.3: Elected Officials – Total 6

City of Morrison (2)	City Of Rock Falls (3)
Union Grove Township (1)	

Table 2.4: Media – Total 6

The City News Magazine (2)	Whiteside News Sentinel (1)
Sauk Valley News (2)	Clinton Herald (1)

Table 2.5: Special Interest Groups – Total 3

U.S. 30 Coalition (2)	Iowa - Illinois Highway Partnership (1)

Table 2.6: Chamber Of Commerce/Economic Development – Total 2

Morrison Area Development Corp. (1)	Rock Falls Chamber of Commerce (1)

Table 2.7: Business Community – Total 1

Dairy Queen (1)

Table 2.8: Homeowners/Residential And Farmland –Total 199

Homeowners/Residential (178)	Homeowners/Farmland (21)

Table 2.9: Outside of Immediate Area – 13

Clinton, Iowa (3)	Cordova, Illinois (1)
Davenport, Iowa (1)	Galesburg, Illinois (2)
Lyndon, Illinois (2)	Northbrook, Illinois (1)
Port Byron, Illinois (1)	Prophetstown, Illinois (2)

Table 2.10: City Representation According To The Sign-In Sheets

Cordova	1/237	0.42%
Fulton	10/237	4.22%
Galesburg	2/237	0.84%
Lyndon	3/237	1.30%
Morrison	186/237	78.50%
Northbrook	1/237	0.42%
Port Byron	1/237	0.42%
Prophetstown	2/237	0.84%
Rock Falls	15/237	6.30%
Springfield	1/237	0.42%
Sterling	6/237	2.50%
Clinton, Iowa	4/237	1.70%
Davenport, Iowa	1/237	0.42%
Did Not State	4/237	1.70%

SECTION III - MEETING ANNOUNCEMENTS AND OUTREACH EFFORTS

The following were outreach efforts utilized to inform the community of the Public Informational Open House:

1) Publishing Legal Notices in the local papers including: The Argus, Moline Dispatch, Fulton Journal, Morrison Sentinel, Morrison Post, Prophetstown Echo, Whiteside News Sentinel, Clinton Herald, and the Sauk Valley Newspapers. See **Appendix A** to view the Legal Notices and Press Announcement.
2) Mass mailings to approximately 500 stakeholders, including media and elected officials.
3) Placing a notice in the U.S. 30 Community Connection Newsletter.
4) Placing a notice on the U.S. 30 project website.

All of the notices provided the meeting purpose, date, time, location, and contact information for special need requests.

Elected Official/Media Outreach Efforts

IDOT notified elected officials and media about the open house. Each received a copy of the meeting notice that included IDOT contact information. In addition, media and elected officials received briefing kits at the open house. Each briefing kit contained a copy of the exhibits, handouts, maps and a contact list with the names of staff members to call for comments and/or questions.

SECTION IV - MEETING FORMAT

An open house format was used to present information to the public. There were a total of seven stations staffed with an IDOT representative and/or someone from the consultant team. Each station provided information that was developed to inform the public of the process and project findings.

The Welcome Station was designed to greet all attendees and explain the meeting process. Attendees were instructed to sign-in, given a welcome brochure that explained the purpose of the open house, and a comment form to complete for the project record. See **Appendix B and C** for examples of the documents presented at the Welcome Station.

The next five stations exhibited a map with the 16 corridors developed by the PSG and the CAG, an environmental map that highlighted environmental resources and issues, a map that showed focus areas for alignment studies, as well as, exhibits that explained the project timeline and next steps. The display boards and maps presented at the open house are shown in **Appendix D.**

A seventh station was set up for the public to fill out a comment form to submit their feedback to the PSG. Study team members were available to provide additional information and address any questions. See **Appendix F.**

Highlighted below is the layout of each station in the order information was presented to the public:

Station Layout

- Station #1 - Welcome and Sign-in
- Station #2 - U.S. 30 Environmental Impact Statement 16 CAG Corridors
- Station #3 - U.S. 30 Environmental Impact Statement Focus Corridors
- Station #4 - U.S. 30 Environmental Issues Map
- Station #5 - U.S. 30 Project Timeline
- Station #6 - U.S. 30 Project Next Steps
- Station #7 - Public Comments

SECTION V - COMMENT SUMMARY

After reviewing the exhibit information, attendees were given an opportunity to submit their comments by completing a public comment form or presenting their comments to staff. Attendees were also given the opportunity to correspond via email, postal mail, or by contacting the project hotline (1-866-ROUTE30) within ten days of the Public Informational Open House meeting, January 29, 2009.

In total, 63 comment forms were collected.

The following information was requested on the comment form:

- Respondent Profile. Whether the attendee is a homeowner, business owner, farmland owner, had a special interest, or a combination of any of these categories.
- Potential cultural or community impacts that may be associated with the corridors identified.
- Comments/Issues/Questions regarding the corridors developed by the PSG and the CAG.
- Knowledge and understanding of the corridor evaluation process.
- Interest in being included on the Stakeholder List.
- Respondent's opinions on whether IDOT is coordinating and/or communicating effectively with the public.

Tables 5.1 and 5.2 highlight the manner in which comments were received and the City's representation.

Table 5.1: Record Of Comments Received

MANNER OF COMMENTS RECEIVED	NUMBER
Mail-In Comments from Meeting Attendees	14
Web Email Comments	1
Comment Forms Received at the Public Informational Open House	22
IDOT Comment Forms Collected by Staff	23
Comments from Non-Attendees	3

Table 5.2: City Representation According To The Comment Forms

Morrison	49/63	77.78%
Not Applicable	7/63	11.11%
Sterling	3/63	4.76%
Lyndon	2/63	3.17%
Fulton	1/63	1.59%
Galesburg	1/63	1.59%

SECTION VI - SUMMARY OF RESPONSES

Assigning each response a percentage allowed the study team to gain a better understanding of the needs and interests of the stakeholders. The following tables provide details of the Public Informational Open House attendance profiles, and the breakdown of the six questions on the comment forms.

Stakeholder Profiles

The public comment form was made available to attendees at the meeting. Information solicited with that form included whether the respondent considered themselves a homeowner, business owner, farmland owner, a special interest group or a combination of those types. A summary of the 63 responses by stakeholder types is shown in Table 6.1.

Table 6.1: Stakeholder Types

Homeowner	18/63	28.57%
Not Applicable	18/63	28.57%
Homeowner/Farmland Owner	14/63	22.23%
Farmland Owner	4/63	6.35%
Homeowner/Business Owner	3/63	4.76%
Homeowner/Farmland Owner/Business Owner	2/63	3.17%
Special Interest	2/63	3.17%

Homeowner/Business Owner/Farmland Owner/Special Interest	1/63	1.59%
Homeowner/Farmland Owner/Special Interest	1/63	1.59%

SECTION VII - SUMMARY OF QUESTIONS FROM COMMENT FORM

Highlighted in this section are questions asked at the meeting and a summary of the respondent's comments. Copies of the actual comments are provided in **Appendix F**.

Question I: Potential Cultural and Community Impacts

Respondents were asked to identify any potential cultural and community impacts. Listed below are a summary of responses:

- Impacts to farmland and businesses
- Business along the right-of-way could be impacted (gas stations and restaurants)
- Residential communities could be impacted and/or displaced
- Could cause traffic congestion
- Concern about Centennial Farm (a historic landmark)
- Could have an impact to the bike path from Morrison to Rockwood State Park
- Farmers might be impacted because of limited access to the roadway/highway (need access to operate machinery)
- Entrance and exits - Access points to the roadway or local business
- Impact to commuters travel pattern around town
- Major impact to the economic vitality in town

Question II: Community Impacts on the Corridors

Respondents were asked to provide feedback on the corridors presented. Of the 63 responses there were three comments expressed; what will be the impacts to Farmland and the Environment in the area, support for a Southern Corridor, and opposition for a Northern Corridor. Table 7.1 highlights the percentages of the top three comments.

Table 7.1: Summary Of Potential Cultural And Community Impacts

Concern Regarding Farmland/Environmental Concern	22.23%
Prefer South Corridor	12.7%
Northern Corridor Not a Good Option	7.94%

Question III: Corridor Evaluation Process

Respondents were asked if they understood the evaluation process created by the PSG. Table 7.2, Part 1 and Part 2, highlight the outcome of those who stated if they understood the evaluation process and would like to receive information on the process.

Table 7.2: Respondents' Response To Understanding The Corridor Evaluation Process

Question III Part 1: Do you understand the evaluation process?

Yes, understood the evaluation process	22/63	34.92%
No, did not understand the evaluation process	8/63	12.70%

Did not answer the Question	7/63	11.11%
Not Applicable	26/63	41.27%

Question III Part 2: If not, would you like to receive additional information?

Yes, would like to receive additional information on the evaluation process	11/63	17.46%
No, is not interested in receiving additional information on the evaluation process	1/63	1.59%

Did not answer the question	25/63	39.68%
Not applicable	26/63	41.27%

Question IV: Effective Communication By IDOT

Respondents were asked to comment on IDOT's efforts to effectively communicate with the public. Table 7.3 shows the percentage breakdown of how the attendees view IDOT's communication efforts. See **Appendix F** for comments/suggestions provided on the comment form.

Table 7.3: Effective Communication

Yes, effective	22/63	34.92%
Did Not Answer	8/63	12.70%

No, not effective	7/63	11.11%
Not Applicable	26/63	41.27%

Question V: Stakeholder Interests

In an effort to keep all stakeholders informed of meeting announcements and project updates, respondents were asked if they desired to be placed on the Stakeholders list. Sixteen of the 63 respondents requested to be added to the stakeholder mailing list. Table 7.4 provides a breakdown of the responses.

Table 7.4: Stakeholder Group Interests

Yes	16/63	25.40%
No	2/63	3.17%
Did not answer	19/63	30.16%
Not Applicable	26/63	41.27%

AFFIDAVIT OF PUBLICATION

ILLINOIS DEPARTMENT OF TRANSPORTATION
NOTICE
PUBLIC ININFORMATIONAL OPEN HOUSE
U.S. Route 30 Environmental Impact Statement
and
Phase I Design Report
Thursday, January 29, 2009
United Methodist Church
200 Lincolnway
Morrison, Illinois 61270
(815) 772-4030
Meeting hours are from 1:00 p.m. to 7:00 p.m.

Meeting Purpose

To update the Community, in an open meeting format, on the U.S. 30 project's progress to date; providing the project's *Purpose and Need, Environmental Constraints and Next Steps*; and gathering input from the public on proposed corridors developed by both the U.S. 30 Project Study Group (PSG) and the U.S. 30 Community Advisory Group (CAG) which have been recommended for further screening.

For information regarding the Public Informational meeting, please call 1-866-Route 30 or (1-866-768-8330)

The facility is handicap accessible. However for special accommodations such as a sign language interpreter or escort, please notify the Illinois Department of Transportation (IDOT) at least 5 days prior to meeting. Address written request for special accommodations to Mr. Jay Howell, Illinois Department of Transportation (IDOT), 819 Depot Avenue, Dixon, IL 61021 or contact Mr. Howell by telephone at (815) 772-2271, (815/284-1667 Transmission for the Deaf).

Date of second publication: January 22, 2009.
Published: Jan. 14 & 22, 2009.

CLINTON COUNTY }
STATE OF IOWA, } ss.

I, Charlene Bielema being first duly sworn an oath depose and say:

That I am Editor of The Clinton Herald, a newspaper of general circulation published and printed daily in the City of Clinton, County of Clinton, State of Iowa, and that the Illinois Department of Transportation Public Informational Open House U.S. Route 30 Environmental Impact Statement and Phase 1 Design Report hereto attached and made a part thereof, was printed once each week for twp. weeks in succession, in said newspaper

that the dates of said print were January 14 & 22, 2009

and that the copy of said notice, hereto attached, was cut from one of said printings.

(Signed) Charlene Bielema
Editor
Charlene Bielema

Subscribed and sworn to before me this 22nd day of January, 2009

Margaret K. Garrison
Notary Public
Margaret K. Garrison

My Commission Expires March 27, 2009

NOTARIAL SEAL
MARGARET K. GARRISON
COMMISSION NO. 134[illegible]
MY COMMISSION EXPIRES
MARCH 27, 2009

Dispatch·Argus

BILLING INFORMATION

ACCOUNT #	238718	AD START DATE	12/29/2008	AD STOP DATE	1/2/2009
AD #	591369	INSERTIONS	1	CLASSIFICATION	2227
AMOUNT	$49.50			INCHES	4.500
DUE UPON RECEIPT		DESCRIPTION	Open House		

Thank you for giving us the opportunity to serve you! If you have any questions regarding this invoice, please contact us at 309-757-4901. We are open Monday - Friday 8:00 a.m. - 5:30 p.m.
Billing Address - 1720 5th Avenue, Moline, IL 61265-7997

RETAIN THIS PORTION FOR YOUR RECORDS

CERTIFICATE OF PUBLICATION

The undersigned, the MOLINE DISPATCH PUBLISHING COMPANY L.L.C., hereby certifies that it is a Limited Liability Company, existing and doing business under the laws of the State of Delaware, licensed to do business in the State of Illinois, and states that it is publisher of THE DISPATCH and THE ROCK ISLAND ARGUS daily, public, secular newspapers of general circulation printed and published daily in the City of Moline, County of Rock Island, State of Illinois, and further certifies that a notice whereof the annexed printed notice, a true copy, was printed and published in said newspapers, 1 time(s): that said notice was so printed and published in said newspaper 1 time(s) in each week for 1 successive week(s), the date of the first said newspaper containing said notice being the 29th day of DEC A.D. 2008 and the last said newspaper containing said notice being the 2nd day of JAN A.D. 2009

NOTICE
PUBLIC OPEN HOUSE INFORMATION
FOR
U.S. Route 30 Environmental Impact Statement
and
Phase I Design Report
Thursday, January 29, 2009
United Methodist Church
200 Lincolnway, Morrison, Illinois 61270
(815) 772-4030
Meeting hours are from 1:00 p.m. to 7:00 p.m.
Meeting Purpose
To update the Community, in an open meeting format, on the US 30 project's progress to date; providing the project's Purpose and Need, Environmental Constraints, and Next Steps; and gathering Input from the public on proposed corridors developed by both the US 30 Project Study Group (PSG) and the US 30 Community Advisory Group (CAG) which have been recommended for further screening.
For more information regarding the Public Information meeting, please call 1-866-Route 30 or (1-866-768-8330)
The facility is handicap accessible. However for special accommodations such as a sign language interpreter or escort, please notify the Illinois Department of Transportation (IDOT) at least 5 days prior to meeting. Address written request for special accommodations to Ms. Becky Marrufo, Illinois Department of Transportation (IDOT), 819 Depot Avenue, Dixon, IL 61021 or contact Ms. Marrufo by telephone at (815) 284-2271, (815/284-1667 Transmission for the Deaf).
29-20

NE DISPATCH PUBLISHING COMPANY L.L.C

By

Moline, Illinois 01/07/2009

er of the MOLINE DISPATCH PUBLISHING COMPANY L.L.C. and notice was published as therein specified, and that said THE of Moline, County of Rock Island, and State of Illinois, for more than one year prior to the date of the first publication of said notice.

Subscribed and sworn to before me this 7 day of JAN 2009

Account/Ad# 238718 591369

Account Name VOLKERT & ASSOCIATES, INC.

OFFICIAL SEAL
LINDA BRIDGEFORD
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES 08-12-2010

Notary Public

No. 7744

Certificate of Publication

State of Illinois SS.

Whiteside County

This is to Certify that a notice, a true copy of which is hereto attached, was published in the Daily Gazette, a secular newspaper of general circulation published daily in the City of Sterling, in the County of Whitesid and State of Illinois, by SAUK VALLEY NEWSPAPERS, a corporation existing under the laws of said State, once each week for 3 sucessive week(s); that the date of the first paper containing said notice was the 29th day of December , 2008 , and that the date of the last paper containing said notice was the 22nd day of January , 2009

And this is to further certify that said newspaper have been regularly published for one year prior to the first publication of said notice therein, and that the person who signs the name of said company to this certificate is as appears by the records of said company, it is duly authorized agent for such purpose

Dated at Sterling, in said county, This 22nd day ofJanuary , 2009

Daily Gazette

Publication Fee $ 163 80

by: Ruth Ramirez
Authorized Agent

Received payment
Daily Gazette

by: Nona Marsh

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of the Whiteside News Sentinel; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Morrison, Whiteside County, Illinois, and of general circulation in said City, County and State; that a notice, Public Information Open House of which the annexed is a copy, was published in said paper 2 times, once each week for 2 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 13th day of Jan A.D., 2009, and the 20th day of Jan A.D., 2009.

EXHIBIT "D"

WNS PUBLICATIONS

By Sue Patter, Mgr.

Illinois Department of Transportation

NOTICE

PUBLIC INFORMATIONAL OPEN HOUSE
FOR
U.S. Route 30 Environmental Impact Statement
and
Phase I Design Report

Thursday, January 29, 2009
United Methodist Church
200 Lincolnway, Morrison, Illinois 61270
(815) 772-4030

Meeting hours are from 1:00 p.m. to 7:00 p.m.

Meeting Purpose

To update the Community, in an open meeting format, on the U.S. 30 project's progress to date; providing the project's *Purpose and Need, Environmental Constraints*, and *Next Steps*; and gathering input from the public on proposed corridors developed by both the U.S. 30 Project Study Group (PSG) and the U.S. 30 Community Advisory Group (CAG) which have been recommended for further screening.

For more information regarding the Public Informational meeting, please call 1-866-Route 30 or (1-866-768-8330)

The facility is handicap accessible. However for special accommodations such as a sign language interpreter or escort, please notify the Illinois Department of Transportation (IDOT) at least 5 days prior to meeting. Address written request for special accommodations to Mr. Jay Howell, Illinois Department of Transportation (IDOT), 819 Depot Avenue, Dixon, IL 61021 or contact Mr. Howell by telephone at (815) 284-2271, (815/284-1667 Transmission for the Deaf).

lication: $ 162.00

ICATIONS

_____, Mgr.

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of The Prophetstown Echo; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Prophetstown, Whiteside County, Illinois, and of general circulation in said City, County and State; that a notice, Public Information Open House of which the annexed is a copy, was published in said paper 2 times, once each week for 2 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 13th day of Jan A.D., 2009, and the 20th day of Jan A.D., 2009.

EXHIBIT "D"

WNS PUBLICATIONS

By Sue R Patterson, Mgr.

Publication: $ 99.00

BLICATIONS

, Mgr.

Illinois Department of Transportation

NOTICE

PUBLIC INFORMATIONAL OPEN HOUSE
FOR
U.S. Route 30 Environmental Impact Statement
and
Phase I Design Report

Thursday, January 29, 2009
United Methodist Church
200 Lincolnway, Morrison, Illinois 61270
(815) 772-4030

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Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of the The Review; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Port Byron, Rock Island County, Illinois, and of general circulation in said City, County and State; that a notice, Public Information Open House of which the annexed is a copy, was published in said paper 2 times, once each week for 2 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 14th day of Jan A.D., 2009, and the 21st day of Jan A.D., 2009.

EXHIBIT "D"

WNS PUBLICATIONS

By Sue R Patten, Mgr.

blication: $ 148.50

LICATIONS

, Mgr.

Illinois Department of Transportation

NOTICE

PUBLIC INFORMATIONAL OPEN HOUSE
FOR
U.S. Route 30 Environmental Impact Statement
and
Phase I Design Report

Thursday, January 29, 2009
United Methodist Church
200 Lincolnway, Morrison, Illinois 61270
(815) 772-4030

Meeting hours are from 1:00 p.m. to 7:00 p.m.

Meeting Purpose

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Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of The Fulton Journal; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Fulton, Whiteside County, Illinois, and of general circulation in said City, County and State; that a notice, Public Information Open House of which the annexed is a copy, was published in said paper 2 times, once each week for 2 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 14th day of Jan A.D., 2009, and the 21st day of Jan A.D., 2009.

EXHIBIT "D"

WNS PUBLICATIONS

By Sue R Patton, Mgr.

Publication: $ 117.00

JBLICATIONS

, Mgr.

Illinois Department of Transportation

NOTICE

PUBLIC INFORMATIONAL OPEN HOUSE
FOR
U.S. Route 30 Environmental Impact Statement
and
Phase I Design Report

Thursday, January 29, 2009
United Methodist Church
200 Lincolnway, Morrison, Illinois 61270
(815) 772-4030

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To update the Community, in an open meeting format, on the U.S. 30 project's progress to date; providing the project's *Purpose and Need, Environmental Constraints*, and *Next Steps*; and gathering input from the public on proposed corridors developed by both the U.S. 30 Project Study Group (PSG) and the U.S. 30 Community Advisory Group (CAG) which have been recommended for further screening.

For more information regarding the Public Informational meeting, please call 1-866-Route 30 or (1-866-768-8330)

The facility is handicap accessible. However for special accommodations such as a sign language interpreter or escort, please notify the Illinois Department of Transportation (IDOT) at least 5 days prior to meeting. Address written request for special accommodations to Mr. Jay Howell, Illinois Department of Transportation (IDOT), 819 Depot Avenue, Dixon, IL 61021 or contact Mr. Howell by telephone at (815) 284-2271, (815/284-1667 Transmission for the Deaf).

Illinois Department of Transportation

NOTICE

PUBLIC INFORMATIONAL OPEN HOUSE
FOR
U.S. Route 30 Environmental Impact Statement
and
Phase I Design Report

Thursday, January 29, 2009
United Methodist Church
200 Lincolnway, Morrison, Illinois 61270
(815) 772-4030

Meeting hours are from 1:00 p.m. to 7:00 p.m.

Meeting Purpose

To update the Community, in an open meeting format, on the U.S. 30 project's progress to date; providing the project's *Purpose and Need*, *Environmental Constraints*, and *Next Steps*; and gathering input from the public on proposed corridors developed by both the U.S. 30 Project Study Group (PSG) and the U.S. 30 Community Advisory Group (CAG) which have been recommended for further screening.

For more information regarding the Public Informational meeting, please call 1-866-Route 30 or (1-866-768-8330)

The facility is handicap accessible. However for special accommodations such as a sign language interpreter or escort, please notify the Illinois Department of Transportation (IDOT) at least 5 days prior to meeting. Address written request for special accommodations to Mr. Jay Howell, Illinois Department of Transportation (IDOT), 819 Depot Avenue, Dixon, IL 61021 or contact Mr. Howell by telephone at (815) 284-2271, (815/284-1667 Transmission for the Deaf).

Public Informational Open House #2 | Announcement | Exhibit H

US 30 Environmental Impact Statement and Phase I Design Report

Public Informational Open House Announcement

SAVE THE DATE

United Methodist Church
200 Lincolnway
Morrison, IL 61270

Thursday, January 29, 2009
1:00PM until 7:00PM
(815) 772-4030

MEETING PURPOSE

To update the community, in an open meeting format, on the US 30 project's progress to date; providing the project's Purpose and Need, Environmental Constraints, and Next Steps; and gathering input from the public on proposed corridors developed by both the US 30 Project Study Group (PSG) and the US 30 Community Advisory Group (CAG) which have been recommended for further screening.

For more information regarding the Public Informational Open House, please call 1-866-ROUTE 30 (1-866-768-8330)

The facility is handicap accessible. However, for special accommodations such as a sign language interpreter or escort, please notify the Illinois Department of Transportation (IDOT) at least 5 days prior to meeting. Address written request for special accommodations to Mr. Jay Howell, Illinois Department of Transportation (IDOT), 819 Depot Avenue, Dixon, IL 61021 or contact Mr. Howell by telephone at (815) 284-2271, (815/ 284-1667 Transmission for the Deaf).

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: 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** ✓ **Farm Land Owner**

✓ **Business Owner** ___ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
   Lots of farmland will be lost.
   Homes + businesses will be "displaced."

2. **What are your comments about the corridors? (please refer to them by number)**

3. **Do you understand the evaluation process?** (Circle) (Yes) No
   If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) (Yes) No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) (Yes) No

6. **Would you like to be informed of future meetings?** (Circle) (Yes) No
   If "Yes", please provide the following information (if different from above):

   Name:

   Address:

   Telephone No:

   Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

1 of 2

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement
and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: MIKE VEGTER

Address: 14494 VEGTER RD.

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815) 772-4907

Email: KVEGTER@FRONTIERNET.NET

Check one or more if applicable:

X Homeowner — X Farm Land Owner

X Business Owner — ___ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

YOU MIGHT AS WELL TELL THE SERVICE STATIONS & FAST FOOD BUISNESS'S TO CLOSE UP NOW RATHER THAN WAIT UNTIL YOU DESTROY THEM LATER.

2. What are your comments about the corridors? (please refer to them by number)

I AM 100% AGAINST THIS WHOLE BYPASS PROJECT. ALL THE WASTED FARM LAND THAT CAN NEVER BE REPLACED JUST TO SATISFY THE WANTS AND NEEDS OF A FEW INDIVIDUALS AND SOME LARGE CORPORATIONS (ADM) & (WALMART).

3. Do you understand the evaluation process? (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. Do you feel IDOT is communicating with the public effectively?
(Circle) Yes No If no, please explain and/or provide suggestions:

I WOULD RATHER HERE YOU ARE STOPPING ANY FURTHER PROCESS OF GOING FORWARD WITH THIS BYPASS.

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: SAME

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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WALMART IS THE WORSE THING TO HAPPEN TO T[illegible] PEOPLE OF THE US THEY HAVE SHIPPED MORE JOBS OVERSEAS AND PUT MORE COMPANIES OUT OF BUISNESS THAN ANY OTHER COMPANY. AND W[illegible] I SHOULD BE EXPECTED TO SUPPORT WITH MY TAX DOLLARS THIS BYPASS! I SAY NO!!

2082

1/29/08

14494 VESTER Rd.
MIKE VESTER MORRISON, IL.
LANDOWNER 815-772-4907
BUISNESS OWNER

I FEEL THIS PROJECT IS THE BIGGEST WASTE OF GOOD FARMLAND, STATE & FEDERAL TAX DOLLARS. THE WANTS OF A FEW PEOPLE AND COMPANIES SHOULD NOT HAVE THE POWER TO DESTROY FARMLAND THAT CAN NEVER BE REPLACED. ADM & WALMART CAN JUST CONTINUE TO USE THE EXISTING ROUTE 30. I AM 100% AGAINST THIS GOING FORWARD AND WILL CONTINUE TO HAVE DISCUSSIONS WITH LAWYERS TO BEGIN BUILDING A FORCE OF OTHER LOCALS AGAINST THIS!

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Clarence Porter

Address: 11159, Crosby Rd.

City: Morrison **State:** Ill **Zip Code:** 61270

Telephone Number: (815) 772-4958

Email: _____

Check one or more if applicable:

X **Homeowner** X **Farm Land Owner**

__ **Business Owner** __ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
Morrison is so conjested with traffic tied up through the stop lights it is a real pain.

2. **What are your comments about the corridors? (please refer to them by number)**
We who live here know we need a corridor around the South side of town, near the industrial park.

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?**
(Circle) Yes No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: GERALD MATHEW

Address: 19873 Lincoln Rd

City: MORRISON **State:** Il **Zip Code:** 61270

Telephone Number: (815) 772-4192

Email: _____

Check one or more if applicable:

X **Homeowner** X **Farm Land Owner**

__ **Business Owner** ___ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

2. **What are your comments about the corridors? (please refer to them by number)**

3B would go through farmstead of centennial farm.

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) Yes No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

2062

Illinois Department of Transportation

US 30 Corridor Project
Personal Contact Information and Comments

Name: Jerry Mathew

Address: just east from Round Grove Rd

City, State, Zip: on US 30

Phone:

Email:

Comments:

Very concerned about his Centennial Farm house + farm located just east of landfill

will fill out comment form

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: Dawn Perkins

Date Received: 1/29/09

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Allen D. Buikema

Address: 13079 Feldman Road

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 441-9628

Email: IDOC_137@Yahoo.Com

Check one or more if applicable:

✓ Homeowner ✓ Farm Land Owner

__ Business Owner __ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

Why does a vocal minority have so much clout, most of the people in this area do not want this road.

2. What are your comments about the corridors? (please refer to them by number)

I feel as much as possible existing Rt. 30 corridor should be used, this would have minimal impact on homeowners & property owners in the area.

3. Do you understand the evaluation process? (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. Do you feel IDOT is communicating with the public effectively?
(Circle) Yes No **If no, please explain and/or provide suggestions:**

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name:

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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Your comments are greatly appreciated!

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement
and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Don and Karen Berridge

Address: 15344 Norrish Road

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-4882

Email: _____

Check one or more if applicable:

X Homeowner — X Farm Land Owner

__ Business Owner — __ Special Interest

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
   completion of bike path from Morrison to Rockwood St. Pk.

2. **What are your comments about the corridors? (please refer to them by number)**
   Concerned about impact on Norrish Rd residences north of corridor 2-E.

3. **Do you understand the evaluation process?** (Circle) (Yes) No
   If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?**
   (Circle) (Yes) No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) (Yes) No
   If "Yes", please provide the following information (if different from above):

   Name: _____

   Address: as above

   Telephone No: _____

   Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: KAREN ZUIDEMA

Address: 1023 Hilltop

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772 3084

Email: _____

Check one or more if applicable:

✓ Homeowner ✓ Farm Land Owner

__ Business Owner __ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

Very disastrous for downtown Morrison business owners AND for those on the East and West side!
We are too close to Rock Falls/Sterling and Clinton, Iowa, for people to "see" us from the bypass and stop.

2. What are your comments about the corridors? (please refer to them by number)

✓ Too much farmland being paved.
Too much rain water having to soak in somewhere else.
Too much money for more roads and their continued upkeep!
Make better use of what we already have. Rt. 30 and 88 where they exist.

3. Do you understand the evaluation process? (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. Do you feel IDOT is communicating with the public effectively? (Circle) Yes No **If no, please explain and/or provide suggestions:**

_____

_____

_____

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

_____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500
Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL **comments *MUST* be received within 10 days of this meeting in order to provide timely consideration.**

Your comments are greatly appreciated!

Look at Freeport, IL and Commanche, Iowa and ask their downtowns what the bypass did for them.

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Vern Wiersema

Address: 11629 Prairie Center Rd.

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: ( ) 815 772 2974

Email: VWiersema@yahoo.com

Check one or more if applicable:

✓ **Homeowner** ✓ **Farm Land Owner**

__ **Business Owner** __ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

2. **What are your comments about the corridors? (please refer to them by number)**
2 E - Most efficient - uses less Farm land - shortest route - less railroad crossings - use's most of Route 30 - less cost - Fewer residence's in the path

3. **Do you understand the evaluation process?** (Circle) (Yes) No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) (Yes) No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) (Yes) No

6. **Would you like to be informed of future meetings?** (Circle) (Yes) No
If "Yes", please provide the following information (if different from above):

Name:

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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Your comments are greatly appreciated!

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: George Benson

Address: 1568 Bunker Hill Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: 815 772-3133

Email: _____

Check one or more if applicable:

- [x] Homeowner
- [x] Farm Land Owner
- [ ] Business Owner
- [ ] Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

will not help the town,

2. What are your comments about the corridors? (please refer to them by number)

C, A, G an P.S. G have members that do not have knowledge in road improvements. repair an widen route 30. take another traffic count west of route 78 Section 2-f to 78 2-1 is all you need. the median are to wide and not have any. Save the farmland that is gone.

3. Do you understand the evaluation process? (Circle) Yes **No**
If not, would you like to receive additional information? (Circle) **Yes** No

4. Do you feel IDOT is communicating with the public effectively?
(Circle) **Yes** No **If no, please explain and/or provide suggestions:**

Keep us informed.

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) **Yes** No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

Thanks for open Informatio

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement
and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Martha Moulton

Address: 300 Maple

City: Morrison State: IL Zip Code: 61270

Telephone Number: ( )

Email: martha moulton@mchsi

Check one or more if applicable:

✓ Homeowner ✓ Farm Land Owner

__ Business Owner __ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

this will soon get its designation as a Centenial farm

✓ 2. What are your comments about the corridors? (please refer to them by number)

Need to stick to existing Road ways and away from New housing develop ments

3. Do you understand the evaluation process? (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

Specifics

4. Do you feel IDOT is communicating with the public effectively?
(Circle) Yes No If no, please explain and/or provide suggestions:

its getting better

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Also

Name: Heather Mary Moulton

Address: 2515 14th Ave
Greeley Co 80631

Telephone No: hmoulton@hotmail.com

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement
and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Sharee Ottens

Address: 13965 Feldman Rd.

City: Morrison State: Il. Zip Code: 61270

Telephone Number: (815) 772-2517

Email: _____

Check one or more if applicable:

X Homeowner — X Farm Land Owner

__ Business Owner — __ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

We were unable to get a map because there was none left when we attended the meeting. So please send them to us.

2. What are your comments about the corridors? (please refer to them by number)

I don't have the #'s so very hard to list comments by corridor #'s. Very concerned both using prime farm land - should make use of existing roads - the roads we have need to be repaired before moving ahead with new roads. Crillo Morrison will no longer exist for the businesses there if it is bypassed.

I don't think it needs to be.

(the highway with tractors and wagons and other machinery.)

3. Do you understand the evaluation process? (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. Do you feel IDOT is communicating with the public effectively? (Circle) Yes No If no, please explain and/or provide suggestions:

_____

_____

_____

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

_____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

your mail STICKER IS: MR. + MRS. EARL KAUFMAN is now deceased

Comment Form

PLEASE PRINT ALL INFORMATION

Name: DOROTHY KAUFMAN

Address: 12072 YAGER RD.

City: LYNDON **State:** IL **Zip Code:** 61261

Telephone Number: (815) 778-4803

Email: dek@wmccinc.com

Check one or more if applicable:

✓ **Homeowner** ✓ **Farm Land Owner**

__ **Business Owner** __ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
farmers affected by crossing MAIN highways OR in some cases needing to use MAIN roads for/with machinery. (we are retired farmers)

2. **What are your comments about the corridors? (please refer to them by number)**
Presently, my home and Land is not directly affected by ~~future~~ Present plans except travel north to RT. 30. I Live about 2 miles South of 30 and just close to I88, divided lanes.

3. **Do you understand the evaluation process?** (Circle) (Yes) No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?**
(Circle) (Yes) No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) (Yes) No
If "Yes", please provide the following information (if different from above):

Name: DORATHY KAUFMAN

Address: 12072 YAGER RD
LYNDON IL 61261

Telephone No: 815-778-4803

Email Address: dek@wmccinc.com

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

1

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Gordon L. Zschiesche
Address: PO Box 411 500 1st. ST. E.
City: LYNDON **State:** IL **Zip Code:** 61261
Telephone Number: (815 778-3624
Email: ZSHE1@LIVE.com

Check one or more if applicable:

X **Homeowner** X **Farm Land Owner**

__ **Business Owner** __ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
This depends where the exits ARE.

2. **What are your comments about the corridors? (please refer to them by number)**
Where are the corridors?

3. **Do you understand the evaluation process?** (Circle) Yes (No)
If not, would you like to receive additional information? (Circle) (Yes) No

NOT IN attendance (map Req) Feb 11, 2009

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) (Yes) No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No
What is a Stakeholder?

6. **Would you like to be informed of future meetings?** (Circle) (Yes) No
If "Yes", please provide the following information (if different from above):

Name:
Address:
Telephone No:
Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

US 30 Joint Venture,

I will be out of town on the 29th of Jan. I would still like to be updated however. Is it possible for you to send me the info. on Rte. 30? I would take kindly to that.

Gordon L. Zschiesche
PO Box 411
500 1st. St. E.
Lyndon, IL 61261

Gordon L. Zschiesche

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: HARVEY ZUIDEMA

Address: 1023 Hilltop

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815 772 3084

Email: _____

Check one or more if applicable:

- ✓ Homeowner
- ✓ Farm Land Owner
- __ Business Owner
- __ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

2. What are your comments about the corridors? (please refer to them by number)

3.

4.

5.

6.

Ple

I think that by taking either a North or South corridor AROUND Morrison will impact the sales tax for Morrison. A North or South corridor will take away a lot of fuel tax from trucks and cars that would normally travel through Morrison.

A North or South corridor AROUND Morrison will take too much farmland out of production.

A North corridor will make it more difficult to get to Rockwood State Park for people in Morrison.

I would like a corridor using existing U. S. Route 30 that would not be four lanes, except at rural intersections. (Eastbound, Westbound, Center Left Turn, Off Lane for Right Hand Turns)

In Morrison, take out the stop light at U. S. Route 30 and Genesee Street and have no left turns there; and make Route 30 three lanes (center turn lane) on the West end of Morrison (from the curve to just past Garden Plain Road).

We do not need a truck route just for the Industrial Park. We have Interstate 88.

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Mr + Mrs Francis Jenner

Address: 12990 Ward Rd Box 87

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-4454

Email: _____

Check one or more if applicable:

X **Homeowner** — X **Farm Land Owner**

__ **Business Owner** — __ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
If it would Not solve the problem
Waste of no money

2. **What are your comments about the corridors? (please refer to them by number)**
Neither one is acceptable
look at the future as truck traffic will continue increase
We already have interstate 88 south edge of Morrison at Rt 78. Four lane highway stay cut across and come out at Clinton Iowa, between Clinton Camanck Iowa at west edge of city limits

3. **Do you understand the evaluation process?** (Circle) Yes (No)
If not, would you like to receive additional information? (Circle) (Yes) No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) (Yes) No **If no, please explain and/or provide suggestions:**
Money problem

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

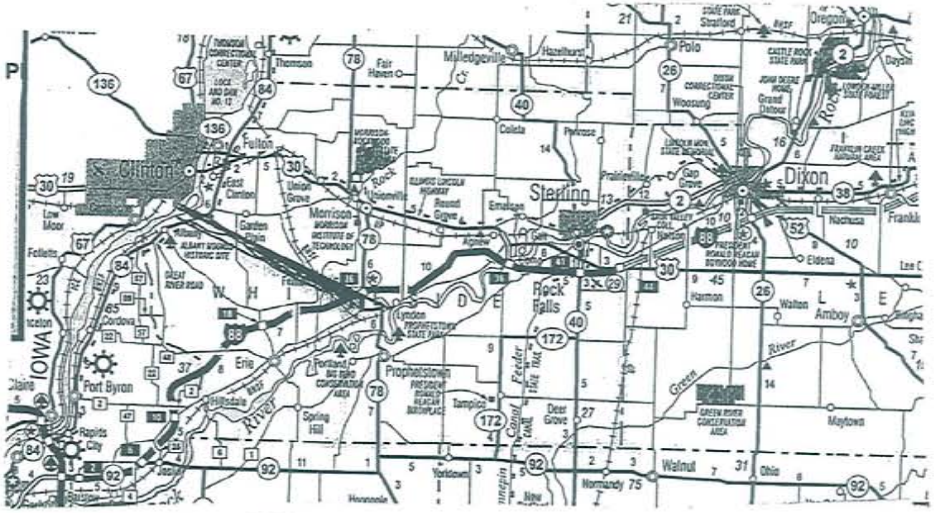
6. **Would you like to be informed of future meetings?** (Circle) (Yes) No
If "Yes", please provide the following information (if different from above):

Name: Francis Jenner

Address: 12990 Ward Rd Box 87
Morrison, IL 61270

Telephone No: 815-772.4454

Email Address: _____



Use Rt 30 for car
Make Interstate 88 truck route to Clinton IA

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United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Lyle & Gretchen Bush

Address: 13400 Prairie Center Rd.

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-3087

Email: lbgb67@hotmail.com

Check one or more if applicable:

X Homeowner

X Farm Land Owner

__ Business Owner

__ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

My concern for the most likely southern bypass is it's closeness to town and many homes, subdivisions, & golf courses. It doesn't seem practical to displace lots of new homes & golf course land.

2. What are your comments about the corridors? (please refer to them by number)

I believe it should be a little farther away from town. No one wants to give up their land, but farmland is much more economical than residences, not mentioning the social and phycological impact to these peoples lives. I question the need, I'm not sure of it in my mind.

3. Do you understand the evaluation process? (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. Do you feel IDOT is communicating with the public effectively? (Circle) Yes No If no, please explain and/or provide suggestions:

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name:

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

PUBLIC COMMENT FORM

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Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Brian Bonneur

Address: 20108 Lincoln Rd

City: Morrison **State:** Ill **Zip Code:** 61270

Telephone Number: (815) 772-2743

Email: minnorb@prestontel.com

Check one or more if applicable:

__ Homeowner

✓ Farm Land Owner

__ Business Owner

__ Special Interest

1. Pleas
migh

2. What
numb

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) Yes No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name:

Address:

Telephone No:

Email Address:

Dear sirs,

This whole 4-lane thing from the river to I-88 was initiated by Iowa. Still think that took guts when you consider what a bottleneck Clinton is, not to mention dangerous. Another consideration might be that neither Clinton bridge is 4-lane.

To my mind a more common sense approach would be to come off of 88 at approximately the 18 mile marker, cross the river with a 4-lane bridge close to the Whiteside/ Rock Island line, and rejoin 30 west of Clinton . You then give motorist and truckers a way to bypass Clinton and Morrison. I don't think the mileage is all that different from any of the proposed routes.

See what Iowa thinks of that.

Thank you,
Brian Bonneur

eting in

PUBLIC COMMENT FORM

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and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Helen Harvey

Address: 12269 Prairie Center Rd.

City: Morrison State: Il. Zip Code: 61270

Telephone Number: (815) 772-2255

Email: don't have

Check one or more if applicable:

__ Homeowner

X Farm Land Owner

__ Business Owner

__ Special Interest

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

2 bldgs. on Rt. # in Morrison on South Side would be able to relocate (Sportsman's Bldg and old Smith Bank

2. **What are your comments about the corridors? (please refer to them by number)**

I suggest you make the front Route # 30 into 4 lanes until you come to West and at USDA Bldg. on Liberty Ave.) Then going through town (using South Side) to 3 lane (one a turning lane) to Casey's Gas Station (East end of town) This is only 2½ - 3 miles. The 4 lanes could be picked up again from Casey's on East to I-88 Connector intersection.

3. **Do you understand the evaluation process?** (Circle) (Yes) No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) (Yes) No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) (Yes) No

6. **Would you like to be informed of future meetings?** (Circle) (Yes) No
If "Yes", please provide the following information (if different from above):

Name: Helen Harvey

Address: 12269 Prairie Center Rd.
Morrison, Il. 61270

Telephone No: 815-772-2255

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

Illinois Department of Transportation

2 of 2

US 30 Corridor Project

Personal Contact Information and Comments

Name: Helen ~~[illegible]~~ Harvey

Address: 12269 Prairie Center Rd.

City, State, Zip: Morrison, IL ~~[illegible]~~ 61270

Phone: (815) 772-2275

Email:

Comments:

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name:

Date Received:

PUBLIC COMMENT FORM

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United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: BOB JOHNSON

Address: 1414 N. CHERRY ST.

City: GALESBURG State: IL. Zip Code: 61401

Telephone Number: (309) 343-8621

Email: —

Check one or more if applicable:

__ Homeowner ✓ Farm Land Owner

__ Business Owner ___ Special Interest

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

2. **What are your comments about the corridors? (please refer to them by number)**

CORRIDOR MOD 1-A CROSSES OUR FARM. (THE EKSTROM EST. AT THE RT. 30-UNION GROVE OVERPASS). WHEN THAT R.R. OVERPASS WAS CONSTRUCTED, MAJOR DESTRUCTION WAS DONE TO WHAT MY GRANDFATHER SAID WAS THE BEST FIELD ON THE PLACE. MAYBE SOME OTHER FARM SHOULD SHARE THE PAIN.

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) Yes No **If no, please explain and/or provide suggestions:**

THE "NORTH" ROUTE WHICH CROSSES OUR FARM WAS A COMPLETE SURPRISE TO ME. I THOUGHT I WAS RECEIVING ALL THE UPDATES, BUT I HAD NEVER SEEN A MAP WITH THIS ROUTE SHOWN, AND I HAD NOT BEEN INFORMED THAT THE OPTIONS HAD BEEN NARROWED TO TWO.

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: SAME

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
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Dixon, IL 61021-3500

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US 30 Project Hotline

Date: 01-30-09

Time: 8:10am

Name: Robert G. Johnson

Telephone No.: 309-368-4225

Address:

Message: Requesting Map of 2 Proposed Routes. Concerned about N Corridor / owns farm in Union Grove Township & N Corridor affects this farm.

Date Message Retrieved & Initials: 1-30-09 JC

Date Message Returned & Initials:

Outcome of Contact:

Items Mailed & Date Mailed:

Galesburg

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement
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United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Eric Benson

Address: 12044 Sawyer Rd.

City: Morrison State: IL Zip Code: 61270

Telephone Number: 815 778-3609

Email: kenmikr@thewisp.net

Check one or more if applicable:

__ Homeowner ✓ Farm Land Owner

__ Business Owner ___ Special Interest

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
Loss of prime farmground
Loss of income to me and neighbors.
Loss of business in Morrison, Hardees, Casey's
gas Stations

2. **What are your comments about the corridors? (please refer to them by number)**
IL. loses approx. 50,000 acres a year
to urban sprawl. The impact on farm
ground is very important, loss of ground
must be held to a minimum.

3. **Do you understand the evaluation process?** (Circle) (Yes) No
If not, would you like to receive additional information? (Circle) (Yes) No

4. **Do you feel IDOT is communicating with the public effectively?**
(Circle) Yes (No) **If no, please explain and/or provide suggestions:**
Some of the meetings are held during
farmers busy times, ie planting and
harvest.

5. **Would you like to be included in the list of Stakeholders?** (Circle) (Yes) No

6. **Would you like to be informed of future meetings?** (Circle) (Yes) No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

_____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Orville Bush

Address: 16333 Hyde Rd

City: Morrison State: _____ Zip Code: 61270

Telephone Number: 815 772 2396

Email: _____

Check one or more if applicable:

X Homeowner ___ Farm Land Owner

X Business Owner ___ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.
The Nothern Rt is making a lot of people go out of the way to get where they are going

2. What are your comments about the corridors? (please refer to them by number)
Nobody goes where the N corridor goes. You will make people drive miles to get to it
There is good farm land N of morrison where this road goes

N rt. is Terrible

3. Do you understand the evaluation process? (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. Do you feel IDOT is communicating with the public effectively? (Circle) Yes No If no, please explain and/or provide suggestions:

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

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Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Karen Endress

Address: 11489 Garden Plain Rd

City: Morrison State: IL Zip Code: 61270

Telephone Number: (815) 772-4833

Email: pontiacmom2001@yahoo.com

Check one or more if applicable:

X Homeowner ___ Farm Land Owner

X Business Owner ___ Special Interest

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
This town will die just like Lyndon did. Too much good farm ground would be taken and affect all businesses.

2. **What are your comments about the corridors? (please refer to them by number)**
They are not needed. Just fix the roads we have and quit listening to people that do not have ground or businesses involved. The traffic is not a problem thru Morrison at all. Even with 3 traffic lights it still moves along with no backup for any length of time. The State cannot even fix the roads we have so don't waste money on another fly by night whim of a few stupid people.

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?**
(Circle) Yes No **If no, please explain and/or provide suggestions:**
They are not listening to anything from homeowners, Farmers - Business owners that are directly involved. There is no congestion of traffic thru Morrison. Only listen to those that won't lose anything

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

_____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

Pay attention to those who have the most to lose.

✓

DQ Grill & Chill
From Bart Smith

To make myself clear
I am not for the by way
it will impact the
sales of my business.
I've seen figures of
at least 30%. If
we have to have it.
I want it to be the
southern route.

Thank you
Bart
Smith

DQ Grille
Chill
200 North Sawyer Rd
Morrison, Il. 61270

Home!
Business

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: Al ~~BRUSH~~ BUSH, CAG Property owner, Farmer

Address:

City, State, Zip:

Phone:

Email:

Comments:

WETLANDS ON S SIDE
80 houses sly flooding in last 20 yrs
Get subdivisions in for next time
Farms N waste.
Owns property s/l sound.

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: Gil Jones

Date Received:

Call Gil

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: ARNOLD VEZTOR
UNION GROVE TOWNSHIP

Address: 10909 Prairie Center Rd.

City, State, Zip: Morrison, IL

Phone: (815) 772-2768

Email:

Comments:

NEW HOUSES BEING BUILT N OF PRAIRIE CENTER & HENRY COULD BE AVOIDED W/ SHIFT IN ALIGNMENT

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: GL JONES

Date Received:

Ask Shelia

Special Interest

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

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(815) 284-2222, Ext. 570
800-798-4085 (IL)
Fax (815) 625-9390
E-mail: tbecker@svnmail.com

Tara Becker
Reporter

Comments:

Becky spoke to her & answered questions

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: Becky Marruffo

Date Received: 1/29/09

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: Scott Rickels

Address: 13677 Crosby Rd

City, State, Zip: Morrison, IL 61270

Phone: (815) 772-4520

Email:

Comments: Send Final Corridor map

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: Becky

Date Received:

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: Robert Hardt Sr.

Address: 25380 Indian Ridge

City, State, Zip: Sterling, IL 61081

Phone:

Email:

Comments:

would like to receive 2 copies of 11x17 corridor maps (we ran out)

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: Dawn Perkins

Date Received: 1/29/09

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: William & Darlene Kuehl

Address: 10499 Lincoln Rd

City, State, Zip: Morrison 61270

Phone:

Email:

Comments: Send Final Corridor map

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: Becky

Date Received:

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: Evelyn Beswick

Address: 10643 Court Rd

City, State, Zip: Morrison 61270

Phone:

Email:

Comments: Send Final Corridor Map

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: Becky

Date Received:

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: MARK KAISER

Address: 16255 Liberty street

City, State, Zip: MORRISON IL. 61270

Phone: 815-772-2124

Email: MARK.Kaiser@il.usda.gov

Comments:

Send final Corridor map

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: Becky

Date Received: _____

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: Catherine Gravert

Address: 21919 Hillside

City, State, Zip: Fulton, IL

Phone:

Email:

Comments: Map Request @ Sign-in Table (PIM)

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name:

Date Received: 01-29-09

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: Don Bilema

Address: 1904 E. 38th St.

City, State, Zip: Sterling, IL

Phone:

Email:

Comments: Map Request @ Sign In Table (PIM)

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name:

Date Received: 01-29-09

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: Don DyKema

Address: 10409 Prairie Center Rd.

City, State, Zip: Thomson, IL

Phone:

Email:

Comments: Map Request @ Sign-in Table (PIM)

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name:

Date Received: 01-29-09

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: Frank Belt

Address: 12985 Feldman Rd.

City, State, Zip: Morrison, IL

Phone:

Email:

Comments: Map Request @ Sign-in Table (PIM)

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name:

Date Received: 01-29-09

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: Robert Wood

Address: 109 W. Main St.

City, State, Zip: Morrison, IL

Phone:

Email:

Comments: Map Request @ Sign-In Table (PIM)

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name:

Date Received: 01-29-09

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: JACK. OTTOSEN

Address: 13801 Lister Rd.

City, State, Zip: Morrison, IL

Phone: (815) 772-3013

Email:

Comments:

ROCK CREEK WATERSHED FROM NORTH IS SIGNIFICANT. HAS SEEN A LOT OF RUNOFF. MAKE SURE LISTER ROAD IS SOMEWHAT OF A CULVERT.

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: GL JONES

Date Received: 1-27-09

? Call Gil

✓

VERY OPPOSED
TO ROUTE NORTH
OR MORRISON -
CAN NOT SUPPORT
PROJECT AT ALL
IF NORTH ROUTE
SELECTED -

Illinois Department of Transportation

US 30 Corridor Project

Personal Contact Information and Comments

Name: Gilbert Stralow

Address: 12261 Lincoln Rd

City, State, Zip: Morrison 61270

Phone: 815 441 2213

Email: ~~farm~~ farmergil@frontiernet.net

Comments:

- Interested in future alignment - near Spanglers
- Add to mailing list

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: _____

Date Received: _____

The north route isn't very
good for my family. :[

✓

Have studies been done or are they being done on impact of towns that have been by passed

Second, is there any consideration about reroute Rt. 78 around, I know that 78 would be another study But if the Southern route is taken it would be athought to reroute 78 to West side of Town

These Meetings are perfect,

I will be attending through to the end. My home is on the 4-A route so I am very concerned. I do appreciate the format of these meetings.

not applicable

General Comment

I Think you should Honorable talking + listening to to landowners that this project will effect.

Farmers that will be put out of Business.
Instead of the coalition that is pushing it to benefit the Walmarts + ADM Industrys.

The farm ground taken out of production by this project will feed or fuel many people

Ron Shank
14245 Lister Rd.
Morrison
772-7157

done

General Comment

NOT applicable

~~I hope~~

We live right next to it and we have 8 outside cats and two inside dogs but I feel when we let the dogs out they will get hit.

Kenzie Renkes

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement
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United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: WILLIAM SHIRK

Address: 102 OLIVE ST

City: MORRISON State: IL Zip Code: 61270

Telephone Number: ( ) 815-772-3604

Email: WRSHIRK@YAHOO.COM

Check one or more if applicable:

- [X] Homeowner
- [X] Business Owner
- [X] Farm Land Owner
- [X] Special Interest

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

THE NORTH ROUTE AROUND MORRISON WOULD BE DEVASTATING

2. **What are your comments about the corridors? (please refer to them by number)**

CORRIDOR NORTH OF MORRISON WOULD BE VERY BAD FOR MORRISON COMMUNITY FOR # OF REASONS:

1) CUT OFF FUTURE GROWTH - RESIDENTIAL
2) CUT OFF FROM ROCKWOOD PARK
3) INDUSTRIAL/RETAIL GROWTH AREA IS TO THE SOUTH
4) IMPACT HISTORIC ORIGINAL SETTLEMENT OF MORRISON. REMNANTS OF STAGE COACH STOP REMAIN.

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) Yes No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

ALREADY INCLUDED

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

ALREADY ON LIST

Name:

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

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Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

1082

Homeowner

#2 Comment

- I don't think this will directly benifit morrison -

- I think it should be South of Morrison. -

Being built North of Morrison will negatively impact the State Park!

Bill Biagi
billbiagi@EARTHLINK.NET.

Close

282

(#2)

the tech. ind. park
South of Town could
benfit from access to
a New high way -

Bill Biagi

None

1/29/09

1 Done

#2 Comment.

MY CONCERNS IF BI-PASS IS BUILT:

BUSINESS & COMMERCE IN DOWNTOWN MORRISON WITH DIE. THERE HAS BEEN A DECLINE OVER THE YEARS - THIS WILL CAUSE ANY LOCAL PEOPLE OR DRIVE-THRUS TO SHOP/USE BUSINESS ELSEWHERE

- WHAT ABOUT THE HISTORIC SIGNIFIGANCE OF 100+ BUILDINGS LEFT IN THE DUST? NEW AND MODERN ISN'T ALWAYS THE BEST.
- WHAT ABOUT THE ENVIORNMENTAL IMPACT?? THERE ARE MANY NATURAL AREAS BEING

Done

TAKEN CARE OF. HOW WILL
A) BUILDING + CONSTUCTION,
B) MOVING + DISTURBING
SOIL & NATURAL
HABITATS IMPACT THE
TOTAL NATURAL / FARM
AREAS ?

- WHAT ABOUT AIR POLLUTION ?
HOW MUCH MORE WILL
POLLUTION BE ?
- WHAT ABOUT NOISE
POLLUTION ?

IS THERE, IN THE PRO-
POSAL, PLANS FOR IN-
CREASING TREE
POPULATION AS PART
OF LANDSCAPING &
AIR QUALITY IMPROV-
MENT ?

Vance

3

I DON'T WANT MORRISON TO BE KNOWN FOR THE BIGGEST & BEST TRUCK STOP EXIT.

THANKS,

MARIANNE BIAGI
604 GREENWOOD DR
MORRISON, IL
61270
biagiwoman@
earthlink.net

done

(4)

ADDENDUM - M. BIAGI

- MORRISON HAS APPROVED A GREENWAY FROM TOWN TO THE ST. PARK. I PERSONALLY HAVE WALKED THE ROAD TO THE PARK FOR EXERCISE - WE NEED A PATH OR TRAIL. IT'S VERY DIFFICULT TO WALK - ROAD IS NARROW & DRIVERS DONT "WATCH" FOR PEDESTRIANS. THE PARK COULD BE A CASH BENEFIT FOR MORRISON THROUGH INCREASED USAGE OF THE PARK FOR HIKERS, BICYCLES, ETC.

MARIANNE BIAGI

DON'T TAKE OUR GREEN-WAYS.!!!

done

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Jerry Peterson

Address: 16708 LINCOLN RD.

City: MORRISON **State:** ILL **Zip Code:** 61270

Telephone Number: (815) 772-7717

Email: _____

Check one or more if applicable:

X **Homeowner** ___ **Farm Land Owner**

___ **Business Owner** ___ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

_____

2. **What are your comments about the corridors? (please refer to them by number)**

Please send me maps of projected routes.. Your meeting at the Methodist church run out of maps I would like some of these which had the final two routes on. and area map of the projected area which shows all routes.

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) Yes No **If no, please explain and/or provide suggestions:**

_____

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: Jerry Peterson

Address: 16708 LINCOLN RD.
MORRISON ILL 61270

Telephone No: 815-772-7717

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: STANLEY R. MITICK

Address: PO BOX 207

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: ( )

Email:

Check one or more if applicable:

X **Homeowner** ___ **Farm Land Owner**

___ **Business Owner** ___ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
THE FARTHER AWAY FROM MORRISON, THE MORE NEGATIVE IMPACT IT WILL HAVE. KEEP AS CLOSE TO MORRISON AS IS PRACTICAL.

2. **What are your comments about the corridors? (please refer to them by number)**
NUMBERS 1A AND 1B ARE THE MOST DESIRABLE. JUST SKIRT AROUND TOWN, AND USE PRESENT RT 30 HWY AS ONE OF THE DOUBLE LANES TO REDUCE COST. - ON ANY PLAN; A BIKE TRAIL SHOULD BE INCLUDED FOR CONNECTING TO THE BIKE TRAILS IN FULTON & ROCK FALLS. THE "FRIENDS OF THE PARKS" ORGANIZATION IN MORRISON HAS APPLIED FOR A GRANT TO MAKE A DEDICATED BIKE PATH FROM MORRISON TO ROCKWOOD STATE PARK. THE NEW RTE 30 CORRIDER SHOULD HAVE A BIKE PATH WHICH CONNECTS TO THE MORR-ROCKWOOD PATH.

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) Yes No **If no, please explain and/or provide suggestions:**
THE ONLY QUESTION IS WHY DOES IT TAKE SO LONG. TOO MANY STARTS/STOPS/RESTARTS.

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name:

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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Your comments are greatly appreciated!

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: ANN B. MENNENOH

Address: 16916 TANGLEWILD DR P.O.B. 359

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-3619

Email: JOHNOBG @ g.mail.com

Check one or more if applicable:

X **Homeowner** ___ **Farm Land Owner**

___ **Business Owner** ___ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
ANY BY-PASS WILL HURT MORRISON COMMERCE.

2. **What are your comments about the corridors? (please refer to them by number)**
CORRIDOR 2-E MUST COME VERY CLOSE TO THE NEW, EXPENSIVE COVERED BRIDGE.

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) Yes No **If no, please explain and/or provide suggestions:**
THE MAP IS HARD TO DECIPHER
HOW ABOUT NAMING ALL THE ROADS?

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

Not at PIM

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: GALEN G. JOHNSON

Address: 14364 DAMEN ROAD

City: MORRISON **State:** IL **Zip Code:** 61270-9736

Telephone Number: ( )

Email: galendeb@frontiernet.net

Check one or more if applicable:

X **Homeowner** ___ **Farm Land Owner**

___ **Business Owner** ___ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

SOUTHERN BYPASS AROUND MORRISON WOULD SERVE INDUSTRIAL BUSINESSES BEST AND REDUCE HEAVY TRUCKS THRU TOWN

2. **What are your comments about the corridors? (please refer to them by number)**

USE AS MUCH OF EXISTING RT 30 RIGHT-OF-WAY AS FEASIBLE IN EITHER CORRIDOR

3. **Do you understand the evaluation process?** (Circle) (Yes) No
If not, would you like to receive additional information? (Circle) Yes (No)

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) (Yes) No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) (Yes) No
If "Yes", please provide the following information (if different from above):

Name: GALEN G. JOHNSON

Address: 14364 DAMEN ROAD
MORRISON, IL 61270-9736

Telephone No: (815) 772-7687

Email Address: galendeb@frontiernet.net

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: ALBERT & LYNNE DREWS

Address: 16911 TANGLEWILD DR.

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: 815 772-4598

Email: DREWSLA@ESSEX1.COM

Check one or more if applicable:

✓ Homeowner ___ Farm Land Owner

___ Business Owner ___ Special Interest

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

OLD STAGE COACH ROUTE NORTH OF 2 E.

✓ 2. **What are your comments about the corridors? (please refer to them by number)**

WE PREFER A SOUTHERN ROUTE BECAUSE IT IMPACTS FEWER HOMES. OUR WORST FEAR IS LIVING "NEXT TO" THE ROAD. WE DO NOT VALUE "HISTORIC" FARMS (SACRED COWS ??) AS MUCH AS INDIVIDUAL DWELLINGS.

3. **Do you understand the evaluation process?** (Circle) (Yes) No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) (Yes) No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) (Yes) No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: SAME

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement
and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: MRS. VIRGINIA DOESCHER

Address: 16462 NORTON Rd

City: MORRISON State: IL Zip Code: 61270

Telephone Number: (815 772-8441

Email: ——

Check one or more if applicable:

X Homeowner ___ Farm Land Owner

___ Business Owner ___ Special Interest

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

NORTH ROUTE TO CLOSE TO STATE PARK AND MORE HOMES AFFECTED.

2. **What are your comments about the corridors? (please refer to them by number)**

SOUTH CORRIDOR SEEMS MORE SENSIBLE. LESS HOMES AFFECTED. MORE DIRECT ROUTE FROM POINT A TO POINT B.

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?**
(Circle) Yes No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: Virginia Doescher

Address: 16462 NORTON Rd
MORRISON IL 61270

Telephone No: 1-815-772-8441

Email Address: ——

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Gerald + SAndra Damhoff

Address: 10052 Court Road

City: Morrison **State:** Il. **Zip Code:** 61270

Telephone Number: (815) 772-4209

Email: gsdee@frontiernet.net

Check one or more if applicable:

X **Homeowner** ___ **Farm Land Owner**

___ **Business Owner** ___ **Special Interest**

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

2. What are your comments about the corridors? (please refer to them by number)

3. Do you understand the evaluation process? (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. Do you feel IDOT is communicating with the public effectively?
(Circle) Yes No **If no, please explain and/or provide suggestions:**

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name:

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: JOHN G. STOUDT

Address: 504 MAPLE

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-4190

Email: _____

Check one or more if applicable:

✓ **Homeowner** ___ **Farm Land Owner**

___ **Business Owner** ___ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

2. **What are your comments about the corridors? (please refer to them by number)**

1) a walk / bike path should be included in the right-of-way

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) Yes No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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Your comments are greatly appreciated!

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Ericka Cromwell
Address: 15146 Norrish Rd
City: Morrison **State:** IL **Zip Code:** 61270
Telephone Number: 815 772-3751
Email: erickac@frontiernet.net

Check one or more if applicable:

✓ Homeowner
__ Business Owner
__ Farm Land Owner
__ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.
Rt 3A would be impacted dramatically in my opinion due to the natural environment (animals, plant life, park area)

✓ **2. What are your comments about the corridors? (please refer to them by number)**
As a homeowner and a family with children, I prefer to Southern Route #3B around Morrison. If route #3A (North) is selected, I feel it would have a dramatic effect on the natural wildlife in the area we live in. We moved to Norrish Rd recently so that we could enjoy the peacefulness, nature and a quiet place out of town to raise our children as well.

3. Do you understand the evaluation process? (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. Do you feel IDOT is communicating with the public effectively? (Circle) Yes No **If no, please explain and/or provide suggestions:**
This is the first I've heard of this.

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: Ericka Cromwell
Address: 15146 Norrish Rd
Morrison, IL 61270
Telephone No: 815-772-3751
Email Address: erickac@frontiernet.net

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

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PUBLIC COMMENT FORM

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Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Kerry Cromwell

Address: 15146 Norrish Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-3751

Email: _____

Check one or more if applicable:

✓ **Homeowner** ___ **Farm Land Owner**

___ **Business Owner** ___ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

2. **What are your comments about the corridors? (please refer to them by number)**
   3A Destroy Wildlife habitat

3. **Do you understand the evaluation process?** (Circle) Yes (No)
   If not, would you like to receive additional information? (Circle) (Yes) No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) Yes (No) **If no, please explain and/or provide suggestions:**
   We heard About meeting the day of it.

5. **Would you like to be included in the list of Stakeholders?** (Circle) (Yes) No

6. **Would you like to be informed of future meetings?** (Circle) (Yes) No
   If "Yes", please provide the following information (if different from above):

   Name: _____

   Address: _____

   Telephone No: _____

   Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

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PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement
and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: BOB DOESCHER

Address: 16462 NORTON RD

City: MORRISON State: IL Zip Code: 61270

Telephone Number: 815) 772-8441

Email: _____

Check one or more if applicable:

X Homeowner ___ Farm Land Owner

___ Business Owner ___ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

NORTH CORRIDOR WOULD BE TO CLOSE TO STATE PARK AND BEAUTIFUL RESIDENTIAL AREAS

2. What are your comments about the corridors? (please refer to them by number)

SOUTH CORRIDORS DON'T HAVE AS MUCH ENVIRONMENTAL IMPACT AS NORTH ROUTE

3. Do you understand the evaluation process? (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. Do you feel IDOT is communicating with the public effectively?
(Circle) Yes No If no, please explain and/or provide suggestions:

_____

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: _____

Address: _____

Telephone No: _____

Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

GREAT MEETING

VERY HELPFUL
I LIVE IN 4A

[illegible]
4555 GARDEN
PAIN RD

Homeowner

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement
and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Hearold and Shirley Montgomery

Address: 14966 NORRISH RD

City: MORRISON **State:** IL **Zip Code:** 61270

Telephone Number: (815) 772-3755

Email: _____

Check one or more if applicable:

X Homeowner ___ Farm Land Owner

___ Business Owner ___ Special Interest

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**

2. **What are your comments about the corridors? (please refer to them by number)**

Corridor Section 2-E should not be considered. Too many residences and it goes directly thru a wooded area.

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?**
(Circle) Yes No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name: yes — we're already being informed

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

202

January 31, 2009

Regional Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon IL 61021

Attn: Dawn Perkins

Dear Dawn:

On January 29, 2009, we met and conversed with you at the Public Informational Open House, held at the United Methodist Church, Morrison IL. At that time, we were told that we could request a more enlarged and detailed map of the proposed Rt. 30 corridor (2-E) directly north of Morrison. We especially want a closer view of the area involving Norrish Road. We would appreciate receipt of such a map.

Thanking you in advance,

Hearold & Shirley

Hearold and Shirley Montgomery
14966 Norrish Road
Morrison IL 61270-9746

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: LeRoy + Joann Hindell
Address: 16980 Longwood Dr
City: Morrison **State:** IL **Zip Code:** 61270
Telephone Number: (815) 772-7209
Email: _____

Check one or more if applicable:

- ✓ Homeowner
- ___ Farm Land Owner
- ___ Business Owner
- ___ Special Interest

1. Please list any potential cultural or community impacts you think might be associated with the corridors identified.

My concern is that where is the money to come from to the former Gov. we owe so much money and should this wait a few more years until

2. What are your comments about the corridors? (please refer to them by number)

Illinois gets economically sound

3. Do you understand the evaluation process? (Circle) (Yes) No
If not, would you like to receive additional information? (Circle) (Yes) No

4. Do you feel IDOT is communicating with the public effectively?
(Circle) (Yes) No **If no, please explain and/or provide suggestions:**

Except for the problem of locating property - as very few roads are named - please add that - as many people were mentioning this.

5. Would you like to be included in the list of Stakeholders? (Circle) Yes No

6. Would you like to be informed of future meetings? (Circle) (Yes) No
If "Yes", please provide the following information (if different from above):

Name: _____
Address: _____
_____
Telephone No: _____
Email Address: _____

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

Illinois Department of Transportation

282

US 30 Corridor Project
Personal Contact Information and Comments

Name: Leroy Handel

Address: 16960 Tanglewild Dr.

City, State, Zip: Morrison 61270

Phone:

Email:

Comments: more detailed info for sect 2E —
would like map showing sideroads & names

☐ Would they like to be a member of CAG or TAG?

Project Team Member Name: Becky Maruffo

Date Received: 1/29/09

From: Jacquot, Bridgett (bjacquot@volkert.com)
To: 'Bridgett Willis'; hudson.shelia@sbcglobal.net
Date: Monday, February 16, 2009 9:13:40 AM
Subject: FW: Web Email from Alan Gravert - #54316

FYI

From: Bridgett Jacquot [mailto:bjacquot@volkert.com]
Sent: Wednesday, February 11, 2009 10:31 AM
To: 'Perkins, Dawn R'
Cc: 'Gabriel.Couris@illinois.gov'; 'Mike Walton'; 'Shelia Hudson'; 'Jill Calhoun'
Subject: FW: Web Email from Alan Gravert - #54316

Good Morning Dawn –

A response letter along with two maps illustrating the US 30 corridors was mailed to Mr. Alan Gravert on February 11, 2009.

Thank you,
Bridgett
Bridgett L. Jacquot
Environmental Manager
Volkert & Associates, Inc.
103 Lanter Court
Collinsville, Illinois 62234
(618) 345-8918 Office
(618) 345-9018 Fax
(618) 660-9491Cellular

--- On **Thu, 2/5/09, Couris, Gabriel** ***<Gabriel.Couris@illinois.gov>*** wrote:

From: Couris, Gabriel <Gabriel.Couris@illinois.gov>
Subject: Web Email from Alan Gravert - #54316
To: hudson.shelia@sbcglobal.net
Date: Thursday, February 5, 2009, 1:43 PM

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 2/19/2009. Also cc: Carla Kelly & me for IDOT files including a reference to control # 54316. Your prompt attention is greatly appreciated.
Gabriel Couris
Illinois Department of Transportation
-----Original Message-----
From: big_alg2003@yahoo.com
Sent: Thursday, February 5, 2009 7:19 AM
Subject: Web Mail from Alan Gravert
Web Page: US30
Name: Alan Gravert
Address: 13833 Henry Road
Morrison, IL 61270
Home #: 815-772-7221
Question:
I was unable to make it to the meeting in Morrison last week. Is there anyway you can email me the proposed routes or mail me a copy?
Thanks

PUBLIC COMMENT FORM

US Route 30 Environmental Impact Statement and Phase I Design Report
Public Informational Open House
United Methodist Church,
Thursday, January 29, 2009

Comment Form

PLEASE PRINT ALL INFORMATION

Name: Jeremy Baker

Address: 15689 Norrish Rd

City: Morrison **State:** IL **Zip Code:** 61270

Telephone Number: ( )

Email:

Check one or more if applicable:

X **Homeowner** ___ **Farm Land Owner**

___ **Business Owner** ___ **Special Interest**

1. **Please list any potential cultural or community impacts you think might be associated with the corridors identified.**
A north route will cause extra noise in Rockwood Park. Traffic from town can be heard there at times now.

2. **What are your comments about the corridors? (please refer to them by number)**
A South Route would save building Bridges over Rail Road Tracks

3. **Do you understand the evaluation process?** (Circle) Yes No
If not, would you like to receive additional information? (Circle) Yes No

4. **Do you feel IDOT is communicating with the public effectively?** (Circle) Yes No **If no, please explain and/or provide suggestions:**

5. **Would you like to be included in the list of Stakeholders?** (Circle) Yes No

6. **Would you like to be informed of future meetings?** (Circle) Yes No
If "Yes", please provide the following information (if different from above):

Name:

Address:

Telephone No:

Email Address:

Please return this questionnaire by mail to:

Mr. George Ryan
Deputy Director, Region 2 Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021-3500

Attn. Ms Dawn Perkins, Project Liaison Engineer

ALL comments ***MUST*** be received within 10 days of this meeting in order to provide timely consideration.

Your comments are greatly appreciated!

Illinois Department of Transportation

Public Informational Open House

Welcome!!!

US Route 30
Environmental Impact Statement
CAG Corridors

Illinois Department of Transportation

Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon

MOD-1A
5-A
5-D
4-A
4-D
3-A
3-C
1-B
4-C
3-B
2-A
1-C
4-B
1-A
2-B
5-B
5-C

Spring Brook
Rock Creek
French Creek
Deer Creek
Cattail Slough
Cattail Creek
BNSF Railroad
UP Railroad
Vacated Railroad
Rock River
Pekatonica Creek
U.S. Route 30 Spur
Garden Plain Rd
Hillsite Rd
Sawyer Rd
Lyndon Rd
Round Grove Rd
Hobben Rd
Emerson Rd
Moline Rd
Iron Bound Road

Legend

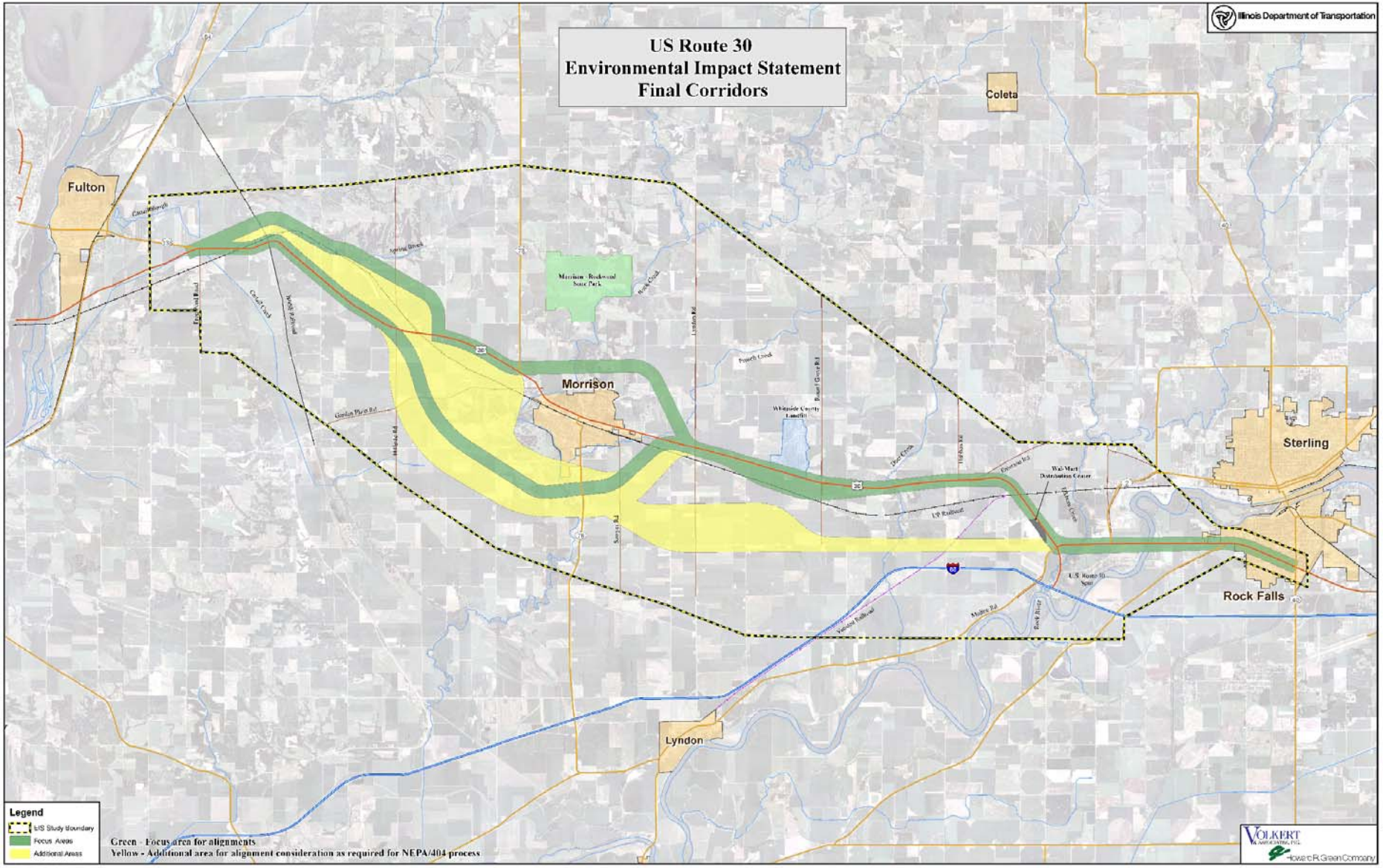
CAG Corridor Alternatives
- 1-A Corridor
- 1-B Corridor
- 1-C Corridor
- 2-A Corridor
- 2-B Corridor
- 3-A Corridor
- 3-B Corridor
- 3-C Corridor
- 4-A Corridor
- 4-B Corridor
- 4-C Corridor
- 4-D Corridor
- 5-A Corridor
- 5-B Corridor
- 5-C Corridor
- 5-D Corridor

Modified CAG Corridor Alternatives
- MOD-1A

Environmental Constraints
- Airports
- FCC Registered Cellular Towers
- FCC Registered Antennas
- Church
- Hospital
- Library
- Schools
- Leaking Underground Storage Tanks
- Cemetery
- Historic
- Landfill
- Power Line
- Stream
- Railroad
- Vacated Railroad
- Limited Access
- Highway
- Major Road
- EIS Study Boundary
- Nature Preserve
- Natural Area
- Municipalities
- Morrison Landuse
- Wetland Reserve Program
- Lake
- Golf Course
- Landfill Polygon
- State Park
- Municipal Boundaries
- NWI Wetlands
- Threatened and Endangered Species
- Flood Zone
- ILGAP Forested Landcover

VOLKERT & ASSOCIATES, INC.
Howard R. Green Company

Web Mapping 1-2-08 - EIS CAG Corridors Revised


US Route 30
Environmental Impact Statement
Final Corridors
Illinois Department of Transportation
Coleta
Fulton
Morrison
Sterling
Rock Falls
Lyndon
Morrison - Rockwood State Park
Whiteside County Landfill
Wal-Mart Distribution Center
U.S. Route 30 Spur
Legend
EIS Study Boundary
Focus Areas
Additional Areas
Green - Focus area for alignments
Yellow - Additional area for alignment consideration as required for NEPA/404 process
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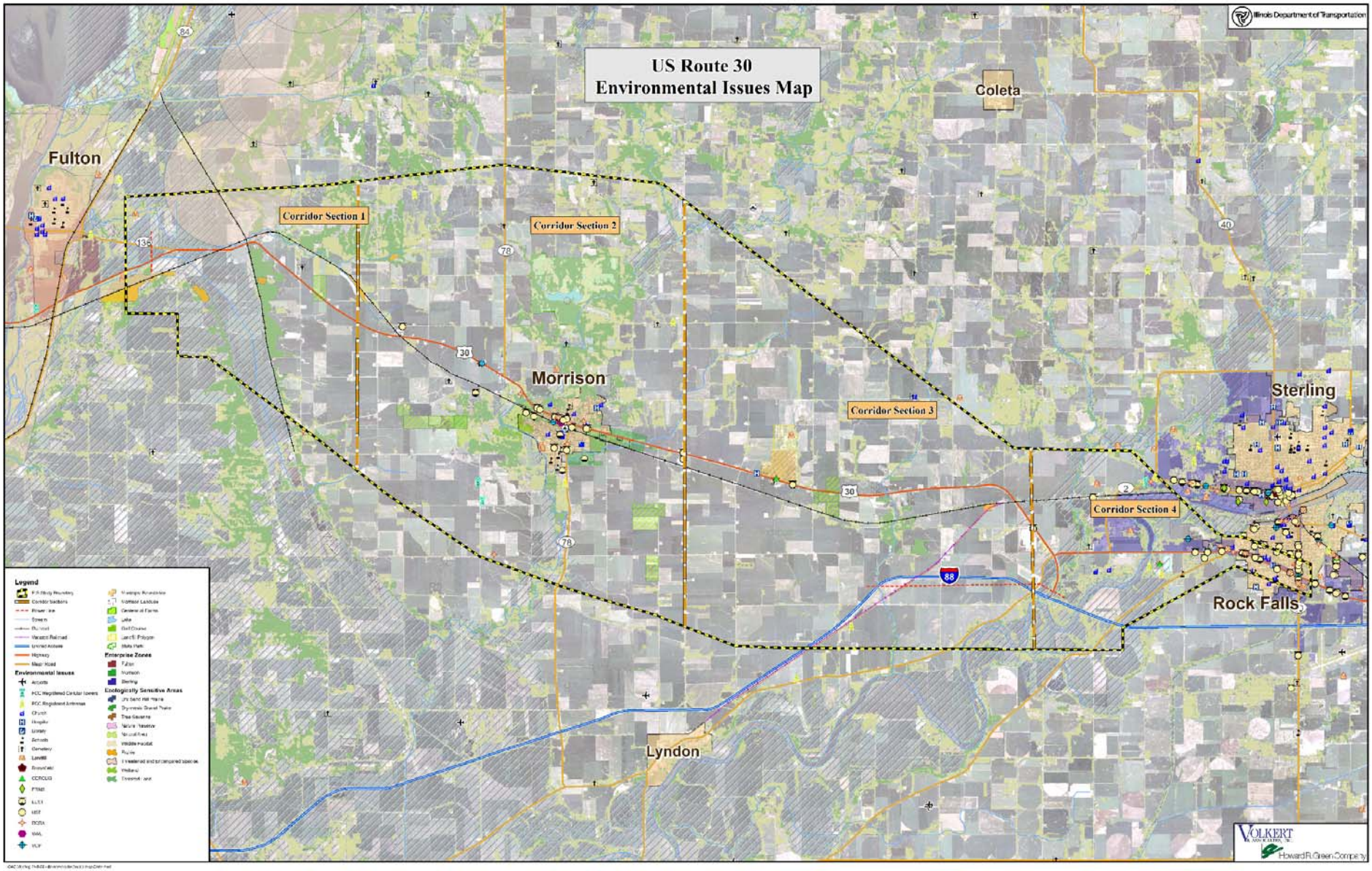
Howard R. Green Company


US Route 30
Environmental Issues Map
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Corridor Section 1
Corridor Section 2
Corridor Section 3
Corridor Section 4
Legend
Environmental Issues
Enterprise Zones
Ecologically Sensitive Areas
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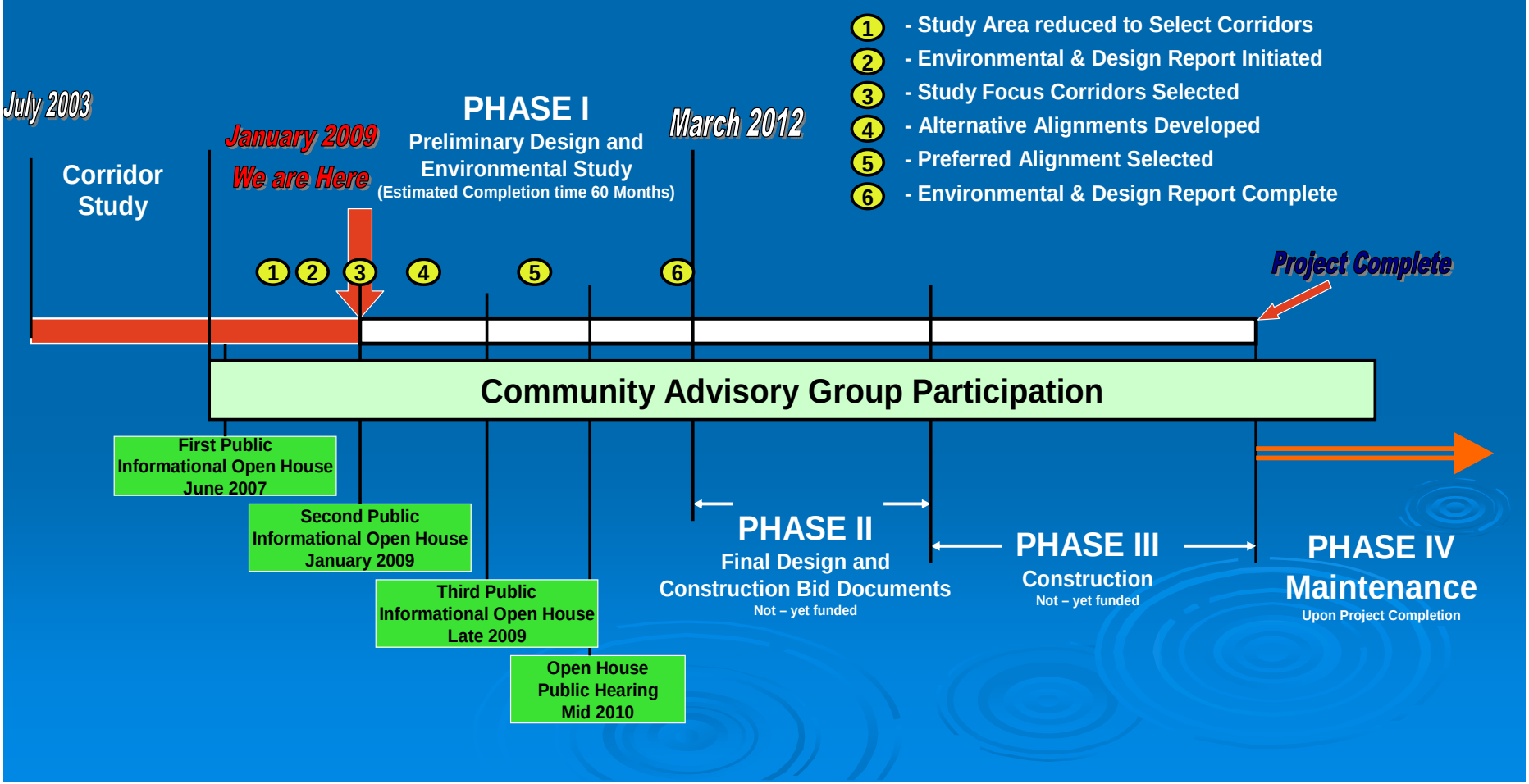
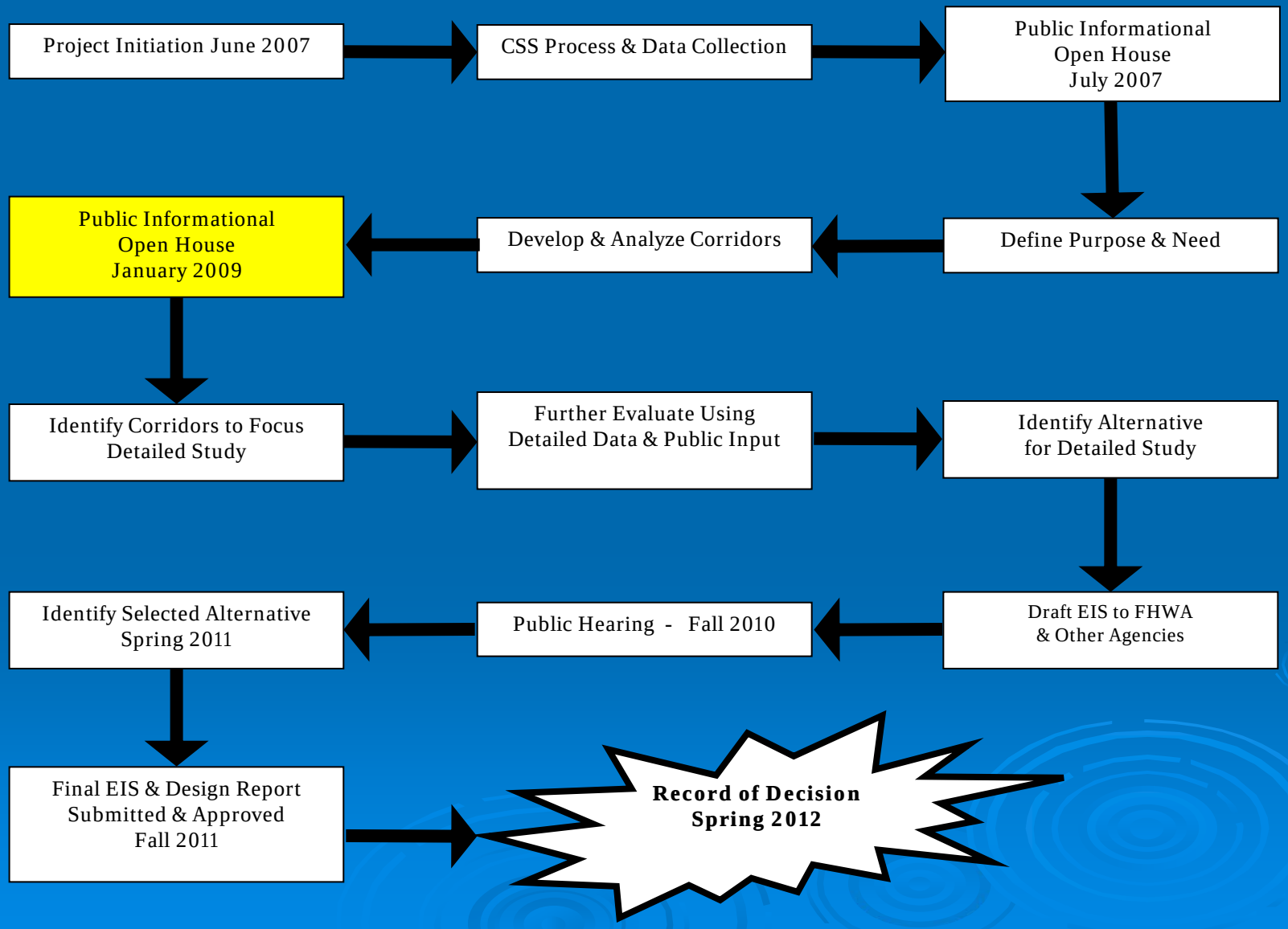
Project Timeline



Next Steps


Project Initiation June 2007
CSS Process & Data Collection
Public Informational Open House July 2007
Define Purpose & Need
Develop & Analyze Corridors
Public Informational Open House January 2009
Identify Corridors to Focus Detailed Study
Further Evaluate Using Detailed Data & Public Input
Identify Alternative for Detailed Study
Draft EIS to FHWA & Other Agencies
Public Hearing - Fall 2010
Identify Selected Alternative Spring 2011
Final EIS & Design Report Submitted & Approved Fall 2011
Record of Decision Spring 2012

Illinois Department of Transportation

PLEASE GIVE US YOUR COMMENTS

Thank You!

Directions On How to Use the Corridor Map

The corridors can be viewed individually by turning off and on the layers that are associated with the CAG Corridor Map.

Please follow the directions below:

1) Open the map

2) On the left hand side of the map you will see this icon

OR you will see a tab titled Layers.

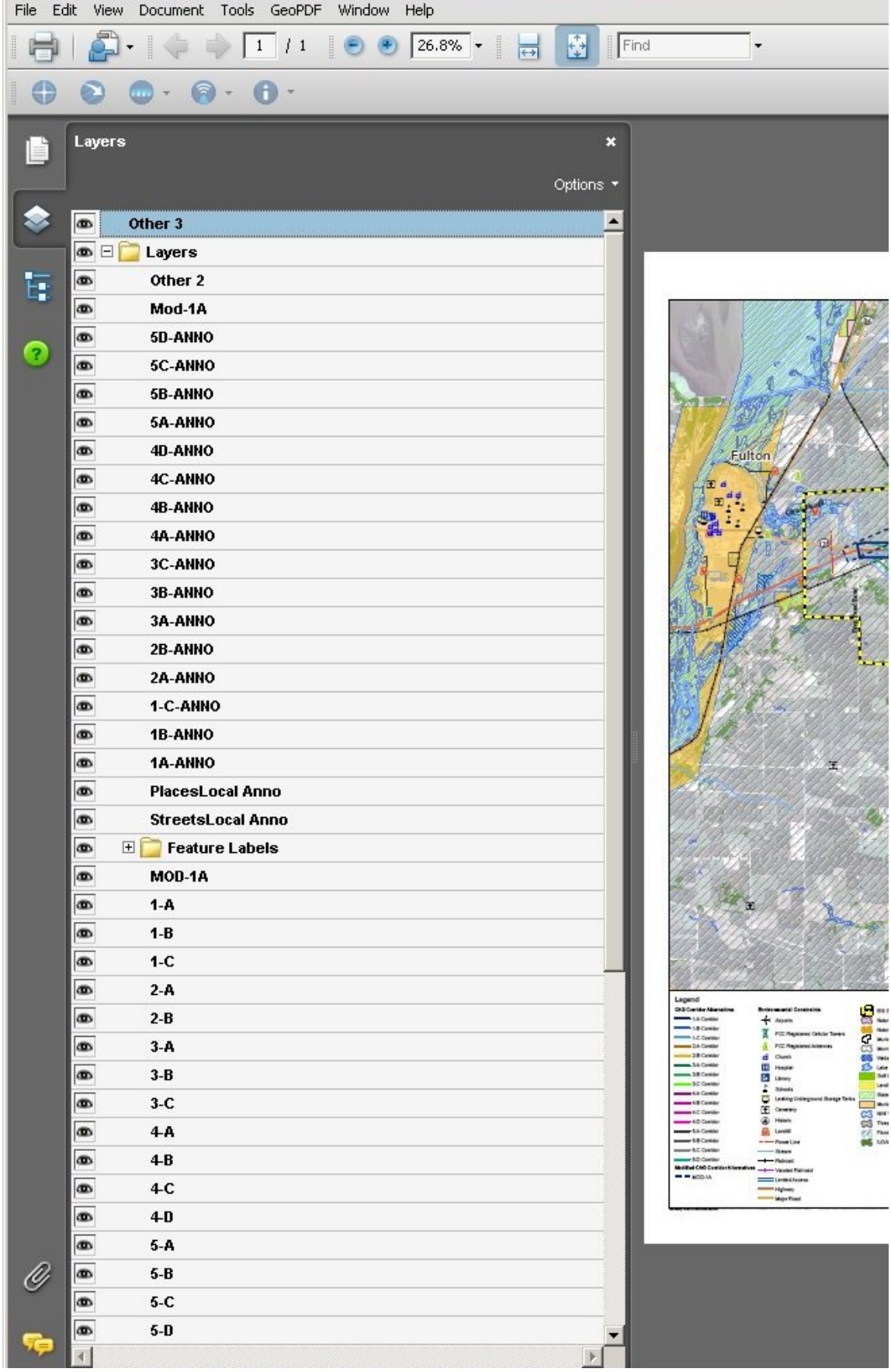
3) Click this icon **OR** the Layers tab to access the *Layers* option.

4) Next you will see this box on the left hand side of the page:

5) Click the + icon next to the word Layers

6) This will expand the list (see next Page)

7) Click on the eye icon to the left of the number/letter (example 5D) and this will turn off and on layer (which is a corridor or corridor label)
   * number/letter-ANNO (example 5D-ANNO) is the Corridor Label
   * number/letter (example 5D) is the Corridor


File Edit View Document Tools GeoPDF Window Help
1 / 1
26.8%
Find
Layers
Options
Other 3
Layers
Other 2
Mod-1A
5D-ANNO
5C-ANNO
5B-ANNO
5A-ANNO
4D-ANNO
4C-ANNO
4B-ANNO
4A-ANNO
3C-ANNO
3B-ANNO
3A-ANNO
2B-ANNO
2A-ANNO
1-C-ANNO
1B-ANNO
1A-ANNO
PlacesLocal Anno
StreetsLocal Anno
Feature Labels
MOD-1A
1-A
1-B
1-C
2-A
2-B
3-A
3-B
3-C
4-A
4-B
4-C
4-D
5-A
5-B
5-C
5-D
Fulton
Legend

US Route 30
Environmental Impact Statement
CAG Corridors

Illinois Department of Transportation

Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon

MOD-1A
5-A
5-D
4-A
4-D
3-A
3-C
1-B
4-C
3-B
2-A
1-C
4-B
1-A
2-B
5-B
5-C

Spring Brook
Rock Creek
French Creek
Deer Creek
Cattail Slough
Cattail Creek
BNSF Railroad
UP Railroad
Vacated Railroad
Rock River
Pekatonica Creek
U.S. Route 30 Spur
Garden Plain Rd
Hillsite Rd
Sawyer Rd
Lyndon Rd
Round Grove Rd
Hobben Rd
Emerson Rd
Moline Rd
Iron Bound Road

Legend

CAG Corridor Alternatives
- 1-A Corridor
- 1-B Corridor
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- 2-B 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

Modified CAG Corridor Alternatives
- MOD-1A

Environmental Constraints
- Airports
- FCC Registered Cellular Towers
- FCC Registered Antennas
- Church
- Hospital
- Library
- Schools
- Leaking Underground Storage Tanks
- Cemetery
- Historic
- Landfill
- Power Line
- Stream
- Railroad
- Vacated Railroad
- Limited Access
- Highway
- Major Road
- EIS Study Boundary
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- Morrison Landuse
- Wetland Reserve Program
- Lake
- Golf Course
- Landfill Polygon
- State Park
- Municipal Boundaries
- NWI Wetlands
- Threatened and Endangered Species
- Flood Zone
- ILGAP Forested Landcover

VOLKERT & ASSOCIATES, INC.
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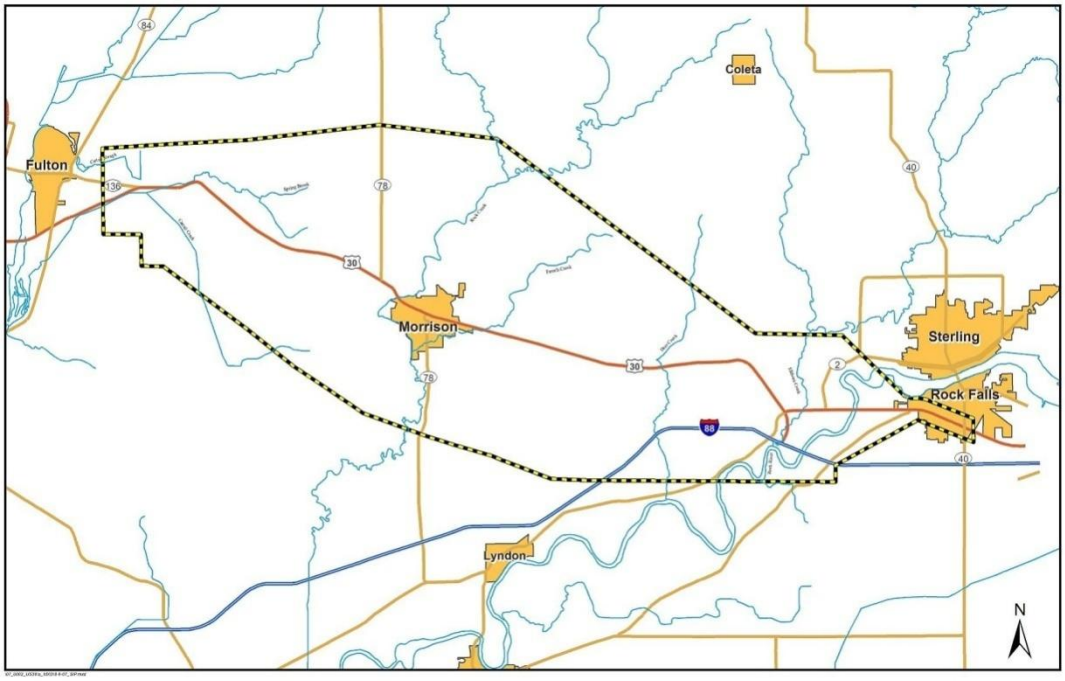
Web Mapping 1-2-08 - EIS CAG Corridors Revised

Illinois Department of Transportation

STAKEHOLDER INVOLVMENT PLAN

U.S. Department of Transportation
Federal Highway Administration

Illinois Department of Transportation



US 30 Project Study Area Map

STAKEHOLDER INVOLVEMENT PLAN

US 30
ENVIRONMENTAL IMPACT STATEMENT
AND PHASE I DESIGN REPORT

August 2012

1st Version: August 2007
2nd Version: December 2008
3rd Version: September 2010

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1.0 PROJECT DESCRIPTION

US 30 is a major east-west connector in northern Illinois and serves as a primary link between Iowa and northeastern Illinois. This route was America's first coast-to-coast highway and is also known as Lincoln Highway. The need to improve the existing US 30 was identified decades ago.

In 1967, the Illinois Department of Transportation (IDOT) singled out the need for improvements to US 30 in their "Illinois Highway Needs and Fiscal" report. In 2002, IDOT initiated an engineering study to evaluate the feasibility of an improved transportation system from east of Fulton to west of Rock Falls. After an extensive process of analyzing preliminary traffic reports, engineering data and public comments, IDOT determined that such enhancements are necessary to meet the growth and travel demands projected within the northwestern area of Illinois. Since the completion of the Corridor Study in 2006, the project has continued to receive support from the public, special interest groups, federal, state and local leaders, regional chambers of commerce and economic development agencies. This continued support has resulted in federal funds being dedicated and programmed for an Environmental Impact Statement (EIS) and Phase I Design Report.

The proposed project is located in Whiteside County from IL 136 and Frog Pond Road, east of Fulton, to IL 40 in the city of Rock Falls. The study area is approximately 24 miles long and 10 miles wide which include six townships (Fulton, Ustick, Union Grove, Mount Pleasant, Hopkins, and Coloma) and the communities of Fulton, Morrison, Rock Falls, and Sterling. The city of Fulton resides west of the project's western terminus of IL 136 and Frog Pond Road. Traveling east, the existing US 30 bisects the city of Morrison, which resides in the center of the project study area. Continuing east, the project limits extend to IL 40 in the city of Rock Falls and provides the eastern terminus for the project. The project study area consists of large areas of agricultural land interspersed with rural farmsteads.

2.0 PURPOSE OF THE STAKEHOLDER INVOLVEMENT PLAN (SIP)

The Stakeholder Involvement Plan (SIP) is a document that is used as a blueprint for defining methods and tools to educate and engage the public and others throughout the project development process. This document is essential to accomplishing the goals of the Context Sensitive Solutions (CSS) process. The SIP is an "evolving" document and is subject to revisions by the Project Study Group (PSG) at any time deemed necessary by the project's progress.

The SIP identifies a listing of potential stakeholders (see **Appendix A**) and cooperating and participating agencies (see **Table 2**). In addition, the SIP sets the framework for how the joint lead agencies, the Federal Highway Administration (FHWA) and IDOT, will develop the project's National Environmental Policy Act (NEPA) process, as well as how the stakeholders and the public will interact with the joint lead agencies and provide input on the project as it moves forward. The joint lead agencies role will aid the PSG in adhering to all state and federal guidelines during the engineering and environmental study process.

The SIP goals and objectives are as follows:

- Identifies stakeholders to participate in the study process.
- Identifies the cooperating agencies (CAs) and participating agencies (PAs) to be involved in agency coordination.
- Identifies the roles and responsibilities of the joint lead agencies.
- Establishes the schedule and type of coordination efforts for engaging stakeholders, CAs, PAs, and the public.
- Defines the process for project development activities.

The coordination points and associated schedule to achieve these goals and objectives are shown in **Table 4.**

3.0 LEGAL REQUIREMENTS

This project involves integrating environmental values and public input into the planning and preliminary design. This process will be achieved by following all state and federal requirements pertaining to a transportation improvement of this magnitude. These requirements include the following: National Environmental Policy Act (NEPA), the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Context Sensitive Solutions (CSS).

The FHWA and IDOT developed the Stakeholder Involvement Plan (SIP) to meet the requirements of CSS, and to address the Coordination Plan requirements of 23 USC 139(g) within the context of the NEPA process.

4.0 NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

The FHWA and IDOT will complete an Environmental Impact Statement (EIS) for the US 30 project in order to satisfy the National Environmental Policy Act (NEPA) requirements. The NEPA process requires federal agencies to integrate environmental values into their decision-making process by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. NEPA encourages early and frequent coordination with the public and resource agencies throughout the project development process.

Since the mid 1990s, Illinois has had a Statewide Implementation Agreement (SIA) in place that provides for concurrent NEPA and Section 404 (Clean Water Act) processes on federal aid highway projects in Illinois. The purpose of the SIA is to ensure appropriate consideration of the concerns of the U.S. Army Corps of Engineers (USACE), the U.S. Environmental Protection Agency (USEPA) and the U.S. Fish and Wildlife Service (USFWS) as early as practical in highway project development. The intent is also to involve these agencies at key decision points early in the project development to minimize the potential for unforeseen issues arising during the NEPA or Section 404 permitting processes. State highway projects in need of FHWA action under NEPA and a standard individual permit from the USACE under Section 404 of the Clean Water Act are processed under the NEPA/404 SIA. The process requires Signatory Agency concurrence at three key decision points in the NEPA process:

1) Project Purpose and Need
2) Alternatives to be Carried Forward
3) Preferred Alternative

FHWA and IDOT will seek Signatory Agency input and concurrence at these key decision points in conjunction with public and agency involvement through the CSS process at regularly scheduled NEPA/404 meetings.

5.0 SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed into law which established additional requirements for the environmental review process for FHWA and Federal Transit Administration (FTA) projects (Pub. L. 109-59, 119 Stat. 1144, Section 6002; codified as 23 USC §139). The "environmental review process" is defined as the project development process followed when preparing a document required under NEPA, and any other applicable federal law for environmental permit, approval, review, or study required for the transportation project.

The SAFETEA-LU requirements apply to all FHWA and FTA transportation projects processed as an EIS, and therefore, the US 30 project is subject to these requirements. The 23 USC §139(g) requires the lead agencies for these projects to develop a Coordination Plan to structure public and agency participation during the environmental review process.

6.0 CONTEXT SENSITIVE SOLUTIONS (CSS)

This project is being developed using the principles of Context Sensitive Solutions (CSS) per the IDOT policy and BDE Procedural Memorandum 48-06. "CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into the area's "context."[1] Ultimately through meaningful communications with stakeholders, the goal is to identify projects that should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues and project alternatives. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

The goals defined by the CSS process during the study phase of this project are as follows:

- Understand stakeholder's key issues and concerns.
- Involve stakeholders in the decision-making process early and frequently.
- Establish an understanding of the stakeholder's project role.
- Address all modes of transportation.
- Apply flexibility in design to address stakeholder's concerns whenever possible.

[1] Illinois Department of Transportation, "*What Is CSS?*,"n.d. <http://www.dot.state.il.us/css/basics.html> (accessed July 2, 2012)

7.0 PARTICIPATING AGENCIES AND PROJECT ADVISORY GROUPS

7.1 Joint Lead Agencies

Per SAFETEA-LU, the joint lead agencies for this project are FHWA and IDOT. As shown in the table, FHWA and IDOT are responsible for managing the environmental review process and preparing the environmental document for the project.

Joint Lead Agency Roles & Responsibilities			
Agency Name	**Role**	**Other Project Roles**	**Responsibilities**
FHWA	Lead Federal Agency	* NEPA/404 Agency * PSG	* Manage environmental review process * Prepare EIS * Provide opportunities for public and participating/cooperating agency involvement
IDOT	Joint Lead Agency	* NEPA/404 Agency * PSG	* Manage environmental review process * Prepare EIS * Provide opportunities for public and participating/cooperating agency involvement * Collect and prepare transportation and Environmental data * Manage CSS process

7.2 Cooperating Agencies (CAs)

Per NEPA, a cooperating agency is any federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. This could be a state or local agency of similar qualifications or when the effects are on lands of tribal interest, a Native American tribe, and may be a cooperating agency by agreement with FHWA and IDOT. By request of the lead agency, CAs are permitted to assume responsibility for developing information and preparing environmental analyses for topics which they have special expertise. Furthermore, without re-circulating, they may adopt a lead agencies' NEPA document when they conclude that their comments and suggestions have been satisfied after an independent review of the document. See **Table 2** for a list of CAs and their roles and responsibilities. The responsibilities shown in the table are in addition to those listed below:

- Identify as early as possible any issues of concern regarding the project's potential environmental and socioeconomic impact.
- Communicate issues of concern formally in the EIS scoping process.
- Provide input and comment on the project's Purpose and Need Statement.
- Provide input and comment on the procedures used to develop alternatives or analyze impacts.
- Provide input on the range of alternatives to be considered.
- Provide input and comment on the sufficiency of environmental impact analyses.

7.3 Participating Agencies (PAs)

Per SAFETEA-LU, a participating agency is any federal, state, tribal, regional, or local government agency that may have an interest in the project. Not all agencies will serve as PAs. Some agencies identified that are not environmental resource agencies will be represented on the Community Advisory Group. A current list of PAs is shown in **Table 2.**

7.4 Project Study Group (PSG)

In accordance with IDOT's CSS procedures an interdisciplinary technical committee, defined as a Project Study Group (PSG), will be formed to provide guidance and recommendations to the leadership at IDOT and FHWA during the study process. The committee is comprised of individuals who represent environmental, engineering, and technical disciplines from IDOT, FHWA, USACE, and the Illinois Department of Natural Resources (IDNR). The PSG is a standing committee that may evolve depending on the phase or context of the project. The primary objectives of the PSG include:

- Expedite the project development process.
- Identify and resolve project development issues.
- Promote partnership with stakeholders to address identified project needs.
- Work to develop consensus among stakeholders.
- Provide project recommendations to the joint lead agencies.

A current list of PSG members is shown in **Table 1.**

7.5 Stakeholders

As defined by the CSS manual, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This will include property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. The role of the stakeholder is to advise the PSG and the joint lead agencies, FHWA and IDOT, on various project-related engineering and environmental impacts or concerns based on the stakeholders interests. A consensus from stakeholders is sought, but ultimately the project decisions remain the responsibility of the joint lead agencies. Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input has been considered. The stakeholders list will be updated throughout the project as additional interested parties are identified. A current list of project stakeholders is shown in **Appendix A**.

8.0 ADVISORY GROUPS

Advisory groups are a subset of the stakeholder list. Each group will have a defined role during the study process. These groups focus on specific issues affecting various aspects of the project, including technical, environmental, infrastructure, and economic conditions. In general, the role of the advisory groups will be to provide project input and advice, as well as assistance with building overall consensus as the project moves forward. Advisory groups may be formed for this project if recommended by the PSG or if a need becomes evident during the study process. The applicable advisory groups for the project study are noted in sections 8.1 and 8.2.

8.1 Community Advisory Group (CAG)

Community Advisory Group (CAG) involvement is essential to the CSS process. As a fully-engaged committee, CAG members are comprised of individuals who represent a special interest group in the area identified by the PSG, as well as those individuals or groups expressing an interest in serving on the committee. All CAG members will be required to participate in a number of workshop style exercises developed to solicit input and garner consensus from the members when managing community issues, addressing design/environmental and technical issues, and defining proposed design alternatives.

8.2 Technical Advisory Group (TAG)

The Technical Advisory Group (TAG) is a specific and structured form of an advisory group. They are assembled to review specific planning and design materials and to advise the PSG at key milestones before the information is finalized. If deemed necessary by the PSG, a TAG may be formed for this project.

9.0 GROUND RULES

The SIP will operate under a set of ground rules to ensure there is a protocol and respectful interaction with all stakeholders and advisory participants involved in this process. The ground rules are as follows:

- 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.
- Input from all participants in the process is valued and considered.
- The role of the stakeholder is to advise the PSG, which will make project recommendations to the leadership of IDOT and FHWA. A consensus of stakeholders is sought, but the decisions are ultimately the responsibility of IDOT and FHWA.
- All participants should 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 stakeholders is subject to revision at any time.
- Minutes of all stakeholder 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 stakeholder consensus.
- All decisions by IDOT and FHWA 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 the public are welcome to all stakeholder meetings, but must remain in the role of observer, not participants in the process.

10.0 PROJECT DEVELOPMENT ACTIVITIES AND STAKEHOLDER INVOLVEMENT

The intent of the public involvement requirements as defined by NEPA, SAFETEA-LU and CSS is to involve various stakeholders early and often throughout the project development process. The goal is to inform, educate and gather input from various interest groups throughout the progression of the project. Highlighted in sections 12 through 23 are detailed procedures that the PSG will implement in an effort to develop the EIS and seek opportunities for stakeholder involvement. FHWA and IDOT will ensure that all public and agency involvement meets or exceeds the standards established in the CSS Policy for Illinois, the Public Involvement Guidelines in the IDOT Bureau of Design and Environment (BDE) Manual (Chapter 19) and the Concurrent NEPA/404 Merger Process for Transportation Projects in Illinois.

11.0 NOTICE OF INTENT (NOI)

FHWA and IDOT will jointly prepare the Notice of Intent (NOI) to plan an Environmental Impact Statement for this project.

12.0 COOPERATING AND PARTICIPATING AGENCY INVITATION LETTERS

IDOT and FHWA will send invitation letters along with sufficient information to potential federal, state and local agencies for them to review and determine if they have any jurisdiction or authority, special expertise or interest related to the project. IDOT will be responsible for identifying all potential state and local participants. FHWA will be responsible for sending invitations to federal agencies identified as potential cooperating or participating agencies and any non-federal agency that is identified as a potential cooperating agency. IDOT and FHWA will send the letters after FHWA publishes the project NOI and after FHWA and IDOT have agreed on the draft SIP.

Federal agencies invited to participate will automatically be treated as participating agencies unless they submit in writing by hardcopy or email to FHWA or IDOT that they:

1. Have no jurisdiction or authority with respect to the project
2. Have no expertise or information relevant to the project
3. Do not intend to submit comments on the project

Non-federal agencies must respond to the invitation in writing by hardcopy or email within the specified timeframe (no more than 30 days) in order to be recognized as participating agencies. If FHWA and IDOT disagree with an invited agency declining to participate, FHWA and IDOT will attempt to resolve the disagreement through established dispute resolution procedures (see **section 21.0**).

Agencies not initially invited to participate or that have declined an invitation to participate may become involved for reasons listed below:

1. An invited agency declines to participate, but the lead agencies think the invited agency has jurisdiction or authority over the project which will affect decision making
2. An agency declines invitation, but new information indicates that the agency indeed has authority, jurisdiction, special expertise, or relevant project information
3. An agency declines invitation and later wants to participate, then the agency should be invited to participate, but previous decisions will not be revisited
4. An agency was unintentionally left out and now wants to participate, the agency should be invited and determined whether previous decisions need to be revisited

FHWA and IDOT will determine if the new information and input warrants revisiting previous decisions. Any agency that declines to be a participating agency may still comment on a project through established public involvement opportunities.

It is the responsibility of PAs to provide timely input throughout the environmental review process. Failure of PAs to raise issues in a timely manner may result in these comments not receiving the same consideration as those received at the appropriate time. FHWA and IDOT will address late comments only when doing so will not substantially disrupt the process and established timelines. If a participating agency disagrees with the methodologies FHWA and IDOT propose, they must describe a preferred alternative methodology and explain why they prefer the alternative methodology.

13.0 SCOPING

Scoping is a formal coordination process, required by the NEPA regulations, which determines the scope of issues to be addressed and identifies the significant issues related to the proposed action. This can be done by letter, phone or formal meeting. Scoping will initiate the stakeholder involvement process and involve both affected agencies and interested public. Early coordination of the process connects with the principles of CSS and provides an introduction of the project to stakeholders. Agency and public scoping will be conducted concurrently.

Scoping is an early and open process for determining the issues to be addressed in the EIS. It is intended to focus the study effort on issues that are truly significant and avoid the collection of needless detailed information on insignificant issues. According to Part 1501.7 of the Council on Environmental Quality (CEQ) Regulations, a formal scoping meeting may or may not be necessary.

14.0 EARLY STAKEHOLDER INVOLVEMENT

An initial round of stakeholder briefings will be held with state and federal legislators, city councils, mayors, city managers, economic development directors, chamber of commerce representatives, state and federal resource agencies and any local, regional, statewide, or national groups with potential interest in the project. The purpose of the meetings is to share information regarding the project milestones and the next steps moving forward. It also allows the study team to acquire a better understanding of what the issues are according to the interest groups.

14.1 Context Audit

As required by the CSS process, a Context Audit will be conducted in an effort to gather input from various stakeholders on what they believe is unique community characteristics within the project study area. The audit will survey community characteristics, infrastructure, environmental conditions, economic development, rural conditions, and resources within the study area.

14.2 Problem Statement

A Problem Statement is required during this process to identify transportation and infrastructure problems in the area. The statement is developed to be realistic under the constraints of engineering considerations, available funding and geographic limitations. Based on data gathered from the Context Audit, the CAG in coordination with the PSG will use the information to develop a Problem Statement.

15.0 NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) PROCESS

15.1 Purpose & Need (P & N)

The Purpose and Need (P & N) section is an important chapter of an Environmental Impact Statement (EIS). It establishes why the agency is proposing to spend taxpayers' money while at the same time causing significant environmental impacts. A clear, well-justified P & N chapter explains to the public and decision makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed highway projects is warranted. In addition, although significant environmental impacts are expected to be

caused by the project, the P & N chapter should justify why impacts are acceptable based on the project's importance.

15.2 Alternatives Analysis

Based upon the completed P & N, the PSG will work with the CAG to develop the reasonable range of alternatives. The PSG will then take the input received from these efforts and make any further needed refinements to the alternatives to be carried forward. If major changes are made to the alternatives to be carried forward additional advisory group meetings may be required. If additional meetings are not required then IDOT and FHWA will take the alternatives to be carried forward to the next regularly scheduled NEPA/404 concurrence meeting. Upon obtaining concurrence from the NEPA/404 Merger agencies, the alternatives will be considered finalized for inclusion in the EIS. IDOT and FHWA will consider input of the public and agency; however, the environmental review process does not require agency and public consensus on the range of alternatives chosen.

15.3 Draft EIS (DEIS)

IDOT will prepare the Draft EIS (DEIS) in cooperation with FHWA. The P & N and the Alternatives Analysis conducted on two Build Alternatives and the No-Build Alternative will be incorporated into the DEIS. Approval of the DEIS lies solely with FHWA. FHWA will be responsible for ensuring the public availability notice is in the Federal Register and IDOT will be responsible for circulating the DEIS for comments. The CAs will receive a preliminary DEIS for a 30 day review prior to FHWA approval.

Within 15 days after the DEIS Notice of Availability is published in the Federal Register, IDOT will host a Public Hearing. Notices about the meeting will be advertised in local newspapers and on the project website. Flyers advertising the hearing will be mailed to organizations and individuals in the database. Comments on the DEIS will be accepted for 45 days following the publication of the Notice of Availability in the Federal Register. A Public Hearing will be held after the DEIS is signed by the FHWA. A hearing is required by NEPA to gather input from the public on a preferred alternative. The comments received at the Public Hearing will aid the PSG in its recommendation of a preferred alternative.

15.4 Preferred Alternative

Input from the CAG, the Public Hearing, comments on the DEIS, and stakeholder briefings will be used by IDOT and FHWA to make a decision on the selection of the preferred alternative and preliminary mitigation measures. The PSG will present the preferred alternative to the CAG to obtain consensus.

With consensus from the CAG, the PSG will then review and analyze the input received to make further refinements if needed to the preferred alternative. If major changes are made to the preferred alternative at this point, additional advisory group meetings may be required. If additional meetings are not required, IDOT and FHWA will take the preferred alternative to the next regularly scheduled NEPA/404 Merger meeting for agency concurrence on the preferred alternative. Upon obtaining concurrence from the NEPA/404 Merger agencies, the preferred alternative will be considered final for inclusion in the EIS. Ultimately FHWA and IDOT will consider public and agency input in selecting the preferred alternative; however, the environmental review process does not require agency consensus on the preferred alternative.

15.5 Record of Decision (ROD)

The Record of Decision (ROD) will be prepared by IDOT and input will be requested from FHWA. After the ROD has been revised by the Department and reviewed by FHWA, FHWA will approve the ROD and the agency will assume responsibility for its issuance. This will complete the study phase; however it does not mean the end of the CSS process or the SIP. Following the signed ROD, the SIP will be reconsidered and revised to include further phases of project development and implementation.

16.0 LIMITATIONS ON CLAIMS

SAFETEA-LU Section 6002 establishes a 180-day statute of limitations (SOL) on claims against federal agencies for certain environmental and other approval actions. The SOL established by SAFETEA-LU applies to a permit, license, or a specified approval action such as an action related to a transportation project and SOL notification is published in the Federal Register. See PART A on page 44 of the FHWA/FTA SAFETEA-LU Environmental Review Process Final Guidance (November 2006) for the FHWA process for implementing the SOL. The SAFETEA-LU Environmental Review Process Final Guidance (November 2006) is available on the FHWA website at www.environment.fhwa.dot.gov/strmlng/es2safetealu.asp#sec_6002.

17.0 COORDINATION POINTS AND RESPONSIBILITIES

This plan establishes the specific minimum points throughout the NEPA process at which opportunities for agency and public input will be provided, the approximate step in the project schedule that the coordination will occur, the input requested, and the general periods in which the agencies and the public will be expected to provide their input. These key coordination points, including which agency is responsible for activities during that coordination point are identified in **Table 4.**

18.0 PUBLIC OUTREACH TOOLS

Various public outreach tools will be used to engage, inform and solicit the communities input. Such tools include:

- Project Website – The project website, www.dot.il.gov/us30/index1.html, was activated November 2007. The website presents project status/updates, timelines, frequently asked questions, project maps, contact information, email, and space to comment.
- Project Hotline – A hotline was activated July 2007. The number is 1-866-ROUTE30 (1-866-768-8330). This is another opportunity for the public to voice their comments or concerns regarding the project.
- Project Newsletter – A newsletter may be published and mailed to provide updates as the project meets major milestones.
- Project Fact Sheet(s) – Fact sheets are designed to provide project highlights and contact information. They will be published (as needed) at major project milestones. Each document published will be made available on the website and at project meetings.

19.0 OTHER METHODS OF CONTACT

Media relations will be a very important tool to inform and engage the public during the design/environmental study phase. The media outlets are often the primary sources of information for the public; therefore, measures to ensure information is conveyed accurately and consistently will be vital as the project moves forward.

Proposed media relations strategies developed to initiate interest and address outstanding questions centered on the project status are outlined in section 20.0. A list of media, newspaper and radio contacts are shown in **Appendix B**.

20.0 STRATEGIES

- Editorials/Op Ed – At the appropriate time, featured articles may be drafted for local or special interest papers to publish. These articles would either highlight the project progress or respond to project related issues.
- Media Appearances/Press Conferences – At appropriate times, opportunities may be sought for television and/or radio coverage of specific project activities and milestones. Additionally, the media may request an interview with a project representative.
- Press Releases – As needed, project related information will be released to the media in an effort to engage and inform the public of project status and/or meetings.
- Media Kits – Created for media use only, comprehensive media kits will be developed to include information about the goals of the project, the project anticipated schedule and opportunities for the public to get involved. Such information will include project description or fact sheets, major milestones or timelines, pictures, and project staff contact list.

21.0 AGENCY DISPUTE RESOLUTION

This section describes the overall project dispute resolution process that will be used by IDOT and FHWA as part of the project stakeholder involvement program. Additionally, FHWA and IDOT will follow the existing dispute resolution process outlined as part of the NEPA/404 Merger agreement for resolving issues with signatory agencies.

IDOT and FHWA are committed to building stakeholder consensus for project decisions. However if an impasse has been reached after making good-faith efforts to address unresolved concerns, IDOT and FHWA may proceed to the next stage of project development without reaching consensus. IDOT and FHWA will notify agencies of their decision and a proposed course of action. IDOT and FHWA may propose using an informal or formal dispute resolution process as described in subsections 21.1 and 21.2.

21.1 Informal Dispute Resolution Process

In the case of an unresolved dispute between the agencies, the PSG will notify all agencies of their decision and proposed course of action. The decision to move an action forward without consensus does not eliminate an agency's statutory or regulatory authorities, or their right to elevate the dispute through established agency dispute resolution procedures. The PSG recognizes and accepts the risk of proceeding on an action without receiving a signatory agency's concurrence and will work with any agency to attempt to resolve a dispute.

21.2 Formal Dispute Resolution Process

The 23 USC §139(h) established a formal dispute resolution procedure for the environmental review process. This process is only intended for use on disputes that may delay a project or result in the denial of a required approval or permit for a project. Only the project sponsors or the Illinois State Governor may initiate this formal process; they are encouraged to exhaust all other measures to achieve resolution prior to initiating this process.

Appendix C contains a copy of a diagram illustrating the formal dispute resolution process included in the FHWA/FTA SAFETEA-LU Environmental Review Process Final Guidance (November 2006).

22.0 MODIFICATION OF THE STAKEHOLDER INVOLVEMENT PLAN

Revisions to the SIP may be necessary. The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Agency contact information may require updating as staffing changes occur over time. CAs and PAs should notify FHWA and IDOT of staffing and contact information changes in a timely manner. FHWA and IDOT will ensure that the PSG maintains the current contact information listed in the SIP.

The PSG will coordinate the timeline as shown in **Table 4** with the identified potential CAs and PAs. Formal agency concurrence in the schedule is not required. Only the PSG may modify the established periods in the SIP. They may lengthen the established periods only for good cause and must document the reasons for the lengthening in the administrative record. The PSG may only shorten the established periods in the SIP with the concurrence of affected CAs. While other participating agencies will not concur in schedule changes, the PSG will consider their views in their decision to shorten the schedule. The PSG will document the cooperating agency concurrence in the administrative record.

A proposed schedule, topics, and objectives of upcoming stakeholder briefings, advisory group meetings, and public informational meetings, and the public hearing can be found in **Table 5.**

The PSG will maintain a record of modifications to the SIP. The PSG will make this record available to all agencies and the public upon request.

23.0 PUBLIC AVAILABILITY OF THE STAKEHOLDER INVOLVEMENT PLAN

The SIP is available for public review on the project website. Opportunities to review any modifications to the SIP will be made available to the public. An announcement notifying the public of those opportunities will be made available on the project website no later than 30 days after the finalization of any approved modifications.

24.0 CONTEXT SENSITIVE SOLUTIONS (CSS)/ PUBLIC INVOLVEMENT ACTIVITIES

From the beginning of the project, the PSG have been actively engaged in reviewing various engineering and environmental data gathered. At each major milestone the team has solicited input from the public, CAG, and community stakeholders as required by IDOT, NEPA and the CSS process. Listed in this section are highlights of the CSS efforts to-date. They are as follows:

Notice Of Intent (NOI) – A Notice of Intent (NOI) was published in the Federal Register on August 9, 2007.

Scoping Activities –The scoping efforts for the US 30 project took place during the September 2008 NEPA/404 Merger meeting. IDOT, with input from FHWA, developed an impact assessment methodology the PSG utilized in the environmental analyses for the project. IDOT assumed primary responsibility for providing the methodologies to the CAs and PAs for their review and comment. IDOT and FHWA took into consideration the input of various CAs while developing the methodologies; however, the environmental review process does not require agency consensus on the methods chosen.

Stakeholder Meetings - An initial round of stakeholder briefings was held in mid-2007. The project study team met with state and federal legislators, city councils, mayors, city managers, economic development directors, chamber of commerce representatives, state and federal resource agencies and any local, regional, statewide, or national groups with potential interest in the project. The purpose of the meetings was to share information regarding the project status and to also, share information on the next steps moving forward. The second round of stakeholder meetings was held in late 2007 to provide a project update to various stakeholder groups. A third round of meetings was held in early 2009 to present a project progress report, share comments and concerns conveyed during the first and second round of meetings, and to gather input from the stakeholders. The fourth round of meetings was held in mid-2009. The purpose of the meetings was to present the project progress; share comments and concerns conveyed during the public meeting and discuss the potential alternatives. The fifth round of meetings was held in mid-2010 to present project progress, and to gather input and garner support from the farming and business stakeholder groups. The sixth round of meetings was held in mid-2012 to review the Public Hearing results and discuss revisions to the two Build Alternatives as a result of the statewide floodplain modernization and the development of a Supplemental Draft EIS.

Public Meetings –The first public informational open house was held on July 25, 2007 with 252 people in attendance. The purpose of the meeting was to present the results from the 2006 Corridor Study, highlight the next steps of project development, interact with the public, and explain the public involvement process known as CSS. The meeting was set up as an open house format, allowing participants the opportunity to view display boards at various stations and to interact with the project study team. The following were three key issues from the comments received by the public: concern about environmental impacts, economic development and opposition to a bypass of the city of Morrison.

The second open house was held on January 29, 2009 with 237 people in attendance. The purpose of the meeting was to present the corridors in which alternatives would be developed and to gather public input. An open house format was used to present information to the public. The following were three key issues from the comments received by the public: concern regarding farmland/environmental impacts, preference for a southern corridor and some opposition to a northern corridor.

Context Audit –A Context Audit was conducted as required by the CSS process. The CAG was tasked to complete the Context Audit during their first meeting on September 12, 2007. Below are a listing of characteristics identified:

- Rock Creek and Morrison-Rockwood State Park (Community Characteristics)
- Community Cemeteries (Community Characteristics)
- Farmland (Community Characteristics)
- The cities of Fulton, Morrison, Rock Falls, and Sterling (Historical Significance)
- Centennial Farms (Historical Significance)
- Underground Railroads (Historical Significance)
- South Morrison Industrial Park (Economic Development)
- Ethanol Production Facility (Economic Development)
- New Development around Wal-Mart Distribution Center (Economic Development)
- Agriculture/Farmland (Rural Significance)
- Union Grove/Forest Inn (Rural Significance)
- Emerson Road (Rural Significance)
- Access (Infrastructure)
- Bypass Impacts to businesses and communities (Infrastructure)
- Truck Traffic/Safety (Infrastructure)

Problem Statement Identified – A Problem Statement was drafted at the second CAG meeting held on October 17, 2007. The committee utilized the completed Community Context Audit to develop and receive consensus on a comprehensive statement of the transportation problem to be solved by the project. The statement was developed to be realistic under the constraints of engineering considerations, available funding and geographic limitations. The Problem Statement developed is as follows: "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, comprises 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."

Purpose & Need Statement Identified – The PSG reviewed the project context through engineering and environmental criteria presented, then further defined and reached consensus on the project Purpose and Need (P & N) Statement. The PSG used the Problem Statement and developed a preliminary outline of the project P & N Statement. The preliminary outline was presented by the PSG to receive FHWA approval in late 2007.

The PSG took the approved outline and developed a draft P & N Statement. IDOT provided an opportunity for the cooperating agencies (CAs) and participating agencies (PAs), the CAG, and the general public to give input on the draft P & N Statement. IDOT provided this opportunity to the general public by publishing notices in local newspapers that the P & N was available on the project website, on the IDOT Environment website, at local libraries, and at the IDOT-District 2 office. IDOT and FHWA sent a copy of the draft P & N Statement to the CAs and PAs for their review and comment prior to the September 2008 NEPA/404 meeting. The comment period was no more than 30 days. After the comment period, the PSG took the comments received and made refinements to the P & N Statement. If major changes were made to the P & N Statement at this point, additional advisory group meetings would have been required. Additional meetings were not required; therefore, IDOT and FHWA were able to take the P & N Statement to the next regularly scheduled NEPA/404 process meeting for agency concurrence. The P & N Statement was presented and received concurrence at the September 4, 2008 NEPA/404 Merger meeting.

Alternatives Analysis – Following the second Public Informational Open House held on January 29, 2009, the two proposed corridors were presented at a NEPA/404 Merger meeting on February 3, 2009. As a result of the presentation, a corridor that had been eliminated by the PSG was added back into the corridors for development of alternative alignments. Therefore, three corridors moved forward for the development of alternatives.

Following the establishment of the three corridors, development of the alternatives began. The process started with six initial alignments within the three corridors. These alignments were screened against environmental and engineering factors. The alignments were adjusted to reduce impacts to natural resources, agriculture, cultural resources, and residences. The six alternatives were then presented to the PSG on April 27, 2010 and to the CAG on June 2, 2010. The purpose of the PSG and CAG meetings were to gain input on the alternatives and gather consensus from the PSG and CAG in regard to carrying only two proposed Build Alternatives and the No-Build Alternative forward for further study. This was achieved at both meetings.

Public Hearing - A Public Hearing was held on June 15, 2011 with 212 people in attendance. The purpose of the meeting was to afford the public an opportunity to view the US 30 Draft Environmental Impact Statement (DEIS) document, discuss their concerns regarding the project with the study team, and provide comments on the two Build Alternatives, 4 (northern) and 5 (southern), and the No-Build Alternative. The meeting was set up as an open house format,

allowing participants to view exhibits and meet with IDOT personnel and representatives from the consultant team. Stakeholders were able to provide written comments at the meeting, by postal mail, through the project website, by leaving a message on the project hotline, or speaking to the court reporter at the meeting. Eighty-eight public comments were received prior to the period end date, July 29, 2011. The following is a summary of common concerns from stakeholders: farmland preservation, safety, economic development, and environmental impacts and funding of the overall project. The No-Build Alternative had support from farmers, homeowners and Morrison residents. Build Alternative 4 (northern) received limited stakeholder support. Build Alternative 5 (southern) was favored by special interest groups, business owners and developers.

TABLES

TABLE 1: PROJECT STUDY GROUP (PSG) MEMBERS

NAME	AFFILIATION	POSITION	PHONE	EMAIL
Jon McCormick	IDOT: R2/D2	Acting Studies & Plans Engineer	(815) 284-5351	Jon.M.McCormick@illinois.gov
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Vacant	IDOT: R2/D2	Utilities & Railroad Technician	(815) 284-5481	Vacant
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MaryLou Goodpaster	KEG	Environmental (Study Team)	(217) 824-2264	MGoodpaster@kaskaskiaeng.com
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TABLE 2: LIST OF AGENCIES, ROLES AND RESPONSIBILITIES

The following is a list of agencies that may have jurisdiction, technical expertise or an interest in the project:

TABLE 2-1: Lead Agencies

Agency Name	Role	Other Project Roles	Responsibilities
Federal Highway Administration	Lead Federal Agency	NEPA/404 Agency PSG*	Manage environmental review process; prepare EIS; provide opportunity for public & participating/cooperating agency involvement
Illinois Department of Transportation	Joint Lead Agency	NEPA/404 Agency PSG*	Manage environmental review process; prepare EIS; provide opportunity for public & participating/cooperating agency involvement; collect and prepare transportation and environmental data; manage CSS process

*PSG = Project Study Group

TABLE 2-2: Cooperating Agencies and Agency Responsibilities

Agency Name	Cooperating Agency Response	Other Project Roles	Responsibilities
Federal Aeronautics Administration	Declined		Potential impacts within 2 miles of public airports, 1 mile of private airports, ½ mile of restricted landing strips or require ROW from an airport. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Federal Emergency Management Agency	No Response		Federally assisted acquisition or construction project in an area identified as having special flood hazards. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
US Army Corps of Engineers	Accepted	PSG* NEPA/404 Merger Member	Section 404 permits jurisdiction; environmental reviews; wetlands. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
US Environmental Protection Agency	No Response	NEPA/404 Merger Member	Environmental reviews; wetlands. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
US Fish & Wildlife Service	Declined	NEPA/404 Merger Member	Fish & wildlife resources; endangered & threatened species; migratory birds; wetlands. Provide comments on Purpose and Need, methodologies, range of alternatives & preferred alternative

*PSG = Project Study Group

TABLE 2-3: Participating Agencies and Agency Responsibilities		
Agency Name	**Other Project Roles**	**Responsibilities**
City of Fulton	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
City of Morrison	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
City of Prophetstown	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Illinois Department of Agriculture	NEPA/404 Merger Member	Agricultural Land. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Illinois Historic Preservation Agency	NEPA/404 Merger Member	Archaeological & historic resources. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Union Grove Township	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Whiteside County Board	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative
Whiteside County Highway & Public Works Department	CAG*	Function varies by jurisdiction. Provide comments on Purpose and Need, methodologies, range of alternatives, & preferred alternative

*CAG = Community Advisory Group

TABLE 2-4: Agencies Declining Participating Agency or Cooperating Agency Status	
Agency Name	**Reason For Response**
Federal Aeronautics Administration	No airports impacted by or near the highway project
Illinois Department of Natural Resources, Office of Water Resources	Would have little information to add to the EIS effort
Sterling Township	No jurisdiction or authority with respect to this project

TABLE 2-5: Cooperating and Participating Agencies not Responding to Invitation	
Agency Name	**Requested Role**
City of Clinton	Participating Agency
City of Rock Falls	Participating Agency
City of Sterling	Participating Agency
Illinois Division of Aeronautics	Participating Agency
Illinois Environmental Protection Agency	Participating Agency
Illinois Nature Preserve Commission	Participating Agency
Illinois Department of Natural Resources	Participating Agency
Albany Township	Participating Agency
Coloma Township	Participating Agency
Clyde Township	Participating Agency
Garden Plain Township	Participating Agency
Hopkins Township	Participating Agency
Lyndon Township	Participating Agency
Montmorency Township	Participating Agency
Mount Pleasant Township	Participating Agency
Ustick Township	Participating Agency

TABLE 3: AGENCY CONTACT INFORMATION

The contact information includes the lead, joint-lead and cooperating and participating agencies that have agreed to take part in the development of the proposed project. The contact person is the agency representative that is responsible for attending project meetings and reviewing environmental documents.

Agency	Contact Person/Title	Phone	E-mail
Federal Highway Administration Illinois Division	Norman Stoner Division Administrator	(217) 492-4640 P	Norman.Stoner@fhwa.dot.gov
Illinois Department of Transportation	William R. Frey Interim Director of Highways	(217) 785-0888 P	William.Frey@illinois.gov
US Army Corps of Engineers (C)	Col. Mark Deschenes District Commander Susan Yager, Admin. Assistant	(309) 794-4200 P	Susan.e.yager@usace.army.mil
US Environmental Protection Agency, Region V (P)	Susan Hedman Regional Administrator	(312) 886-3000 P	hedman.susan@epa.gov
US Fish & Wildlife Service, Region 3 (P)	Richard C. Nelson Field Supervisor	(309) 757-5800 ext. 201	Richard_C_Nelson@fws.gov
Federal Emergency Management Agency, Region V (P)	Andrew Velasquez III Regional Administrator	(312) 408-5500 P (800) 621-FEMA P	Andrew.velasquez@Dhs.gov
City of Fulton (P)	Larry Russell (Mayor)	(815) 589-4596 P	linlar@frontiernet.net
City of Morrison (P)	Roger Drey (Mayor)	(815) 772-2220 P	mayor@morrisonil.org
City of Prophetstown (P)	Steve Swanson (Mayor)	(815) 537-5598 P	ptownms@thewisp.net
Illinois Department of Agriculture (P)	Robert F. Flider Acting Director	(217) 782-2172 P	Bob.Flider@illinois.gov
Illinois Historic Preservation Agency (P)	Anne Haaker Deputy State Historic Preservation Officer	(217) 785-5027 P	Anne.Haaker@illinois.gov
Natural Resources Conservation Service – Whiteside County Office(P)	Mark Kaiser District Conservationist	(815) 772-2124 ext. 3 P	mark.kaiser@il.usda.gov
Union Grove Township (P)	Rick Deter, Supervisor	(815) 772-2031 H (815) 499-0958 C (815) 772-7560 P	rgdeter@mchsi.com
Whiteside County Board (P)	Tony Arduini Chair	(815) 625-5530 H	None
Whiteside County Highway & Public Works Department (P)	Russ Renner County Engineer	(815) 772-7651 P	rrenner@whiteside.org

(C) = Cooperating Agency (P) = Participating Agency

TABLE 4: COORDINATION POINTS, INFORMATION REQUIREMENTS, RESPONSIBILITIES, AND TIMING

Coordination Point	Information "In"	Agency Responsible	Information "out"	Agency Responsible	Typical Timeline	Target Date
Project Initiation	Send project initiation letter to FHWA Division Administrator or FTA Regional Administrator	IDOT	N/A	N/A	N/A	7/13/2007*
Notice of Intent (NOI) to Adopt	Publish NOI in Federal Register, send participating agencies a copy of the NOI; publish notice in newspaper	FHWA IDOT	N/A	N/A	N/A	8/9/2007*
Participating Invitations	Identify cooperating and participating agencies; send agencies invitation letters; conduct initial agency scoping activities	FHWA IDOT	Send response accepting or declining invitation to participate; identify potential issues associated with the project	Cooperating and participating agencies	30 days	9/24/2007*
Scoping	Prepare scoping materials; invite agencies and public to agency and/or public scoping meetings	FHWA IDOT	Participate in project scoping	Cooperating and participating agencies; public	30 days	Mid 2008 (Sept. 2008 NEPA/404 meeting*
Impact Assessment Methodologies Collaboration	Provide methods on environmental surveys & analyses; solicit agency input on methods	FHWA IDOT	Comment and agree on methods & analyses of environmental resources; propose alternative methods, as necessary	Cooperating and participating agencies	30 days	Mid 2008 (Sept. 2008 NEPA/404 meeting)*
Purpose and Need Development	Provide participating agencies and public with a draft Purpose and Need Statement; solicit agency and solicit public comments	FHWA IDOT	Comment on Purpose and Need Statement	Cooperating and participating agencies; public	30 days	Spring 2008*
Purpose and Need Finalization	Consider comments in refining and finalizing Purpose and Need Statement; seek concurrence from NEPA/404 Signatory Agencies	FHWA IDOT	Concur on final Purpose and Need Statement	NEPA/404 Merger Signatory Agencies	30 days	9/4/2008*
Range of Alternatives	Provide participating agencies and public with information regarding alternatives being considered; identify resources located within project area, general location of alternatives, and potential impacts; solicit comments, public info. mtg.	FHWA IDOT	Comment on preliminary alternatives	Cooperating and participating agencies; public	30 days	Early 2009*

Coordination Point	Information "In"	Agency Responsible	Information "out"	Agency Responsible	Typical Timeline	Target Date
Alternatives to be Carried Forward	Refine data on resources located within project area, general location of alternatives, and potential impacts; prepare recommendation of alternatives to be retained	FHWA IDOT	Comment on alternatives to be carried forward or dropped; concur or nonconcur on alternatives to be carried forward	NEPA/404 Merger Signatory agencies	30 days	09/14/10*
Circulation of Pre-DEIS	Send pre-DEIS to cooperating agencies	FHWA IDOT	Comment on pre-DEIS	Cooperating Agencies	30 days	11/24/10*
Circulation of DEIS	Send DEIS to all agencies and appropriate legal counsel; make DEIS available for public review; solicit agency and public comments; hold public hearing	FHWA IDOT	Comment on DEIS	Cooperating and participating agencies; public	45 days	06/15/11*
Circulation of Supplemental DEIS	Send Supplemental DEIS to all agencies and appropriate legal counsel; make Supplemental DEIS available for public review; solicit agency and public comments; hold public hearing	FHWA IDOT	Comment on Supplemental DEIS	Cooperating and participating agencies; public	45 days	Early 2013
I.D. Preferred Alternative	Present rationale for preferred alternative to and solicit input from NEPA/404 Signatory Agencies	FHWA IDOT	Concur or nonconcur on preferred alternative	NEPA/404 Merger Signatory Agencies	30 days	Mid 2013
Circulation of Pre-FEIS	Send pre-FEIS to cooperating agencies	FHWA IDOT	Comment on pre-FEIS	Cooperating Agencies	30 days	Late 2013
Circulation of FEIS	Send FEIS to all agencies and appropriate legal counsel; make FEIS available for public review	FHWA IDOT	Identify any unresolved environmental issues	Cooperating and participating agencies	45 days	Late 2013
Issue ROD	Publish notice of availability of ROD in Federal Register; Publish Notice on Statute of Limitations in Federal Register, as appropriate; Make ROD available to public, as appropriate	FHWA	N/A	N/A	N/A	Early 2014
Completion of Permits, Licenses or Approvals After ROD	Issue applicable permits, licenses or approvals	Jurisdictional/ permitting agencies; FHWA	File documentation in administrative record	FHWA, IDOT	Varies by permit, license or approval	Early 2014
***Completed Task**						

TABLE 5: SUMMARY OF STAKEHOLDER, ADVISORY GROUPS AND PUBLIC OPEN HOUSE SCHEDULE

Stakeholder/ Advisory/ CAG Meetings	Target Date	Topic	Objectives
First Round-Stakeholder Briefings	July 2007	Present project update, CSS process, and address any outstanding issues	Regenerate interest, educate and inform stakeholders and garner project support
First Public Informational Meeting	July 25, 2007	Present project update, CSS process, address any outstanding issues, and seek volunteers for CAG	Regenerate interest, educate and inform the general public, as well as garner project support
First CAG Meeting	September 12, 2007	Develop Problem Statement, present CSS process, address key issues, preview Purpose and Need Statement	Garner consensus on SIP and ground rules, conduct Community Context Audit
Second Round – Stakeholder Briefings	August/September/ October 2007	Project update and address key issues	Keep stakeholders informed; and garner consensus from all groups on issues listed
Second CAG Meeting	October 17, 2007	Review the project context through engineering and environmental criteria, further define Purpose and Need Statement, identify fatal flaws, review study bands, present potential corridor (s)	Development of Problem Statement & consensus, consensus on draft Purpose and Need Statement outline, and development of potential corridor (s)
Third CAG Meeting	May 8, 2008	Review of traffic analysis, crash analysis, SIP, logos, draft Purpose and Need Statement, and corridor (s)	Garner support and consensus on draft Purpose and Need Statement and corridor screening process
Fourth CAG Meeting	November 6, 2008	Review of corridors screening process, matrix, and corridors to be carried forward for further study	Garner support for corridors to be carried forward for further study
Third Round – Stakeholder Briefings	January/February 2009	Project update on corridors	Keep stakeholders informed and garner consensus to keep the project moving forward with the potential corridors
Second Public Informational Meeting	January 29, 2009	Present preferred corridors	Garner community support on design recommendations
Fifth CAG Meeting	June 10, 2009	Update on public meeting, results of ESR, review potential alternatives	Gather input on potential alternatives
Fourth Round – Stakeholder Briefings	June 2009	Update on public meeting, review corridors and potential alternatives	Keep stakeholders informed and gather input on potential alternatives
Sixth CAG Meeting	June 2, 2010	Present six reasonable alternatives and impacts	Gather input on the six alternatives
Fifth Round - Stakeholder Briefings	April/September 2010	Project update on alternatives and impacts	Keep community informed and garner support from farming and business stakeholders
Seventh CAG Meeting	June 8, 2011	Present two Build Alternatives studied in the DEIS	Gather input on the two Build Alternatives to aid in the decision-making process of a preferred alternative

Stakeholder/ Advisory/ CAG Meetings	Target Date	Topic	Objectives
Public Hearing	June 15, 2011	Present two Build Alternatives and the No-Build Alternative studied in the DEIS	Gather input on the two Build Alternatives and the No-Build Alternative to aid in the decision-making process of a preferred alternative
Eighth CAG Meeting	May 8, 2012	Update on Public Hearing, flood plain modernization, two revised Build Alternatives, and the Supplemental DEIS	Keep CAG updated on the two revised Build Alternatives ,and the No-Build Alternative to aid in the decision-making process of a preferred alternative
Sixth Round – Stakeholder Briefings	May 2012	Update on Public Hearing, flood plain modernization, two revised Build Alternatives, and the Supplemental DEIS	Keep stakeholders informed and garner consensus to keep the project moving forward with the process of a preferred alternative
Ninth CAG Meeting	Spring 2013	Present two revised Build Alternatives and the Supplemental DEIS	Gather input on the two Build Alternatives to aid in the decision-making process of a preferred alternative
Public Hearing	Spring 2013	Update on two revised Build Alternatives and the No-build Alternative studied in the Supplemental DEIS	Gather input on the revised two Build Alternatives and the No-Build Alternative to aid in the decision-making process of a preferred alternative
Tenth CAG Meeting	Spring 2013	Update on Public Hearing Results	Gather input on preferred alternative
Public Meeting	Winter 2014	Present the final alternative	Gather input on the preferred alternative

APPENDICES

APPENDIX A: STAKEHOLDER LIST

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST – FEDERAL AND STATE OFFICE HOLDERS			
Stakeholder	**Representing**	**Address**	**Contact Information**
ILLINOIS U.S. SENATORS			
Richard J. Durbin	State of Illinois	Washington, D.C. Office: 711 Hart Senate Office Building Washington, D.C. 20510 District Office: 525 South 8th Street Springfield, IL 62703	(202) 224-2152 P (202) 228-0400 F (217) 492-4062 P (217) 492-4382 F
Mark Kirk	State of Illinois	Washington, D.C. Office: 524 Hart Senate Office Building Washington, D.C. 20510 District Office: 607 East Adams Suite 1520 Springfield, IL 62701	(202) 224-2854 P (202) 228-4611 F (217) 492-5089 P (217) 492-5099 F
IOWA U.S. SENATORS			
Chuck Grassley	State of Iowa	Washington, D.C. Office: 135 Hart Senate Office Building Washington, D.C. 20510 District Office: 201 West 2nd Street Suite 720 Davenport, IA 52801	(202) 224-3744 P (202) 224-6020 F (563) 322-4331 P (563) 322-8552 F
Tom Harkin	State of Iowa	Washington, D.C. Office: 731 Hart Senate Office Building Washington, D.C. 20510 District Office: 1606 Brady Street Suite 323 Davenport, IA 52803	(202) 224-3254 P (202) 224-9369 F (563) 322-1338 P (563) 322-0417 F

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST – FEDERAL AND STATE OFFICE HOLDERS			
Stakeholder	**Representing**	**Address**	**Contact Information**
ILLINOIS U.S. REPRESENTATIVES			
Randall M. "Randy" Hultgren	Illinois 14th District	Washington, D.C. Office: 427Cannon HOB Washington, D.C. 20515 District Office: 119 West First Street Dixon, IL 61021	(202) 225-2976 P (202) 225-0697 F (815) 288-1174 P (815) 288-1175 F
Donald A. Manzullo	Illinois 16TH District	Washington, D.C. Office: 2228 Rayburn HOB Washington, D.C. 20515 District Office: 415 South Mulford Road Rockford, IL 61108	(202) 225-5676 P (202) 225-5284 F (815) 394-1231 P (815) 394-3930 F
Bobby Schilling	Illinois 17TH District	Washington, D.C. Office: 507 Cannon HOB Washington, D.C. 20515 District Office: 1600 First Avenue Suite A Rock Falls, IL 61071	(202) 225-5905 P (202) 225-5396 F (815) 548-9440 P (815) 548-9443 F
IOWA U.S. REPRESENTATIVES			
Bruce Braley	Iowa 1st District	Washington, D.C. Office: 1727 Longworth HOB Washington, D.C. 20515 District Office: 209 W. 4th Street Suite 104 Davenport, IA 52801	(202) 225-2911 P (563) 323-5988 P

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST – FEDERAL AND STATE OFFICE HOLDERS			
Stakeholder	**Representing**	**Address**	**Contact Information**
ILLINOIS STATE SENATORS			
Mike Jacobs	Illinois 36th State Senate District	Springfield Office: 127 Capitol Building Springfield, IL 62706 District Office 606 19th Street Moline, IL 61265	(217) 782-5957 P (309) 797-0001 P (309) 797-0003 F
Tim Bivins	Illinois 45th State Senate District	Springfield Office: M103A Capitol Springfield, IL 62706 District Office: 629 N. Galena Ave. Dixon, IL 61021	(217) 782-0180 P (217) 782-9586 F (815) 284-0045 P (815) 284-0207 F
ILLINOIS STATE REPRESENTATIVES			
Richard Morthland	Illinois 71st State Representative District	Springfield Office: 208-N Stratton Office Bldg. Springfield, IL 62706 District Office: 4416 River Drive Moline, IL 61265	(217) 782-3992 P (309) 762-3008 P (309) 762-3045 F
Jerry L. Mitchell	Illinois 90th State Representative District	Springfield Office: 630 Capitol Building Springfield, IL 62706 District Office: 100 East 5th Street Rock Falls, IL 61071	(217) 782-0535 P (217) 557-0571 F (815) 625-0820 P (815) 625-0839 F

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Bill Abbott	Whiteside County Board 200 East Knox Street Morrison, IL 61270	(815) 589-2434	
Ed Abbott	9896 Lincoln Road Morrison, IL 61270		
David Abele	PO Box 70 Morrison, IL 61270		
Glenn Ackeberg	10104 Feldman Road Lyndon, IL 61261		
William J. Adams, Trustee	20736 White Oaks Road Morrison, IL 61270		
Ismet Akiti David Baker	3308 West Rock Falls Road Rock Falls, IL 61071		
Gerry Akker	14103 Feldman Road Morrison, IL 61270		
Julie Allesee (President)	Clinton Area Chamber of Commerce 721 South 2nd Street Clinton, IA 52733	(563) 242-5702	chamber@clintonia.com
Scott Allison	406 West Lincolnway Morrison, IL 61270		
Robert Alt	14278 Robertson Road Morrison, IL 61270	(815) 772-3774	
Steven G. Ames (President/CEO)	The Armstrong Building 144 8th Avenue South Clinton, IA 52732	(563) 242-4536	
Terry Amstutz	MCHD 303 North Jackson Street Morrison, IL 61270		
Eric Anderson	PO Box 572 Viola, IL 61486	(309) 644-1969	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Cathy Anderson	c/o Orville Goodenough Jr. 11589 Garden Plain Drive Morrison, IL 61270		
Linda Lee Anderson	12931 Crosby Road Morrison, IL 61270		
Kevin Anderson	2309 Prophet Rock Falls, IL 61071		
Nancy J. Anderson	503 East Wall Street Morrison, IL 61270		
Cindy Apple	24236 Lincoln Road Sterling, IL 61081		
Anne Ardapple	400 Portland Avenue Morrison, IL 61270		
Tony Arduini (Chairman)	Whiteside County Board 313 Emmons Avenue Rock Falls, IL 61071	(815) 625-5530	
James K. Arkapple	205 East South Street Morrison, IL 61270		
Roger Armitage	14775 Norrish Road Morrison, IL 61270		
John Atilano	1105 Riverdale Road Rock Falls, IL 61071		
Ajdin Bajrami	20657 Lincoln Road Morrison, IL 61270		
Atip Bajrami	2511 North Locust Street Sterling, IL 61081		
Jeremy Baker	15689 Norrish Road Morrison, IL 61270	(815) 772-8217	Jeremyone11@yahoo.com
Joshua Baker Jenny Baker	403 East Lincolnway Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Margie Baker	15725 Norrish Road Morrison, IL 61270	(815) 718-2289	kernelbaker@yahoo.com
Randy Balk (Administrator)	City of Fulton 415 11th Avenue Fulton, IL 61252	(815) 589-2616	fultonadmin@mchsi.com
Alex Barber	18920 Frog Pond Road Fulton, IL 61252		
Kevin Bass	25190 Front Street Sterling, IL 61081		
Carey Bauer	Rock River Lumber & Grain 5502 Lyndon Road Prophetstown, IL 61277	(815) 537-5131	
Jane Bauer	Fulton School District 1110 3rd Street Fulton, IL 61252		
Ronald Bauer	21210 Lincoln Road Sterling, IL 61081		
Jennine Beckman	21203 Lincoln Road Sterling, IL 61081		
Barbara Bees	MAPPING Group City of Morrison 606 West Lincolnway Morrison, IL 61270	(815) 772-7657	rbees@mchsi.com
Gerald Behrens	15547 Lyndon Road Morrison, IL 61270		
Jon Joseph Behrens	2703 West Route 30 Rock Falls, IL 61071		
Dale Belt	13442 Yager Road Morrison, IL 61270		
Frank Belt Linnea Belt	12985 Feldman Road Morrison, IL 61270	(815) 772-2274	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Curt Bender Corinne Bender	507 South Orange Morrison, IL 61270	(815) 772-4749	
Al Benedict	210 Elm Street Morrison, IL 61270		
Heather Bennett (Executive Director)	Fulton Chamber of Commerce 415 11th Avenue Fulton, IL 61252	(815) 589-4545	chamber@cityoffulton.us
Barb Benson	216 W. Main Morrison, IL 61270	(815) 772-3133	
Eric Benson	12044 Sawyer Road Morrison, IL 61270	(815) 778-3609	kenmike@thewisp.net
George Benson	15686 Bunker Hill Road Morrison, IL 61270	(815) 772-3133	
Phillip Benson	205 South Grape Street Morrison, IL 61270		
James Benters	13639 Lincoln Road Morrison, IL 61270		
Walfred Berg	305 West Main Morrison, IL 61270		
George Berridge	15344 Norrish Road Morrison, IL 61270		
Arnie Beswick	10643 Court Road Morrison, IL 61270		
Don Beswick	15016 Henry Road Morrison, IL 61270		
Thomas Beswick	Summit Drainage District 17892 Yager Road Morrison, IL 61270		
Tom Beveroth	611 West Park Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Virginia Beveroth	502 Jenkran Way #6 Morrison, IL 61270		
Joe R. Bielema	207 Railroad Avenue Morrison, IL 61270		
Jody Bielema	19278 Acker Road Fulton, IL 61252		
Larry Bielman	9 Kara Court Washington, IL 61571		
William Bird	101 East Wall Street Morrison, IL 61270	(815) 772-8100	william.bird@srfc.com
John Bishop Francis Bishop	20810 White Oaks Road Morrison, IL 61270	(815) 772-2493	jfbishop@frontiernet.net
Honorable Tim Bivins State Senator	629 N. Galena Avenue Dixon, IL 61021		
Mary Black	PO Box 188 Morrison, IL 61270		
Robbin Blackert (City Administrator)	City of Rock Falls 603 West 10th Avenue Rock Falls, IL 61071	(815) 564-1366	rblackert@rockfalls61071.com
Donald Blair	14219 Blue Goose Road Sterling, IL 61081		
James Blakemore	City of Morrison 200 West Main Street Morrison, IL 61270		
Bethany Bland (President/CEO)	Rock Falls Chamber of Commerce 601 West 10th Street Rock Falls, IL 61071	(815)625-4500	rockfallschamber@essex1.com
Honorable David Blanton (Mayor)	City of Rock Falls 603 West 10th Street Rock Falls, IL 61071	(815) 622-1100	rfmayor@rockfalls61071.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Michael Blean	B&K Appraisals 116 East Main Street Morrison, IL 61270		
Gustave Bloom Lisa Bloom	14347 Crosby Road Morrison, IL 61270		
Diane Boelkins	1025 Hilltop Drive Morrison, IL 61270		
Gerald Boelkins	7996 Lincoln Road Morrison, IL 61270		
Randy Boelkins Linda Boelkins	12442 Prairie Garden Road Morrison, IL 61270	(815) 772-4378	
John Boland	13696 Bunker Hill Road Morrison, IL 61270		
Richard Boland	Boland Farms 13696 Bunker Hill Road Morrison, IL 61270	(815) 772-2840	rbys@aol.com
Brian Bonneur	20108 Lincoln Road Morrison, IL 61270		
Eugene Bonneur, Trustee	12041 Garden Plain Road Morrison, IL 61270		
Harold Bonneur, Trustee	6238 Fulton Road Fulton, IL 61252		
William Borum	21925 Lincoln Road Sterling, IL 61081		
Gordon Bosley	16530 Browns Road Morrison, IL 61270		
Jon Boyd William Boyd	422 Davis Street Apartment 727 Evanston, IL 60201		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Susan Boyd (President)	Sauk Valley Area Chamber of Commerce 211 Locust Street Sterling, IL 61071		
Larry E. Brackemyer	16409 Bishop Road Morrison, IL 61270		
Clyde Bradley	315 33rd Avenue N Clinton, IA 52732		
Honorable Bruce Braley Member of Congress	209 W. 4th Street Suite 104 Davenport, IA 52801		
Gordon Bramm	Bramm Service, Inc. 26861 Fulton Road Fulton, IL 61252		
Karen Bramm	15430 Moline Road Lyndon, IL 61261	(815) 778-3389	kkbr@frontiernet.net
Robert Brandon	514 North Base Street Morrison, IL 61270		
John Brearton	19485 Crosby Road Morrison, IL 61270		
Larry Brinkman	25751 Rock Falls Road Sterling, IL 61081		
William Brinkman Sue Brinkman	11879 Yager Road Lyndon, IL 61261		
Gerald Bristle	1504 Teresa Street Rock Falls, IL 61071	(815) 625-3207	
Sue Britt	205 East High Street Morrison, IL 61270		
Larry Brylski	City of Prophetstown 314 East Avenue Prophetstown, IL 61277		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Gerald Brown Karen Brown	14236 Lister Road Morrison, IL 61270		
Daniel Buckley	16630 Browns Road Morrison, IL 61270		
Colleen Buckwalter	14766 Norrish Road Morrison, IL 61270		
Mike Buckwalter	Morrison Chamber of Commerce 221 West Main Street Morrison, IL 61270	(815) 772-8521	
Allen Buikema	13079 Feldman Road Morrison, IL 61270	(815) 441-9628	
W.W. Bull	PO Box 358 Morrison, IL 61270		
W.A. Burch	PO Box 360 Morrison, IL 61270		
Kenneth Burden	601 East 19th Street Sterling, IL 61081		
Debra Burke (Twp. Supervisor)	Coloma Township 1200 Prophetstown Road Rock Falls, IL 61071	(815) 625-5981	colomatownship@comcast.net
Dean Burkholder	10320 Garden Plain Road Morrison, IL 61270		
Jack Burns	9930 Black Road Fenton, IL 61251		
Allen D. Bush	12300 Garden Plain Road Morrison, IL 61270	(815) 772-2470	abush@frontiernet.net
Bill Bush	15134 Yager Road Morrison, IL 61270		
Charles Bush	16739 Holly Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Dale Bush Hilary Bush	325 Shady Morning Avenue North Las Vegas, NV 89031		
Douglas Bush	19170 Acker Road Fulton, IL 61252		
Douglas E. Bush Bonnie L. Bush	16671 Norton Road Morrison, IL 61270	(815) 772-2520	
Jeremy Bush	Excavating, Inc. 13140 Moline Road Erie, IL 61250		
Lauren Bush	17900 Hazel Road Morrison, IL 61270		
Lawrence Bush Irene Bush	16384 Bishop Road Morrison, IL 61270		
Lyle Bush	13400 Prairie Center Road Morrison, IL 61270		
Orville Bush	16333 Hazel Road Morrison, IL 61270		
Ronnie Bush	1832 East 1150th Street Mendon, IL 62351		
Virgil Bush (Board Member)	Whiteside County Farm Bureau 100 East Knox Street Morrison, IL 61270	(815) 772-2165	
Patricia Calvin	27W411 Providence Lane Winfield, IL 60190		
Robert Cameron	23140 Emerson Road Sterling, IL 61081		
Jim Camp	16045 Ridgewood Morrison, IL 61270		
Capitol Machinery Company	Altorfer, Inc. PO Box 137 Cedar Rapids, IA 52406		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Mark Carlson	Walmart Distribution 23769 Mathew Road Sterling, IL 61081		
Mike Challand	Morrison-Rockwood State Park 18750 Lake Road Morrison, IL 61270	(815) 772-4708	Mike.Challand@illinois.gov
Joan Chandler	21040 Smit Road Morrison, IL 61270		
Ralph Charleston	17022 Tampico Road Sterling, IL 61081		
R A Cherry W D Cherry	1508 East 38th Street Sterling, IL 61081		
Paul Cheshire Parish Cheshire	21354 Lincoln Road Sterling, IL 61081		
Cheryl Christianson	20644 White Oaks Road Morrison, IL 61270	(815) 772-4342	cchristi@frontiernet.net
City of Rock Falls	603 W 10th Street Rock Falls, IL 61071		
Dan Clark (Public Works Director)	City of Fulton 415 11th Avenue Fulton, IL 61252	(815) 589-2616	
Louise Clark	300 West Main Morrison, IL 61270	(815) 772-3200	Louise.clark@remax.net
William Clark	21907 Lincoln Road Sterling, IL 61081		
Carolyn Clifton	15930 Lakeside Drive Sterling, IL 61081		
Rhett Coatney	Lynwood Lynks 5020 Illinois Route 84 Thomson, IL 61285	(815) 259-8278	
Eric Colville	12936 Blue Goose Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Bill Conboy	607 Diamond Court Morrison, IL 61270		
Scott Connelly	City of Morrison 200 West Main Street Morrison, IL 61270		
Gerald Conner	2802 6th Avenue Sterling, IL 61081		
Joyce Cook	20025 Beach Road Morrison, IL 61270		
Robert K. Cook, Sr.	311 West Main Street Morrison, IL 61270		
Rosemary Coplan	307 South Clinton Morrison, IL 61270		
Ron Corlan	114 E. Main Street Morrison, IL 61270		
Todd Coward	2601 Prophet Road Rock Falls, IL 61071		
Barry Cox	1203 East 20th Street Sterling, IL 61081		
Heather Coyle	14625 Dixie Drive Morrison, IL 61270		
Carolyn Cramer	20219 Acker Rd. Fulton, IL 61252		
Margaret Crosthwaite	City of Fulton 414 11th Avenue Fulton, IL 61252		
Crown Castle GT Co.	PMB 353 BU #815429 4017 Washington Road McMurray, PA 15317		
Catherine Cutler	430 16th Avenue SW Cedar Rapids, IA 52404		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Arnold Damhoff	305 West Lincolnway Morrison, IL 61270		
Bernard Damhoff	1122 6th Avenue Fulton, IL 61252		
Dave Damhoff	18367 Holly Road Morrison, IL 61270		
Don Damhoff	722 Milnes Drive Morrison, IL 61270		
Susan Sullivan Dauphin	Sullivan's Foods 217 Chicago Avenue Savanna, IL 61074		
Sam Dean	14226 Blue Goose Road Sterling, IL 61081		
James Dean	21381 Lincoln Road Sterling, IL 61081		
Arlene Decker	18795 Henry Road Sterling, IL 61081		
Stephen Deckro	101 East Main Street Morrison, IL 61270		
Jeff Deets	18943 Hillside Road Morrison, IL 61270		
Darin Dehaan	505 South 5th Street Oregon, IL 61061		
Franklin Dehaan	901 Regan Road Rock Falls, IL 61071		
Clayton Deter	18112 Carroll Road Morrison, IL 61270		
Rick Deter	13653 Shelly Drive Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Russ Deter	18013 Noble Road Morrison, IL 61270		
Tom Determann (President)	Iowa-Illinois Highway Partnership 3601 Valley Oaks Drive Clinton, IA 52732	(563) 242-7152	tomdetermann@mchsi.com
Rick Dettman	Village of Albany 702 South Bluff Road Box 421 Albany, IL 61230	(309) 887-4091	
John Devine	2505 Prophetstown Road Rock Falls, IL 61071		
Brian Dewey	21408 Lincoln Road Sterling, IL 61081		
Carol DeWitte	12719 Garden Plain Road Morrison, IL 61270		
John Dickey, Jr.	18795 Henry Road PO Box 201 Morrison, IL 61270	(815) 772-7737	dickey@essex1.com
Joyce Dickinson	13350 Lincoln Road Morrison, IL 61270		
Evan Diedrich	22131 Lincoln Road Sterling, IL 61081		
David Dimond	9781 Kruger Road Morrison, IL 61270		
Sharon Dirkenson	10421 Polo Road Rock Falls, IL 61071		
DNP Tree Ventures	1415 Baffin Road Glenview, IL 60025		
Robert Doescher	16462 Norton Road Morrison, IL 61270	(815) 772-8441	ginbob1@frontier.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Dohrn Family LLC	625 3rd Avenue Rock Island, IL 61201		
Stanley Domack	13564 Damen Road Morrison, IL 61270		
Mary Dombroski	19726 Blue Goose Rd Morrison, IL 61270		
Dave Dornbusch (Coordinator)	Blackhawk Hills Resource Conservation and Development 102 East Route 30, Suite 2 Rock Falls, IL 61071	(815) 625-3854	Dave.dornbusch@il.usda.gov
Albert Drews	16911 Tanglewood Drive Morrison, IL 61270		
Honorable Roger Drey (Mayor)	City of Morrison 200 West Main Street Morrison, IL 61270	(815) 772-7657	mayor@morrisonil.org
Honorable Richard Durbin United States Senator	525 South 8th Street Springfield, IL 62703		
John Dyke	106 East North Street Morrison, IL 61270	(815) 631-4881	
Don Dykema	10409 Prairie Center Road Morrison, IL 61270		
Martin Dykema	11506 Garden Plain Road Morrison, IL 61270		
Roger Dykema Ron Dykema	16044 Ridgewood Drive Morrison, IL 61270		
David J. Dykstra	509 West Lincolnway Morrison, IL 61270		
Garrett Dykstra	Cattail Drainage District 8005 Lincoln Road Fulton, IL 61252	(815) 589-2982	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Gary Dykstra	229 Third Street Fulton, IL 61252		
Russell Dykstra	19222 Acker Road Fulton, IL 61252		
Charles T. Dykstra (First Ward)	407 8th Avenue Fulton, IL 61252	(815) 589-2439	ctdykstra@hotmail.com
Bonnie Dyson	Fulton Chamber of Commerce PO Box 208 Fulton, IL 61252		
Roland Ebbers	304 Oak Street Morrison, IL 61270		
Timothy Ebbers	13785 Crosby Road Morrison, IL 61270		
Retha Elston	212 14th Avenue Sterling, IL 61081		
Karen Endress	11489 Garden Plain Road Morrison, IL 61270	(815) 772-4833	Pontiacmom2001@yahoo.com
Merrie Jo Enloe	Village of Thomson PO Box 244 Thomson, IL 61285	(815) 259-3905	
Pamela Erby	Rock Falls Rotary Club 300 1st Avenue Rock Falls, IL 61071	(815) 622-2576	
Larry Esbjornson	21097 Lincoln Road Sterling, IL 61081		
Lloyd Esse	209 Olive Street Morrison, IL 61270		
June Estes	20708 White Oaks Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Kimberly Ewoldsen (Executive Director)	Sauk Valley Chamber of Commerce 211 Locust Street Sterling, IL 61081	(815) 625-2400	
Wayne Farrell	101 Fairview Morrison, IL 61270		
Lawrence Farthing	20281 Lyndon Road Morrison, IL 61270		
Eugene Field (First Ward)	City of Fulton 1323 9th Avenue Fulton, IL 61252	(815) 589-2925	
Walter Fields	9049 Lincoln Road Fulton, IL 61252		
Jim Finneran	18866 Lake Road Morrison, IL 61270		
Aubrey Fisher	Aubrey's Candles & Crafts 16194 Lincoln Road Morrison, IL 61270		
James Fisher	13533 Garden Plain Road Morrison, IL 61270		
Thomas Fletcher	14215 Round Grove Road Morrison, IL 61270		
Arlin Foelkers	24719 Emerson Road Sterling, IL 61081		
Arlyn Folkers	24013 Hazel Road Sterling, IL 61081	(815) 626-3170	A.Folkers@comcast.net
Darren Forbers	20829 Lincoln Street Sterling, IL 61081		
Kent Forth Kathleen S. Forth	19287 Lake Road Morrison, IL 61270	(815) 772-4780	Ksforth0710@hughes.net
Glenn Frank	13568 Lyndon Road Morrison, Il 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Larry Fransen	405 North Orange Street Morrison, IL 61270		
Keith Frederick	409 South Base Morrison, IL 61270		
Jim Fredricks (Board Member)	Whiteside County Farm Bureau 4 Holly Road Sterling, IL 61081	(815) 772-2165	
Robert Fulton	503 West Lincolnway Morrison, IL 61270	(815) 772-5622	Fulton.robert.m@gmail.com
Tammy Garibay (Utility Billing)	City of Fulton 415 11th Avenue Fulton, IL 61252	(815) 589-2616	
William Garrett	14300 Round Grove Road Morrison, IL 61270		
Charles Gaumer, Jr.	CMG & EMG Living Trust 24832 West Rock Falls Road Sterling, IL 61081		
Bob Geerts	502 Meadow Lane Morrison, IL 61270		
Gentle Ridge, Inc.	4512 East Lincolnway Sterling, IL 61081		
Jon Gentz	708 West Lincolnway Morrison, IL 61270		
Steven Gerdes	13306 Lincoln Road Morrison, IL 61270		
Vyrle Gerlach Nelta Gerlach, Trustees	16580 Norton Road Morrison, IL 61270		
Gary Gibbs	16610 Carroll Road Morrison, IL 61270		
MaryAnn Giddings	10338 Kruger Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
David Ginliani	2100 Freeport Road Sterling, IL 61081		
Suellen Girard (Superintendent)	Morrison Community Unit School District #6 643 Genesee Avenue Morrison, IL 61270	(815) 772-2064	Suellen.girard@morrisonschools.org
Rex Given	15739 Hazel Road Morrison, IL 61270		
Richard Glasgow	508 West Main Morrison, IL 61270		
Gold Stars FS Inc.	101 North East Street Cambridge, IL 61238		
Susan Gomez	13800 Rockwood Court Morrison, IL 61270		
Margaret Good	705 Milnes Drive Morrison, IL 61270		
Orville Goodenough	11589 Garden Plain Road Morrison, IL 61270		
Steve Goodenough	504 East Lincolnway Morrison, IL 61270		
Zenaida Granada	1311 North Oakley Chicago, IL 60622		
Honorable Chuck Grassley Unites States Senator	201 West 2nd Street, Suite 720 Davenport, IA 52801		
Merle Grau	501 East High Street Morrison, IL 61270		
Alan Gravert	13833 Henry Road Morrison, IL 61270		
Kent Gravert	18388 Round Grove Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Nancy Gravert	406 North Base Morrison, IL 61270	(815) 772-7243	
Craig Gray Sally Gray	210 W. Morris Morrison, IL 61270		
Shawn Greeley	20141 Hillside Road Morrison, IL 61270		
Roxanne Groenewold	16709 Carroll Road Morrison, IL 61270		
Ruth Gundlach	619 East Lincolnway Morrison, IL 61270	(815) 772-2101	Ruth.gundlach.g8x8@statefarm.com
Steve Gurth	12361 Garden Plain Road Morrison, IL 61270		
Leon Haan	16440 Norton Road Morrison, IL 61270		
Duane Habben	105 South Grape Street Morrison, IL 61270		
Ed Habben (Board Member)	Whiteside County Farm Bureau 17509 Tampico Road Sterling, IL 61081	(815) 772-2165	
Marilyn Habben, Trust	14795 Norrish Road Morrison, IL 61270		
James Hall Annette Hall	13400 Lincoln Road Morrison, IL 61270	(815) 590-1745	Net3email@yahoo.com
George Hallman	603 West Route 30 Rock Falls, IL 61071	(815) 499-4313	hallmn@hotmail.com
Larry Hamilton	14201 Lister Road Morrison, IL 61270		
Frederick Hamstra Susan Hamstra	15117 Norrish Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
David Hand	700 Marty Avenue Rock Falls, IL 61071	(815) 626-1023	
Elaine Hand	JMT Strategies, Inc. 17022 Hoover Road Sterling, IL 61081	(815) 626-7756	
Mike Hand	Agri-King, Inc. PO Box 208 Fulton, IL 61252	(815) 589-2525	
LeRoy Handel	16960 Tanglewild Drive Morrison, IL 61270		
Jeanne Hansen David Kauffman	4462 Tattersall Drive Plainfield, IN 46168		
Laurie Hanson	12880 Masters Drive Morrison, IL 61270	(815) 772-7666	
Honorable Tom Harkin United States Senator	1606 Brady Street, Ste. 323 Davenport, IA 52803		
Lindsay Harkness	PO Box 272 Morrison, IL 61270		
Steve Harm	14272 Blue Goose Road Sterling, IL 61081		
Dave Harrison	Whiteside County Soil & Water Conservation District 16255 Liberty Street Morrison, IL 61270	(815) 772-2124	Dave.harrison@il.nacdnet.net
Gene Hartz	11700 Lincoln Road Morrison, IL 61270		
Helen Harvey	12269 Prairie Center Road Morrison, IL 61270	(815) 772-2255	
Iona Harvey Raymond Harvey	107 Olive Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Michael W. Hastings (President/CEO)	Jo-Carroll Energy, Inc. 793 U.S. Route 20 West PO Box 390 Elizabeth, IL 61028	(815) 858-2207	
Gary Hayenga	Wells Fargo Bank 100 West Lincolnway Morrison, IL 61270		
Guy Hayenga	City of Morrison 200 West Main Street Morrison, IL 61270		
Cynthia Heath	821 Butternut Court Frankfort, IL 60423	(815) 469-3879	
Jane Heath	13889 Lincoln Road Morrison, IL 61270		
Jerry J. Hebeler	Chamber of Commerce PO Box 352 Thomson, IL 61285	(815) 297-0367	
Gary Heide	5642 Riverview Circle Thomson, IL 61285		
Bonnie Heimbach	Historic Lincoln Highway Coalition 200 South State Street Belvidere, IL 61008	(815) 547-3854	
Peter Hembrough Beth Hembrough	20818 White Oaks Road Morrison, IL 61270		
John Hennessy, Trust	1729 North 77th Avenue Elmwood Park, IL 60707		
Sandra J. Henrekin (Executive Director)	Rock Falls Community Development Corporation 309 First Avenue Rock Falls, IL 61071	(815) 626-8053	
E. F. Heumann	19285 Yorktown Road Morrison, IL 61270	(815) 772-2156	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Richard Hinrichs	12835 Lawrence Road Sterling, IL 61081		
Drew Hoffman	13807 Prairie Center Road Morrison, IL 61270		
Hoffman Brothers #3 Land Trust Roger Hoffman	709 Hoffman Drive Rock Falls, IL 61071		
Henry Hoffman, Trust Ronald Hoffman	711 Hoffman Drive Rock Falls, IL 61071		
Myron Hofmeister	Whiteside County Board 707 Jackson Street Prophetstown, IL 61277	(815) 537-2301	
Doug Holesinger	16640 Sand Road Fulton, IL 61252		
Keith Holesinger, Trust	609 North 10th Street Fulton, IL 61252		
Russ Holesinger	105 East Main Street Morrison, IL 61270	(815) 772-2164	holesinger@frontiernet.net
Holesinger Farms, Inc.	PO Box 326 Fulton, IL 61252		
Steve Hollister	401 E. Winfield Street Morrison, IL 61270		
Linda Hollis (City Clerk)	City of Fulton 415 11th Avenue Fulton, IL 61252		
Honorable Rodger E. J. Holm (Mayor)	City of Clinton 611 South 3rd Street Clinton, IA 52732	(563) 242-2144	rodgerholm@ci.clinton.ia.us
Kay Hood	522 E. High Morrison, IL 61270		
Ginny House	13129 Harvey Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Ricky House	25029 Indian Ridge Road Sterling, IL 61081		
Gene Houzenga	12750 Prairie Center Road Morrison, IL 61270		
Harlan Houzenga	12831 Lincoln Road Morrison, IL 61270		
James Hruby Chris Hruby	Morrison Grease Recycling 9470 Lincoln Road Morrison, IL 61270		
William Huber	13515 Treva Drive Morrison, IL 61270		
Bob Huizenga	11266 Bunker Hill Road Morrison, IL 61270		
Tom Huizenga	16421 Millard Road Morrison, IL 61270		
Honorable Randall M. Hultgren Member of Congress	119 West First Street Dixon, IL 61021		
Max Hutchins	23274 Emerson Road Sterling, IL 61081		
IDOT	819 Depot Avenue Dixon, IL 61021		
Industrial Overlay, Inc.	PO Box 477 Rock Falls, IL 61071		
Lawrence Isaacson	16740 Crosby Road Morrison, IL 61270		
Doug Ishmael Joann Ishmael	1930 Smoky Road Savannah, TN 38372		
Gloria Ivey Sydnee Ivey	12578 Prairie Center Road Morrison, IL 61270	(815) 772-3195	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Honorable Mike Jacobs State Senator	606 19th Street Moline, IL 61265		
Susan James	1734 Valley View Drive Dixon, IL 61021		
Gene Jakoby	1004 Selmi Lane Rock Falls, IL 61071		
Lauren Jansen	13174 Prairie Center Road Morrison, IL 61270		
Floy Janssen, Trust Nancy Janssen	2326 12th Street Peru, IL 61354		
Eric Janvrin	10700 Union Grove Road Morrison, IL 61270	(319) 551-8346	epjanvrin@frontiernet.net
Japek Inc.	24009 Lincoln Rd Sterling, IL 61081		
David C. Jennings	Jennings Optometrist 201 East Market Street Morrison, IL 61270		
Jill Jennings	16380 Browns Road Morrison, IL 61270		
Harlan Johannsen	20711 Lincoln Road Morrison, IL 61270		
Barbara Johnson c/o Tim Vegter	11942 Lincoln Road Morrison, IL 61270		
Craig Johnson	901 31st Ave. Fulton, IL 61252	(815) 589-2412	cjohnson@jtcullenco.com
Eric Johnson Roger Johnson	J.T. Cullen Co., Inc. PO Box 311 Fulton, IL 61252	(815) 589-2412	ejohnson@jtcullenco.com rjohnson@JTcullenco.com
Galen Johnson	14364 Damen Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Reid Johnson	Whiteside County Farm Bureau 3590 Parkins Road Prophetstown, IL 61277	(815) 772-2165	
Robert Johnson Dixon Johnson	1414 North Cherry Street Galesburg, IL 61401	(309) 368-4225	
Brian Jones	7925 Lincoln Road Morrison, IL 61270		
Dale Jones	17870 Millard Road Morrison, IL 61270		
Warren Juist	607 15th Avenue Fulton, IL 61252	(815) 589-2616	
Mark Kaiser	13716 Shelly Drive Morrison, IL 61270		
Earl Kaufman	12072 Yager Road Lyndon, IL 61261		
Michael J. Kearney	200 5th Avenue South #304 Clinton, IA 52732	(563) 242-0414	Kearney@alum.wustl.edu
G. Tim Keller	1716 West 4th Street Sterling, IL 61081		
Barbara Kelly	20152 Acker Road Fulton, IL 61252		
Francis Kelly	13001 Pleasant Street Morrison, IL 61270		
Lyn Kenady	Happy Joe's Pizza 109 West Main Street Morrison, IL 61270		
Lori Keppen	23873 Telegraph Road Chadwick, IL 61014		
W. Kilgus	14932 Norrish Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Donald S. King	13845 Lincoln Road Morrison, IL 61270		
Jim King, Jr.	IFH Group PO Box 550 Rock Falls, IL 61071	(815) 626-1018	
Todd Kinney	1900 North 3rd Street Clinton, IA 52732		
Honorable Mark Kirk United States Senator	607 East Adams Suite 1520 Springfield, IL 62701		
Kent Klima (General Manager)	Northern Illinois Frontier Communications, Inc. PO Box 175 124 Lincolnway East Morrison, IL 61270		
Joe Klimson	501 East Lincolnway Morrison, IL 61270		
Mary Sue Klimstra, Trust	Wells Fargo NA PO Box 13519 Arlington, TX 76094		
Spencer Knox	311A N. Jacobson Morrison, IL 61270		
Gayla Kolb	Rock Falls Community Development Corporation 309 First Avenue Rock Falls, IL 61071	(815) 626-8053	coordinator@rockfallsdevelopment.org
Barbara Kophamer	PO Box 150 Morrison, IL 61270		
Jim Kophamer	1019 Hilltop Drive Morrison, IL 61270		
Jon Kophamer	19094 Ward Road Morrison, IL 61270		
Kenneth Kophamer	118 East Main Street Morrison, IL 61270	(815) 772-2728	kenny@kenkoprealty.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Karl Kovarile	200 East Knox Street Morrison, IL 61270		
Mike Kramer	Village of Lyndon 307 1st Street West Lyndon, IL 61261	(815) 778-4940	
Dan Kuehl	1001 Jenny Lane Morrison, IL 61270	(815) 441-1100	Kkuehl70@gmail.com
Doug Kuehl	12903 Malvern Road Morrison, IL 61270	(815) 772-2326	dhkuehl@thewisp.net
Ken Kuehl	12501 Malvern Road Morrison, IL 61270		
Randy Kuehl	18977 Millard Road Morrison, IL 61270		
William Kuehl	10499 Lincoln Road Morrison, IL 61270		
Glen R. Kuhlemier	1011 6th Avenue Rock Falls, IL 61071	(815) 626-5573	
Dennis Kyarsgaard	24120 Emerson Road Sterling, IL 61081		
Doug Lancaster	14079 Crosby Road Morrison, IL 61270		
Robert Landheer	16273 Lincoln Road Morrison, IL 61270		
Don Lane	206 Pine Street Morrison, IL 61270		
James Lane	1007 Hickory Hills Road Rock Falls, IL 61071		
Richard Lappa, Sr.	20860 White Oaks Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Vern Latwesen	16360 Spring Valley Road Morrison, IL 61270	(815) 772-7049	latwesen@hughes.net
Joann Laufenberg Jerry Laufenberg	306 Sycamore Street Morrison, IL 61270	(815) 772-2052	
Derek Lawrence	644 Genesee Avenue Morrison, IL 61270		
Honorable Charles "Skip" Lee (Mayor)	City of Sterling 212 Third Avenue Sterling, IL 61081	(815) 632-6621	
LuEllen Lee	14760 Norrish Road Morrison, IL 61270		
Leroy Leesman	Leesman Brother Trust 604 West 14th Street Rock Falls, IL 61071		
Edith Lenz (Reverend)	514 15th Avenue Fulton, IL 61252	(815) 589-2203	edielenz@firstrcafulton.org
Wes Letcher (Third Ward)	City of Fulton 513 15th Avenue Fulton, IL 61252	(815) 589-4526	wletcher@mchsi.com
Matt Lillpop (Manager)	Whiteside County Farm Bureau 100 East Knox Street Morrison, IL 61270	(815) 441-8572	Matt.wcfb@frontiernet.net
Charlotte Linder	210 West Wall Street Morrison, IL 61270		
Kent Linder	19450 Lake Road Morrison, IL 61270		
Gus Linke	308 Scenic Street Morrison, IL 61270		
Charles Litchfield	504 South Jackson Street Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Jon Lockhart	502 Tenth Avenue Fulton, IL 61252		
Bill Loerop	City of Fulton 415 11th Avenue Fulton, IL 61252		
Kim Lofgren	21186 Mathew Road Sterling, IL 61081		
Audrey Logan	3210 West Route 30 Rock Falls, IL 61071		
Wayne Longanecker	15840 Yorktown Road Morrison, IL 61270		
Jim Lopez (Road Commissioner)	Sterling Township 108 4th Avenue Sterling, IL 61081	(815) 632-6621	fleal@dsl.essex1.com
M & S Pools & Spas	23285 Mathew Road Sterling, IL 61081		
M V C Corporation	14993 Lyndon Road Morrison, IL 61270		
Gerald Mance	125 East Main Street Morrison, IL 61270		
Alan Manchester	17530 Millard Road Morrison, IL 61270	(815) 772-4127	
Joseph Manemann Molly Manemann	15803 Henry Road Morrison, IL 61270	(815) 772-8856	mollandjoe@hotmail.com
Honorable Don Manzullo Member of Congress	415 S. Mulford Road Rockford, IL 61108		
Linda Marley	2105 Freeport Road Apartment 1002 Sterling, IL 61081		
Joe Martin	503 West 10th Street Sterling, IL 61081		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
John Martin	708 Coralyn Drive PO Box 411 Morrison, IL 61270		
Barbara Mask (President)	Fulton Historical Society 715 10th Avenue Fulton, IL 61252	(815) 589-3809	barbmask@mchsi.com
John Massey	208 West Knox Street Morrison, IL 61270		
Gerald W. Mathew	19873 Lincoln Rd Morrison, IL 61270	(815) 772-4192	gmathew@frontiernet.net
Susan M. May	Susan's Calico Creations 1108 4th Street Fulton, IL 61252	(815) 589-2221	susancalicocreations@hotmail.com
Janice Mayes	504 West Lincolnway Morrison, IL 61270		
William McCue	Drainage District #2 of Hopkins 23267 Matthew Road Sterling, IL 61081		
Frank McCue	23840 Moline Road Sterling, IL 61081		
Joseph McCue	12912 Matznick Road Sterling, IL 61081		
Douglas McCulloh	15686 Henry Road Morrison, IL 61270		
Debbie McDonnell	1712 Ridgewood Drive Morrison, IL 61270	(815) 772-7519	Sharpgr12@yahoo.com
Joel McDonnell	McDonnell Farms 343 North Main Street Glen Ellyn, IL 60137		
Kelly McDonnell	409 South Genesee Street Morrison, IL 61270	(815) 218-6305	Kmcdonnell66@hotmail.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Michael McGinn	18944 Star Road Prophetstown, IL 61277		
Daniel McKenzie	20832 White Oaks Road Morrison, IL 61270		
Michael McMahon	10032 Fulfs Road Morrison, IL 61270		
Sylvester McWorthy	700 Deerview Lane Morrison, IL 61270		
Alan Medema Joyce Medema	13577 Hillside Road Morrison, IL 61270	(815) 441-3436	
Robyn Meinen	2307 Prophet Road Rock Falls, IL 61071		
Gerald Meinsma	12910 Yager Road Morrison, IL 61270		
Jeff Meinsma	17578 Bunker Hill Road Morrison, IL 61270	(815) 772-3508	Jjej81@thewisp.net
Jason Meinsma	14195 Round Grove Road Morrison, IL 61270		
Kenneth Meinsma	14117 Round Grove Road Morrison, IL 61270	(815) 772-4183	kreativem@hotmail.com
Mike Mely	15008 Henry Road Morrison, IL 61270		
Ann B. Mennenoh	16916 Tanglewild Drive PO Box 359 Morrison, IL 61270		
Dennis Metcalf	15629 Moline Road Lyndon, IL 61261		
Gary Meyer Darlene Meyer	19379 Lincoln Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Gary Meyer Darlene Meyer	20640 White Oaks Road Morrison, IL 61270		
Duane Meyers	9309 East Vereda Solane Drive Scottsdale, AZ 85255		
Trevor Meyers	22594 Lincoln Road Sterling, IL 61081		
Steve Miley Joyce Miley	17955 Hillside Road Morrison, IL 61270		
Donald L. Miller	523 Christopher Morrison, IL 61270		
Ken Mills	11571 Cloudy Road Morrison, IL 61270		
Rusty Mills	13850 Shelly Drive Morrison, IL 61270		
Gary Milnes	15395 Norrish Road Morrison, IL 61270		
Amanda Mitchell	12785 Pear Street Sterling, IL 61081		
Honorable Jerry L. Mitchell State Representative	100 East 5th Street Rock Falls, IL 61071		
Stan Mitick Ruth Mitick	513 Anthony Ct. Morrison, IL 61270		
Wayne Mix	2804 West Route 30 Rock Falls, IL 61071		
Harold Montgomery	14966 Norrish Road Morrison, IL 61270		
Sharon Moore	10 W. Lincolnway Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Mark Morgan	25440 Indian Ridge Road Sterling, IL 61081		
Keith Morine LuAnn Morine	19246 Acker Road Fulton, IL 61252		
Morrison Ag LLC	5502 Lyndon Road Prophetstown, IL 61277		
Morrison City Hall	200 W. Main Street Morrison, IL 61270		
Honorable Richard Morthland State Representative	4416 River Drive Moline, IL 61265		
Martha Moulton	300 Maple Avenue Morrison, IL 61270		
Martha Moulton	2612 Monterey Bay Evans, CO 80620		
Edward Mulvaney	603 W. 10th Street Rock Falls, IL 61071	(815) 622-1110	
Ray Neisewander	468 Timberland Drive Dixon, IL 61021		
Dorothy Nelson	600 Christopher Street Morrison, IL 61270		
Gordon Nelson	106 Carolee Lane Morrison, IL 61270		
Karen Nelson	1906 New High Street Rock Falls, IL 61071	(815) 625-7343	jnelknel@insightbb.com
Thomas Nelson	25300 Como Road Sterling, IL 61081		
Edward Newendyke	10972 Kruger Road Morrison, IL 61270		
Richard Ng	4002 West Rock Falls Road Rock Falls, IL 61071		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Richard Ng	3920 W Rock Falls Rd Rock Falls , IL 61071		
Elwin Nice	20608 Carroll Road Morrison, IL 61270		
William Nice	Whiteside County Board 20780 Carroll Road Morrison, IL 61270	(815) 772-7465	
Dolores Nice-Siegenthaler	4266 Wilshire Boulevard Oakland, CA 94602		
Tom Nielson	10365 Calhoun Road Rock Falls, IL 61071		
John Niemann	23444 Mathew Road Sterling, IL 61081		
Dave Noble (General Manager)	Wal-Mart Distribution 23769 Mathew Rd Sterling, IL 61081	(815) 632-4899	dgnoble@wal-mart.com
Robert Olesen	15819 Lakeside Sterling, IL 61081		
LaDonna Opheim	1748 Shutters Street Thomson, IL 61283	(815) 259-5705	
Sheila Osborn	13631 Shelly Drive Morrison, IL 61270		
Marlene Osterhaus	PO Box 3111 Davenport, IA 52808	(563) 508-1731	Moster1219@aol.com
DuWayne Ottens	13965 Feldman Road Morrison, IL 61270		
Gene Ottens Phyllis Ottens	15430 Wayne Road Morrison, IL 61270		
Kelby Ottens	12578 Prairie Center Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Jack Ottosen	13801 Lister Road Morrison, IL 61270	(815) 772-3013	
Margo Owano	19396 Noel Court Morrison, IL 61270		
Douglas A. Pannier	1716 Ridgewood Drive Morrison, IL 61270		
R. Everett Pannier	Morrison Area Development Corporation 608 Greenwood Drive Morrison, IL 61270	(815) 772-2528	epannier@frontiernet.net
Dr. Richard Parkinson, Ed. D	Morrison Institute of Technology (MIT) 701 Portland Avenue Morrison, IL 61270	(815) 772-7218	rcpark@morrison.tec.il.us
Jerry Paulson	320 South Third Street Rockford, IL 61104	(815) 964-6666	paulsonjerry@aol.com
Pat Van Loo (City Clerk)	Clinton City Hall 611 S. 3rd Street Clinton, IA 52732		
Roger Pell	17218 Lincoln Road Morrison, IL 61270		
Fred Pell, Trustee	17048 Lincoln Road Morrison, IL 61270		
Humberto Perez	4104 Rock Falls Road Rock Falls, IL 61071		
Margaret Pessman Gene Pessman	15651 Millard Road Morrison, IL 61270	(815) 772-2769	
Pat Pessman Vern Pessman	20482 Acker Road Fulton, IL 61252		
Travis Peter	15270 Diamond Road Fulton, IL 61252	(815) 589-2412	tpeter@jtcullenco.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Michl Peters	901 31st Avenue Fulton, IL 61252	(815) 589-2412	mpeters@jtcullenco.com
Jerry Peterson	League of Illinois Bicyclists 1505 First Avenue Sterling, IL 61081		
Ken Petersen	16820 Tanglewood Drive Morrison, IL 61270		
Peter Petrowsky	Whiteside County Engineer 18819 Lincoln Road Morrison, IL 61270		
John Petry Maria Petry	20798 White Oaks Morrison, IL 61270		
Edith Pfeffer	931 2nd Avenue South Clinton, IA 52732	(563) 243-7751	
Raymond Pierson Lucia Pierson	5416 Emerson Road Sterling, IL 61081		
Merritt Pitcher	15763 Patch Road Morrison, IL 61270		
Ronald Pleskovitch	2900 West Rock Falls Road Rock Falls, IL 61071		
Malcolm Pollock	2802 West Route 30 Rock Falls, IL 61071		
Beulah Porter	16875 Tanglewild Drive Morrison, IL 61270		
Clarence Porter	11159 Crosby Road Morrison, IL 61270		
John Prange	Morrison Area Development Corporation 701 North Genesee Morrison, IL 61270		
Matthew Pratt	218 West Main Street Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Propheter Real Estate	18573 Pennington Road Sterling, IL 61081		
Rich Pruis	12471 Bunker Hill Road Morrison, IL 61270		
Allen Puckett	20688 White Oaks Road Morrison, IL 61270		
Quality Ready Mix	14849 Lyndon Road Morrison, IL 61270		
Jean Quick	9868 Kruger Road Morrison, IL 61270		
Catherine Rambo	705 Melody Court Apartment #3 Morrison, IL 61270	(815) 772-7317	
Gary Ralston	19212 Acker Road Fulton, IL 61252		
Marjorie Ratzlaff	2707 West Rock Falls Road Rock Falls, IL 61071		
Chandra Ravada	4563 Camelot Drive Dubuque, IA 52002		
Doug Ray	226 Prairie Lane West Princeton, IL 61356		
Virginia Ray	1224 1st Avenue Fulton, IL 61252		
Donna Reavy	16310 Union Street Morrison, IL 61270		
Don Reed	13012 Locust Court Morrison, IL 61270		
Lynn Reimer	18020 Bunker Hill Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Merle Reisenbigler	604 Ash Morrison, IL 61270	(815) 772-2907	merle@rcsmithlimo.com
Dennis Reiss	14800 Elk Road Fulton, IL 61252		
Daehle Reitzel	City of Rock Falls 603 West 10th Street Rock Falls, IL 61071		
Lester & Beth Renkes, Trust	14825 Norrish Road Morrison, IL 61270		
Phillip Renkes	1007 Glenwood Drive Morrison, IL 61270	(815) 772-3309	Renke62@yahoo.com
Randy Renkes	313 N. Jackson Street Morrison, IL 61270		
Randy Renkes Katy Renkes	11760 Garden Plain Road Morrison, IL 61270	(815) 772-7399	renkesinc@yahoo.com
Ryan Renkes	509 East High Street Morrison, IL 61270		
Russ Renner	Whiteside County Engineer 18819 Lincoln Road Morrison, IL 61270	(815) 772-7651	rrenner@whiteside.org
Curtis Repass	805 Regan Road Rock Falls, IL 61071		
Jon Lockhart	502 Tenth Avenue Fulton, IL 61252		
Denny Siefken Steve Siefken	11489 Ward Road Morrison, IL 61270		
James Rhoades (Chief of Police)	City of Fulton 415 11th Avenue Fulton, IL 61252		
Dan Ribordy	WIPFLi LLP CPAs and Consultants 403 East Third Street Sterling, IL 61081	(815) 626-1277	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
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Bert Rice	16173 Hazel Road Morrison, IL 61270		
Scott Rickels Ranae Rickels	13677 Crosby Road Morrison, IL 61270		
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Rock River Christian Center	1800 Prophet Road Rock Falls, IL 61071		
Rock River First Church of God	PO Box 489 Rock Falls, IL 61071		
Rosemary Rodgers	8889 Lincoln Road Fulton, IL 61252	(815) 772-8256	
Valarie Rodgers	14278 Robertson Lane Morrison, IL 61270		
Chonita Rodriguez	3000 West Route 30 Rock Falls, IL 61071		
Ron Roels	City of Fulton 415 11th Avenue Fulton, IL 61252		
Karen Rogers	1749 Rolling Hills Drive Crystal Lake, IL 60014		
Ruthie Rogers (Highway Commissioner)	Coloma Township 217 West 14th Street Rock Falls, IL 61071	(815) 625-3207	
Dave Rose (Alderman Ward 4)	City of Morrison 306 South Madison Morrison, IL 61270	(815) 772-7366	
Jim Rosenow	17921 Millard Road Morrison, IL 61270		
Mark Rubright	9108 Lincoln Road Fulton, IL 61252		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
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Honorable Larry W. Russell (Mayor)	City of Fulton 415 11th Avenue Fulton, IL 61252	(815) 589-2616	fultonadmin@mchsi.com
Ronald Russell	13360 Blue Goose Road Morrison, IL 61270		
Gary Sandrock	Sandrock Farms 8681 Hickory Hills Road Rock Falls, IL 61071	(815) 622-0002	
Rich Sawyer	17856 Hazel Road Morrison, IL 61270		
Larry Schaver	14770 Norrish Road Morrison, IL 61270		
Gerald Schaver Linda Schaver	801 13th Avenue Fulton, IL 61252		
Honorable Bobby Schilling Member of Congress	1600 First Avenue, Suite A Rock Falls IL 61071		
Scott Schipper	15366 Diamond Road Fulton, IL 61252	(815) 520-3458	sschipper@jtcullenco.com
Kevin Schister	116 Carolee Lane Morrison, IL 61270		
Gary W. Schreiner Roger Colmark	210 East 3rd Street Sterling, IL 61081		
Laverne Schroeder	16614 Carroll Road Morrison, IL 61270		
Melanie T. Schroeder	City of Morrison 200 West Main Street Morrison, IL 61270		
Steven Schroeder	PO Box 388 Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Vernon Schroeder	15445 Lincoln Road Morrison, IL 61270		
Jim Schueneman	603 West 10th Street Rock Falls, IL 61071		
Mark Schuler	15778 Hazel Road Morrison, IL 61270	(815) 772-2196	schulermotors@frontiernet.net
Swan Schuler	104 East Main Street Morrison, IL 61270		
Phil Schultz	Whiteside County Farm Bureau 23787 Prophet Road Rock Falls, IL 61071	(815) 772-2165	
Royanne Schultz	4008 West Route 30 Rock Falls, IL 61071		
Sherry Schwartz	13781 Prairie Center Morrison, IL 61270	(815) 772-3664	schwartzcps@yahoo.com
David Scott Debra Scott	20829 Lincoln Rd Sterling, IL 61081	(815) 772-7089	4rottsru2@frontiernet.net
James Scott	600 Hickory Hills Drive Morrison, IL 61270		
Richard Scott	15075 Round Grove Road Morrison, IL 61270		
Rod Scott	813 East Humphrey Avenue Rock Falls, IL 61071		
Harold Scuffham Mart Scuffham	12433 Prairie Center Road Morrison, IL 61270		
Ben Seaman	16955 Carroll Road Morrison, IL 61270		
Louis Sedig Kathy Sedig	14366 Sawyer Road Morrison, IL 61270	(815) 772-8722	lsedig@frontiernet.net

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Charles Sedig	16356 Bishop Road Morrison, IL 61270		
William Senior Alice Senior	500 Elm Street Morrison, IL 61270		
Ron Shank	14245 Lister Road Morrison, IL 61270		
Angela Shouse	16462 Norton Road Morrison, IL 61270		Ginbob1@frontier.com
Kay Shelton	Illinois Lincoln Highway Association 1006 North 15th Street Dekalb, IL 60115	(815) 748-7211	Lincolnhighway2010@yahoo.com
Lola Shirk	512 East Wall Street Morrison, IL 61270		
William Shirk	102 N. Olive Street Morrison, IL 61270		
Scott Shumard	1411 Locust Street Sterling, IL 61081		
Gary Siefken Barb Siefken	9084 Lincoln Road Fulton, IL 61252	(815) 772-3093	
Gary Simpson Christy Simpson	14240 Liston Road Morrison, IL 61270		
Ann Slavin	620 Lincolnway Ct. Morrison, IL 61270	(815) 499-4991	judgeslavin@mchsi.com
Bart Smith	Whiteside County Farm Bureau 519 Anthony Morrison, IL 61270	(815) 772-2165	bartongsmith@mchsi.com
Bart Smith Ellen Smith	DQ Grill & Chill 200 North Sawyer Rd Morrison, IL 61270	(815) 772-7070	

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Mark Smith	18399 Millard Road Morrison, IL 61270		
Marsha L. Smith	707 Park Place Clinton, IA 52732	(563) 212-9582	msmith@clintonia.com
Rick Smith	14910 Schipper Lane Morrison, IL 61270		
Scott Smithee	1508 Flock Avenue Rock Falls, Il 61071		
Robert Snodgrass (Alderman, Ward 3)	City of Morrison 609 Genesee Avenue Morrison, IL 61270	(815) 772-7319	
Mary Snoke	14163 Damen Road Morrison, IL 61270		
Brian Snow	603 West 10th Street Rock Falls, IL 61071		
Ed Snyder	306 Scenic Drive Morrison, IL 61270		
Hal Snyder Linda Snyder	15216 Norrish Road Morrison, IL 61270	(815) 772-2037	snydz@frontiernet.net lksnydz@yahoo.com
Jan Snyder	501 West Lincolnway Morrison, IL 61270		
Randy Snyder, Trust	PO Box 187 Albany, IL 61230		
Verna Snyder	203 West Park Street Morrison, IL 61270		
Bob Soesbe	900 South 6th Street Clinton, IA 52732	(563) 242-2735	
Danny Soleta	20670 White Oaks Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Larry Sonberg	15299 Norrish Road Morrison, IL 61270		
Heather Sotelo (Executive Director)	Greater Sterling Development Corporation 211 Locust Street Sterling, IL 61081	(815) 625-5255	hsotelo@sterlingdevelopment.org
Lou Sotelo	307 West 13th Street Sterling, IL 61081		
Bob Spain	First Presbyterian Church 100 West Lincolnway Morrison, IL 61270	(815) 772-3510	
Lanny Spangler	12540 Lincolnway Morrison, IL 61270		
Betty Steinert	Whiteside County Enterprise Zone & Economic Development 200 East Knox Street Morrison, IL 61270	(815) 772-5175	Bsteinert@whiteside.org
Dale Sterenberg	16836 Millard Road Morrison, IL 61270	(815) 772-2751	sos@prestontel.com
Wesley Sterenberg	404 East Park Street Morrison, IL 61270		
James Stern	28775 Hazel Road Sterling, IL 61081		
Carol Stichter	16859 Carroll Road Morrison, IL 61270		
Eunice Still	16260 Union Street Morrison, IL 61270		
David J. Stoudt	14749 Norrish Road Morrison, IL 61270		
John Stoudt	504 Maple Avenue Morrison, IL 61270	(815) 772-4790	jstoudt@citlink.net

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
John Stowell	15405 Lincoln Road Morrison, IL 61270		
Arnold C. Stralow	12207 Yager Road Lyndon, IL 61261	(815) 778-4406	
Craig Stralow	12512 Lyndon Road Morrison, IL 61270		
E.H. Stralow	15207 Henry Road Morrison, IL 61270		
Ellsworth Stralow	208 West Park Morrison, IL 61270		
Flora Stralow	16166 Liberty Street Morrison, IL 61270		
Gilbert Stralow	12261 Lincoln Road Morrison, IL 61270		farmergil@frontiernet.net
Keith Stralow	14370 Damen Road Morrison, IL 61270		
Kurt Stralow	101 East Morrison Morrison, IL 61270		
Ronald F. Stralow Betty Stralow	523 West Lincolnway Morrison, IL 61270		
Viola Stralow	206 Cedar Morrison, IL 61270		
Pat Strating	15245 Blue Goose Road Sterling, IL 61081		
Ervin Stuart	622 W. Lincolnway Morrison, IL 61270	(815) 772-3944	
Jerry Stuart	701 West Morris Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Barb Suehl-Janis (Leonard Janis)	Windmill Realty Highway 30 Coalition 609 16th Place Fulton, IL 61252	(815) 589-3438	bsuehl@frontiernet.net timber@vbe.com
Leo Sullivan	740 Milnes Drive Morrison, IL 61270		
Jack Sumption	27942 Knief Road Rock Falls, IL 61071		
Robert Sutkay	21347 Lincoln Road Sterling, IL 61081		
Don Sweenie	9652 Union Grove Road Morrison, IL 61270		
Vicki Tate	385 Middle Street Amherst, MA 01002-3016		
Russell Tegeler Tammy Tegeler	8875 Rick Road Morrison, IL 61270		
Shawn Tegeler	808 Jackson Street Prophetstown, IL 61277		
Don Temple (Board Member)	Whiteside County Farm Bureau 5419 Harvey Road Fulton, IL 61252	(815) 772-2165	
Steve Temple	27797 Buena Vista Rock Falls, IL 61071		
Kenneth Tenboer	PO Box 381 Morrison, IL 61270		
Ruth Ann Tervelt	16624 Carroll Road Morrison, IL 61270		
Berwin Thompson	PO Box 72 Galt, IL 61037		
Bud Thompson	City of Prophetstown 102 Riverside Drive Prophetstown, IL 61277		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Honorable Howard Thompson (Mayor)	City of Prophetstown 339 Washington Street Prophetstown, IL 61277		
Arlyn Thomson	700 Milnes Drive Morrison, IL 61270		
Sarah Thorndike Will Thorndike	10066 Glenwood Morrison, IL 61270	(815) 772-7936	watjr@mchsi.com
Linda Thurm	Rock Falls Chamber of Commerce 601 West 10th Street Rock Falls, IL 61071	(815) 625-4500	
John Thyne Kay Thyne	17120 Lincoln Road Morrison, IL 61270		
Kenneth Tiesman	Kiwanis Club of Fulton, President P.O. Box 81 Fulton, IL 61252		
Marvin Tichler	13920 Crosby Road Morrison, IL 61270		
John Tomczak	25326 Como Road Sterling, IL 61081		
Jody Tracy	1161 25th Street Moline, IL 61265		
Dr. Heath Treharne	Tree of Life Chiropractic 1130 17th Street Fulton, IL 61252	(815) 589-5255	nuccatree@yahoo.com
Fred Turk	3301 A Street Rock Falls, IL 61071	(815) 625-4657	turkFK@essex1.com
Patricia Turner	LaDella Farms, Inc. 4215 El Rancho Drive Davenport, IA 52806		
Paul Tyler	4006 West Rock Falls Road Rock Falls, IL 61071		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
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Dale Usterbowski	5085 Base Morrison, IL 61270	(815) 772-0153	
Luke Vander Bleek	504 Portland Avenue Morrison, IL 61270	(815) 772-3587	lvande@fitzgeraldpharmacy.com
Arnold Vandereide	6126 Holly Road Fulton, IL 61252		
Carl Vandereide	7300 Hazel Road Fulton, IL 61252		
John Vandereide	7691 Hazel Road Fulton, IL 61252		
Dave Vanderlaan	17792 Holly Road Morrison, IL 61270		
Doug Vanderlaan	16951 Round Grove Road Morrison, IL 61270		
Calvin Vandermyde	15213 Norrish Road Morrison, IL 61270		
Doug Vandermyde	600 Diamond Court Morrison, IL 61270	(815) 772-4902	
Frank Vandermyde	702 Glenwood Drive Morrison, IL 61270		
Paul Vandermyde	320 North Jackson Morrison, IL 61270		
Richard Vandermyde	617 North Orange Street Morrison, IL 61270		
Mark Vandersnick	603 West 10th Street Rock Falls, IL 61071		
Harold Vandervinn	17919 Hazel Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Richard Van Vleet Brenda Van Vleet	12630 Prairie Center Road Morrison, IL 61270		
Dennis Van Zuiden	11939 Bunker Hill Road Morrison, IL 61270		
Robert Van Zuiden	17331 Hillside Road Morrison, IL 61270		
Bob Vaughn	Morrison Business Advisory Group 2075 Base Street Morrison, IL 61270	(815) 772-2967	bobvaughn@thecityrebar.com
Al Vegter Connie Vegter	9052 Rick Road Morrison, IL 61270	(815) 772-2860	
Arnold Vegter	10909 Prairie Center Road Morrison, IL 61270		
Harlan Vegter	11157 Prairie Center Road Morrison, IL 61270	(815) 772-3971	
Mike Vegter	14494 Vegter Road Morrison, IL 61270		
Rich Vegter	108 Prospect Street Morrison, IL 61270		
Tim Vegter	11791 Lincoln Road Morrison, IL 61270		
Timothy Vegter	11942 Lincoln Road Morrison, IL 61270		
Roy Velde	106 East South Street Morrison, IL 61270		
Francis Venhuizen	408 West Winfield Morrison, IL 61270		
Mary Jane Venhuizen	17357 Hazel Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Thelma Venhuizen Gordon Zaagman	19519 Bunker Hill Road Morrison, IL 61270		
Raymond Verdick	1103 Hickory Hills Road Rock Falls, IL 61071		
Paul Vock	18737 Bunker Hill Road Morrison, IL 61270		
Phillip Vock Tracy Vock	13893 Round Grove Road Morrison, IL 61270		
Dave Vogel	Drives, Inc. 1009 1st Street Fulton, IL 61252	(815) 589-2211	
Terry Vogel	20690 White Oaks Road Morrison, IL 61270		
Al Vos	324 North Jackson Street Morrison, IL 61270		
Jeff Voss	21925 Carroll Road Morrison, IL 61270		
Andrea Wagner	14870 Melinda Drive Morrison, IL 61270		
Doris Wallingford	403 Florence Street Morrison, IL 61270		
Wal-Mart Stores, Inc.	Wal-Mart Property Tax Department PO Box 8050 – MS 0555 Bentonville, AR 72712		
Paulette Walston	22766 Hillside Road Fulton, IL 61252		
Betty Warkins, Trustee	PO Box 87 Erie, IL 61250		
Myra Waters	707 Deerview Lane Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Paul Walters	13365 Garden Plain Road Morrison, IL 61270		
Jeff Weaver	13651 Lincoln Road Morrison, IL 61270	(815) 499-4711	
Dave Weber	624 East Lincolnway Morrison, IL 61270		
Jeffrey Weets	13863 Prairie Center Road Morrison, IL 61270		
Betty Weidman, Trust	21253 Lincoln Road Sterling, IL 61081		
Ronald E. Weimer	13629 Garden Plain Road Morrison, IL 61270	(815) 772-4495	Weimer71@hotmail.com
Byron Wetzell	615 West Lincolnway Morrison, IL 61270	(815) 772-8936	wetzellbyj@yahoo.com
Jeff Wetzell Linda Wetzell	312 North Jackson Morrison, IL 61270		
Whiteside County	200 East Knox Street Morrison, IL 61270		
Whiteside County Highway Department	18819 Lincoln Road Morrison, IL 61270		
Jon Whitney	PO Box 369 Thomson, IL 61285		
Ronald Wiebenga Vicki Wiebenga	13901 Sawyer Road Morrison, IL 61270		
Terry Wieneke	601 Genesee Avenue Morrison, IL 61270		
Carolyn Wiersema Larry Wiersema	15149 Lyndon Road Morrison, IL 61270		
Jan Wiersema	15093 Lyndon Road Morrison, IL 61270	(815) 772-3495	lwiersema@citlink.net

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
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Robert Wiersema	1704 Ridgewood Drive Morrison, IL 61270		
Vernon G. Wiersema	11629 Prairie Center Road PO Box 353 Morrison, IL 61270	(815) 772-2974	vwiersema@yahoo.com
Grant Wilke	1900 N. 3rd Street Clinton, IA 52732		
Linda Wilkens	15070 Henry Road Morrison, IL 61270		
Susan Wilkens Todd Wilkens	19389 Lincoln Road Morrison, IL 61270	(815) 772-2183	tswilkens@frontiernet.net
Terry Wilkins	1706 Ridgewood Drive Morrison, IL 61270		
Ardis Willavize	213 Elm Street Morrison, IL 61270		
Gilman Williams	1600 Teresa Street Rock Falls, IL 61071		
Sue Wing	12269 Prairie Center Road Morrison, IL 61270		
Rex H. Winget	424 17th Avenue Fulton, IL 61252	(815) 589-3070	rwinget@jtcullenco.com
Jim Wise (City Administrator)	City of Morrison 200 W. Main Street Morrison, IL 61270		
Ward Woessner c/o Frederick Woessner	14377 Galt Road Sterling, IL 61081		
Ben Wolf	17798 Spring Valley Road Morrison, IL 61270	(815) 441-1895	Ben.j.wolf@hotmail.com

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Rita Wolf Ken Wolf	9721 Lincoln Road Morrison, IL 61270		
Judy Wollam	16290 Union Street Morrison, IL 61270		
Amber Wood	631 Genesee Avenue Morrison, IL 61270		
Martha Wood	208 W. Winfield Street Prophetstown, IL 61277		
Dale Woodworth	605 Rita Court Prophetstown, IL 61277		
Jeff Woodworth	11880 Yager Road Lyndon, IL 61261	(815) 778-3397	jbwfarm@frontiernet.net
Bob Workman	15288 Henry Road Morrison, IL 61270		
Irvine Workman	208 Ash Avenue Morrison, IL 61270		
James Workman Diane Workman	304 Sycamore Morrison, IL 61270		
Linda Workman	13638 Yager Road Morrison, IL 61270	(815) 772-3641	
Lois Workman	20862 White Oaks Road Morrison, IL 61270		
Steve Workman c/o Kenneth Workman	20862 White Oaks Road Morrison, IL 61270		
Todd Workman	15051 Henry Road Morrison, IL 61270		
LeRoy Wright Mary Wright	13521 Creamery Morrison, IL 61270	(815) 441-8906	
Norm Yasp	609 East Lincolnway Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Andrew Younger, Sr.	13030 Galt Road Sterling, IL 61081		
Lisa Zaagman	19196 Moline Road Lyndon, IL 61261		
Paulette Zaagman	19519 Bunker Hill Rd Morrison, IL 61270	(815) 772-2683	paulettezoagman@yahoo.com
Tim Zollinger (City Attorney)	City of Morrison 200 West Main Street Morrison, IL 61270		
Gordon L. Zschiesche	500 1st Street East Lyndon, IL 61261	(815) 778-3624	
Dave Zuidema	307 South Cherry Morrison, IL 61270		
Dawn Zuidema	13507 Bunker Hill Road Morrison, IL 61270		
Harvey Zuidema Karen Zuidema	1023 Hilltop Drive Morrison, IL 61270	(815) 772-3084	oboykd@frontiernet.net
James Zuidema	14264 Lyndon Road Morrison, IL 61270		
Judy Zuidema	204 Ash Avenue Morrison, IL 61270	(815) 772-2607	galleryonmain@frontiernet.net
Kent Zuidema	15252 Yorktown Road Morrison, IL 61270	(815) 718-5312	
Pat Zuidema	City of Morrison 200 West Main Street Morrison, IL 61270		
Randall Zuidema	17370 Lincoln Road Morrison, IL 61270		
Rena Zuidema	16980 Holly Road Morrison, IL 61270		

US 30 ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT STAKEHOLDER LIST			
Stakeholder	**Address**	**Phone**	**Email**
Todd Zuidema	17314 Bishop Road Morrison, IL 61270		
Karen Zura	13075 Pleasant Road Morrison, IL 61270		

APPENDIX B: MEDIA CONTACT LIST

DAILY NEWSPAPERS		
Newspapers	**Address**	**Phone Number**
Illinois		
The Telegraph	113 S. Peoria Avenue Dixon, IL 61021 ebushman@saukvalley.com	(815) 284-2224 P (815) 284-2078 F
The Daily Gazette	3200 E. Lincolnway Sterling, IL 61081 jrogers@saukvalley.com	(815) 625-3600 P (815) 625-9390 F
Iowa		
The Clinton Herald	221 6th Avenue South PO Box 2961 Clinton, IA 52733 news@clintonherald.com	(563) 242-7101 P (563) 242-3854 F

WEEKLY NEWSPAPERS		
Newspapers	**Address**	**Phone Number**
The Review	P.O. Box 357 910 Albany Street Erie, IL 61250 review@whitesidesentinel.com	(309) 659-2761 P (309) 659-7751 F
The Journal	1009 4th Street Fulton, IL 61252 journal@whitesidesentinel.com	(815) 589-2424 P (815) 589-2714 F
Whiteside News Sentinel	100 E. Main Street Morrison, IL 61270 sentinel@whitesidesentinel.com	(815) 772-7244 P (815) 772-2676 F
Shawver Press	100 E. Main Street Morrison, IL 61270 shawverpress@frontiernet.net	(815) 772-4700 P (815) 772-2676 F
The Echo	342 Washington Street Prophetstown, IL 61277 echo@whitesidesentinel.com	(309) 659-2761 P (309) 659-7751 F

RADIO STATIONS			
Illinois	**Stations**	**Address**	**Phone Number**
Dixon Dixon Oregon	WRCV 101.7 FM / WIXN 1460 AM WSEY 95.7	1460 South College Ave. Dixon, IL 61021 Kcecchetti@nrgmedia.com	(815) 288-3341 P (815) 626-3091 P (815) 284-1017 F
East Moline	WDLM 960 AM	P.O. Box 149 East Moline, IL 61244 wdlm@moody.edu	(309) 234-5111 P
Dixon	WLLT 107.7 FM	260 IL Route 2 Dixon, IL 61021 wllt@comcast.net	(815) 284-1077 P (815) 284-3050 F
Sterling	WSDR 1240 AM WSSQ 94.3 FM WZZT 102.7 FM	3101 Freeport Road Sterling, IL 61081 wsdrnews@theramp.net	(815) 625-3400 P (815) 625-6940 F
Rock Island	WVIK 90.3 FM	639 38th Street Rock Island, IL 61201 wvik@augustana.edu	(309) 794-7500 P (815) 625-6940 F
Iowa	**Stations**	**Address**	**Phone Number**
Clinton	KROS 1340 AM	870 13th Avenue North P.O. Box 518 Clinton, IA 52733 news@krosradio.com	(563) 242-1252 P (563) 242-4825 F
	KCLN 1390 AM KZEG 94.7 FM	1853 442nd Avenue Clinton, IA 52732	(563) 242-1252 P (563 242-4567 F

TELEVISION STATIONS			
Illinois	**Stations**	**Address**	**Phone Number**
Rock Falls	Public Access Channel (Channel 5)	603 W. 10th Street Rock Falls, IL 61021 rblackert@rockfalls61071.com	(815) 564-1366 P (815) 622-1109 F
Morrison	Public Access Channel (Channel 18)	City of Morrison 200 West Main Street Morrison, IL 61270	(815) 772-7657 P
Moline	WQAD (ABC) (TV 8)	3003 Park 16th Street Moline, IL 61265 news@wqad.com	(309) 736-3300 P (309) 764-7181 F
Rock Island	WHBF (CBS 4)	231 18th Street Rock Island, IL 61201 newsroom@cbs4qc.com	(309) 786-5441 P (309) 788-3642 F

Appendix C: FORMAL DISPUTE RESOLUTION PROCESS, FHWA/FTA *SAFETEA-LU*

Environmental Review Process Final Guidance, November 2006, page 40

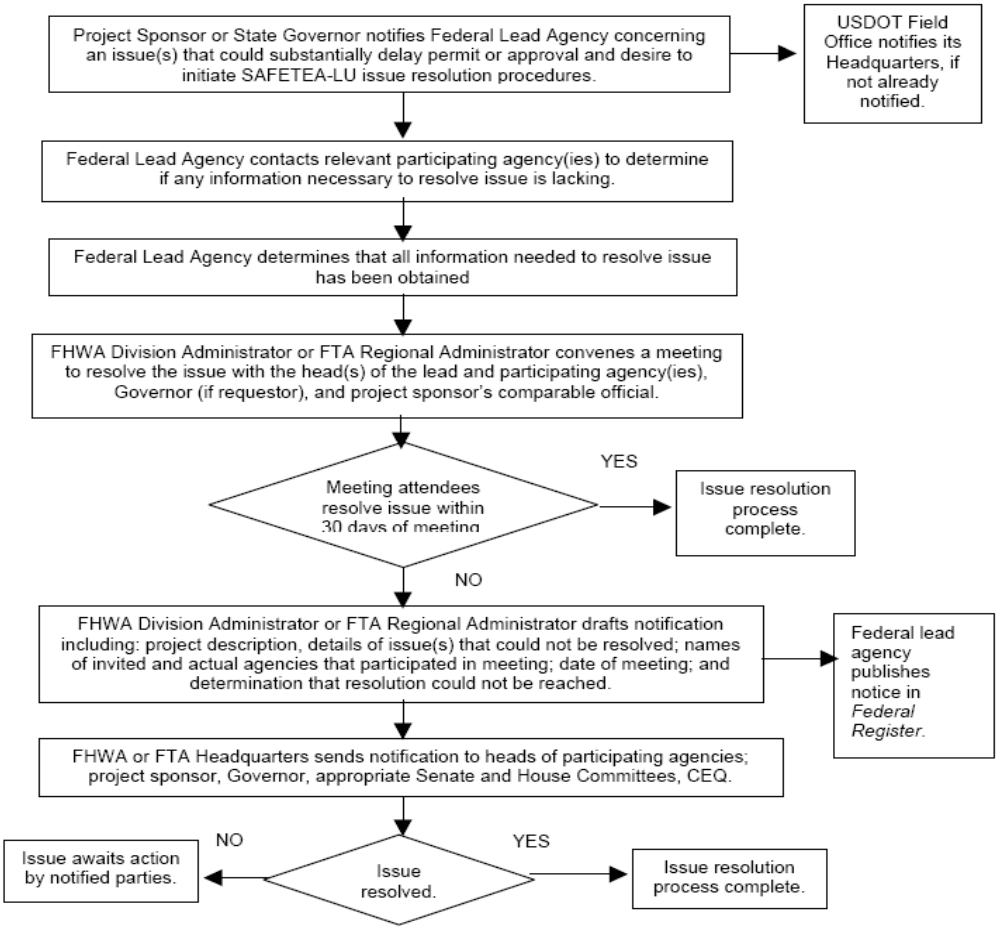


Figure 1. The SAFETEA-LU issue resolution process. Note that where two steps are not separated by a "yes" or "no" decision diamond, both steps must be taken.

Illinois Department of Transportation

STAKEHOLDER MEETINGS AND DATES

US Route 30 EIS and Phase I Design Report
STAKEHOLDER MEETING SCHEDULE

STAKEHOLDER	MEETING DATE
Iowa-Illinois Highway Partnership (IIHP)	July 16, 2007
Illinois State Representative Jerry Mitchell	July 19, 2007
Illinois State Representative Michael Boland	July 19, 2007
Illinois State Senator Todd Sieben	July 19, 2007
Morrison City Council	July 23, 2007
US 30 Coalition	July 23, 2007
Iowa DOT and City of Clinton	July 24, 2007
U.S. Senator Barack Obama	July 24, 2007
City of Sterling City Council	August 20, 2007
Whiteside County Highway Department and Township Roadway Commissioners	August 28, 2007
Illinois Department of Natural Resources (IDNR)	August 28, 2007
City of Fulton	September 17, 2007
Iowa DOT Commission	October 9, 2007
Greater Sterling Development Corporation	October 15, 2007
Morrison Rotary Club	October 17, 2007
Whiteside County Natural Area Guardians	October 18, 2007
City of Fulton Safety and Public Works Officials	November 7, 2007
City of Morrison Safety and Public Works Officials	November 29, 2007
Whiteside County Highway Department	January 21, 2009
City of Morrison City Council	January 21, 2009
City of Rock Falls City Council	January 26, 2009
US 30 Coalition	February 2, 2009
City of Fulton City Council	February 2, 2009
City of Sterling City Council	February 17, 2009
City of Sterling City Council	June 1, 2009
City of Rock Falls City Council	June 2, 2009
City of Fulton City Council	June 2, 2009
City of Morrison City Council	June 8, 2009
Whiteside County Natural Area Guardians (NAG)	June 11, 2009
Morrison Business Advisory Group	April 15, 2010
Whiteside County Farm Bureau	September 13, 2010
Morrison Business Advisory Group	May 24, 2011
Whiteside County Engineer & Township Roadway Commissioners	May 22, 2012

Stakeholder Meeting Summary

Monday, July 16, 2007
Iowa-Illinois Highway Partnership (IIHP)
Greater Clinton Chamber of Commerce
Clinton Iowa

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110)PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Honorable LaMetta Wynn (Mayor)
Gary W. Boden
Rodger Holm
Tom Determann
Dave Rose
Steven Ames
Julie Allesee
Kent Campbell
Carolyn Tallett
Bud Rudenbeck

US 30 Project Team Members:
Becky Marruffo (IDOT)
Dawn Perkins (IDOT)
Gil Janes (HR Green)
Michael Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point - US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose
Members of the Project Study Group (PSG) met with the Iowa-Illinois Highway Partnership to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:
- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline

- Public Outreach Activities
- Public Information Meeting Announcement (July 25, 2007)

US 30 Team Presentation

Gil Janes greeted the attendees and thanked the organization for all of their on-going efforts to champion the project. He went on to explain that in addition to preliminary findings and strong community support expressed by such organizations as the Iowa-Illinois Highway Partnership in conjunction with the Department's support, funding was secured to begin the next step, an Environment Impact Statement and Design Report process.

Gil explained the NEPA and Environment Impact Statement process. Mike Walton went on to explain the project timeline and Context Sensitive Solutions (CSS) process. Shelia Hudson expounded more on CSS and the proposed public involvement activities designed for the project. Shelia also encouraged participation and highlighted information to be presented at the upcoming Public Information Meeting, scheduled for July 25.

Comments/ Issues/Questions:

Comments

Overall the IIHP expressed their full support of the project; as well as their ongoing advocacy role to assure Iowa delegates and leaders do their part to champion the project. The attendees went on to state that the project was not just a state to state issue but a regional issue, therefore they encouraged the Department to continue to make the US 30 project a top priority for the sake of the region.

Questions

Q - How much will cost be a factor in the decision-making process?
A- (Team response) Funding will be a major factor in completing the project.

Q - Can one individual cause an alternative to be dismissed?
A – Gil stated the matrix tool used during the feasibility study was a good rating system that really helped get the project to its point.

Q - Will previous corridors be considered?
A- Gil responded by stating some of the ideas will be carried forward, but not at the exclusion of other alternatives.

Q- Do we have any idea of forecasting the date for completion of construction?
A- No. Becky went on to say a lot will depend on the recommendations from this EIS process and funding.

Q- Do we need any additional funding in 2008?
A- The team responded no. Funding is secured for this study. The study outcome will determine our financial needs for Phase II Final Design and Phase III Construction

Q- Can this project fall off the face of the earth?

A- Not as long as it has public support stated Gil. He went on to state: the study team hopes to provide additional details/supporting information in support of the project. The group needs

A- to provide additional emphasis/continue to demonstrate the need for funding of public infrastructure. The State of Illinois is in a maintenance mode of the transportation system. No major rehabilitation or new construction is programmed.

Q- Is the EIS for the entire corridor?
A- Gil stated this is an evaluation process. The work being done will be used to determine preferred alternative (s) for the corridors.

Q – How were the study bands determined?
A- Gil and Becky explained that study bands define the outer limits of an area where possible transportation improvements are considered. Preliminary data helped define the study bands for this project's next phase. Based on the new data collected potential transportation corridor(s) will be identified within those bands.

Q- In establishing the study bands, was one of the considerations wetlands? Why would this be studied if not desirable?
A- Gil stated that a southern extension of IL78 involved a potential impact to wetlands.

Q- Can this be mitigated?
A- Gil stated yes, there are ways.

Q- Are there environmental groups that have expressed an interest?
A- (Team Response) The goal is to engage and solicit input from everyone who has a vested interest in the project. That will include environmental groups that have a specific interest.

Q- Will there be a fair market value for purchasing personal land?
A- The Department has standard policy and procedures in place for acquiring property. When the time comes to acquire parcels, the Department will have an appraiser appraise properties potentially impacted to determine the fair market value.

Q- Will the community have an opportunity to get involved?
A- Shelia stated absolutely. There will be public information meetings; a new project web site; a project hotline has been established; the project study group will form a Community Advisory Group (CAG); and on going stakeholder briefings with groups such as this organization.

Q- Are we keeping Boland and Jacobs involved?
A- Our goal is to keep all of our stakeholders who have a vested interest in the project informed. The study team is open to all opportunities to meet with an individual or group who are interested in the project progress.

Q- Will we be using previously developed information?
A- Mike stated that the preliminary data collected from the feasibility study will be used as a basis to a more in-depth process.

PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

IOWA - ILLINOIS HIGHWAY PARTNERSHIP MEETING

CLINTON CHAMBER OF COMMERCE
CLINTON, IOWA

MONDAY,

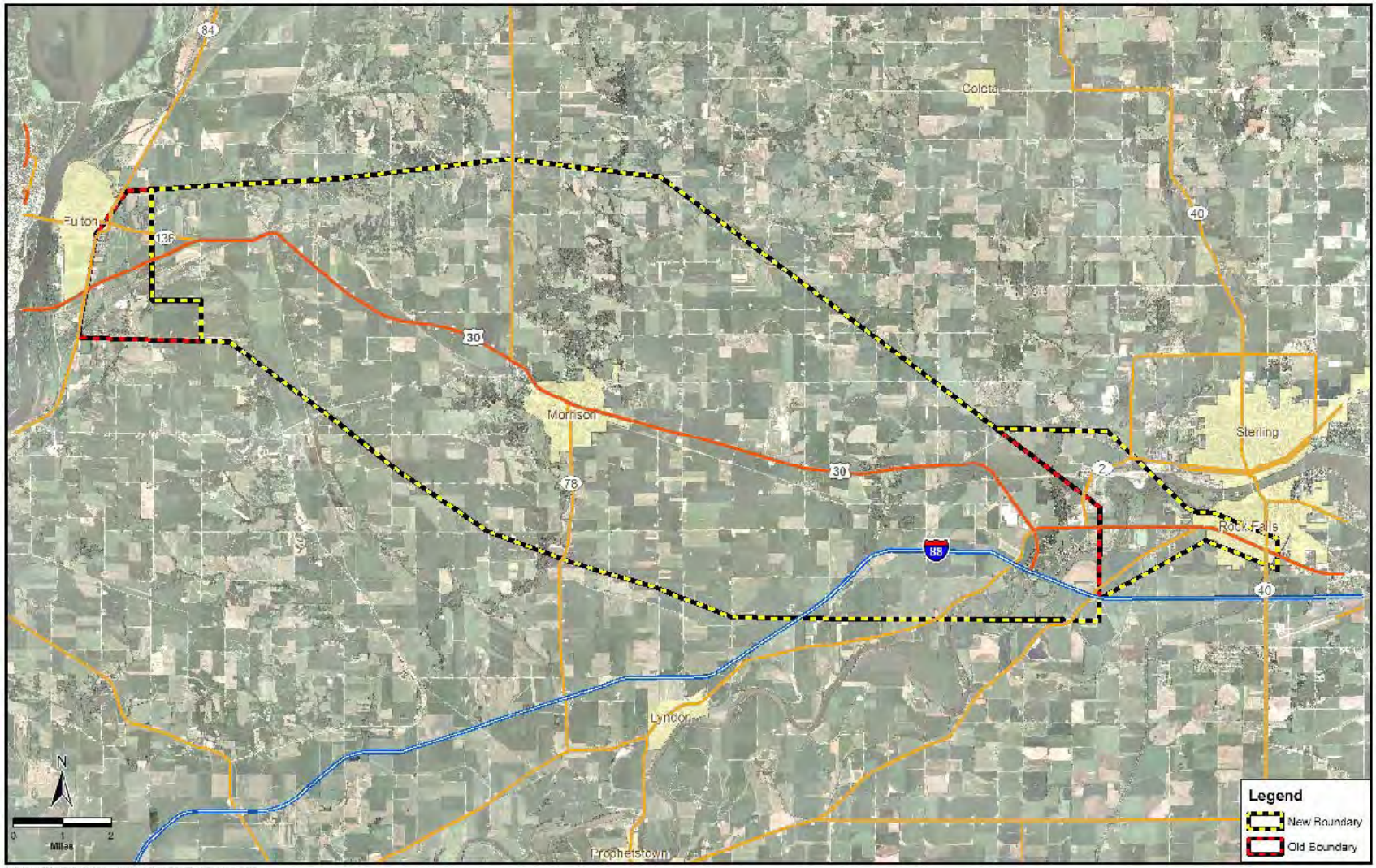
JULY 16, 2007

THANK YOU FOR YOUR ONGOING SUPPORT !

PHASE I ENVIRONMENTAL IMPACT STATEMENT AND
DESIGN REPORT

RESULTS FROM US 30 CORRIDOR FEASIBILITY STUDY

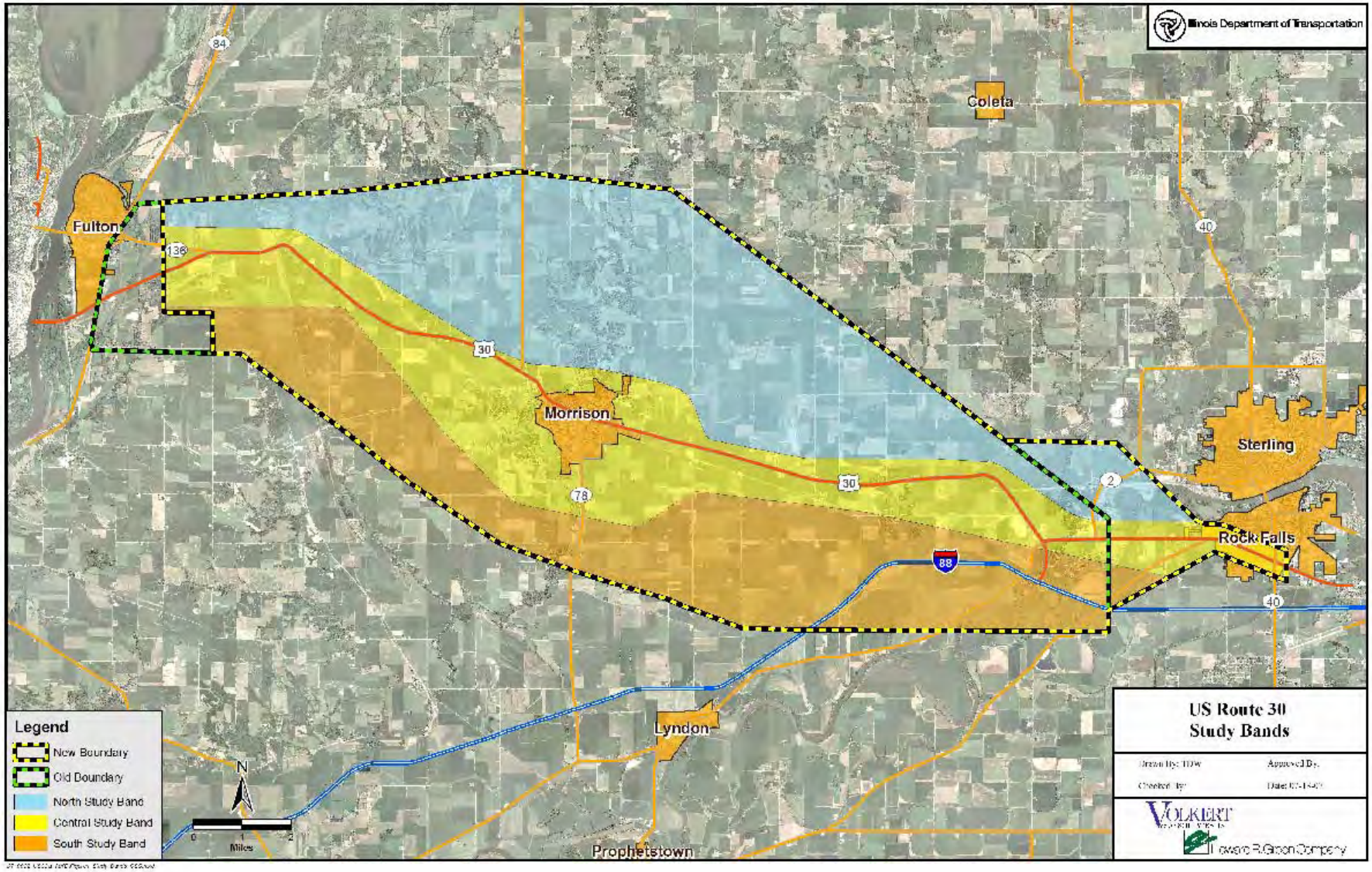
Feasibility Study Area



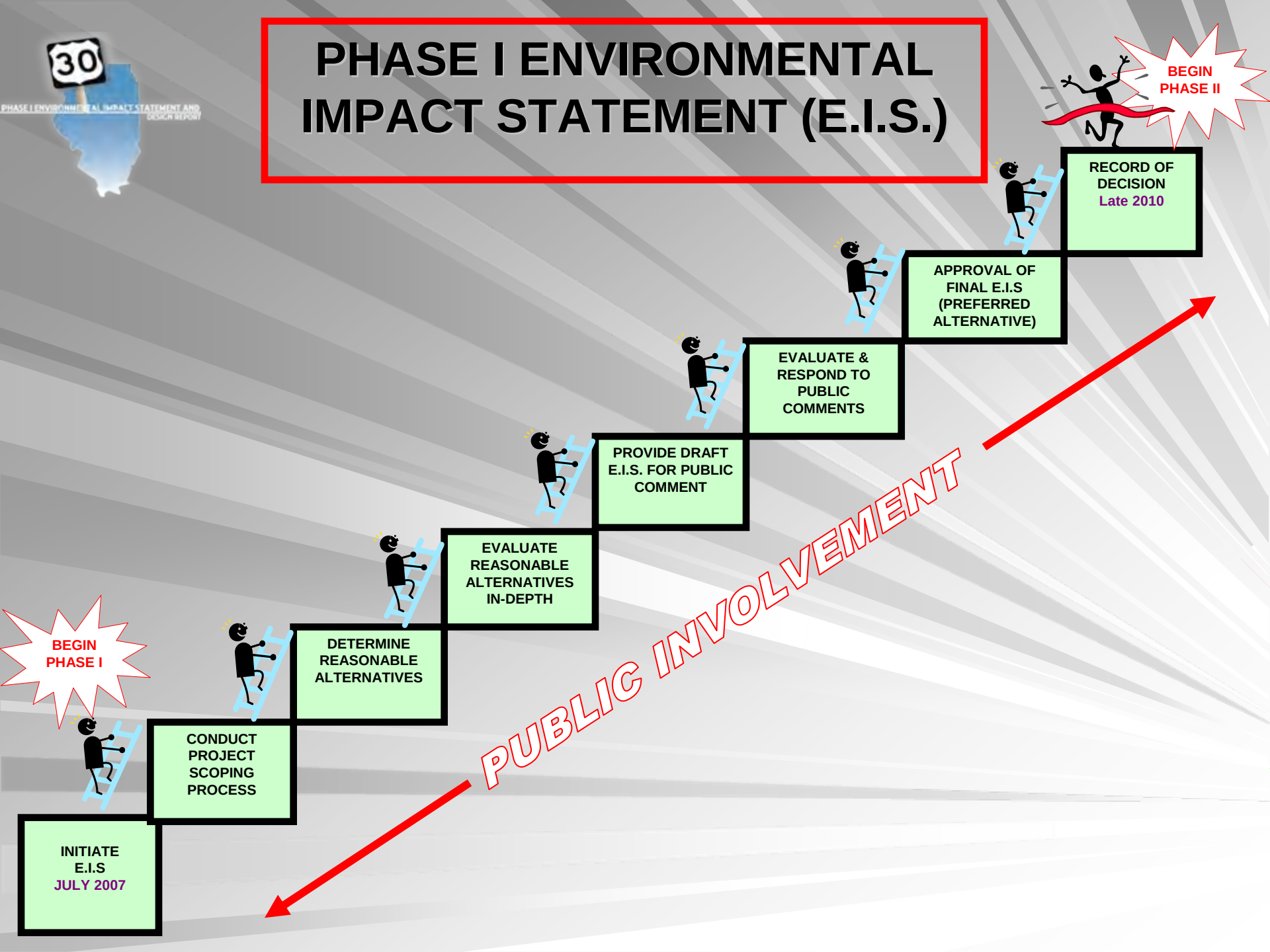
- ***The US 30 Corridor Feasibility Study determined there was a need to:***
  - *Improve Regional Mobility*
  - *Accommodate Land Use Planning Goals*
  - *Address Local System Deficiencies and Safety*

NEXT STEPS – PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

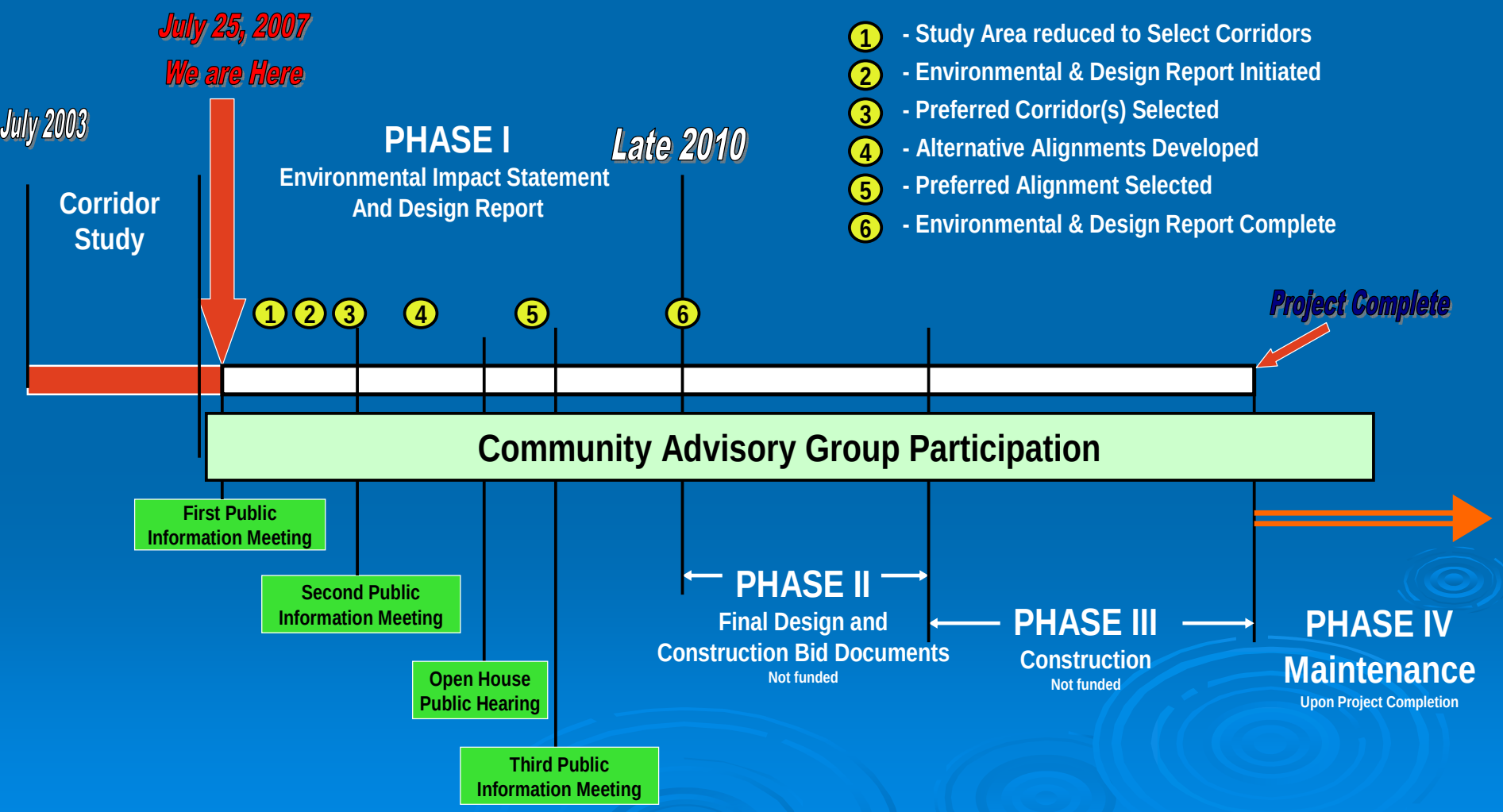
US Route 30 Study Bands



PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)



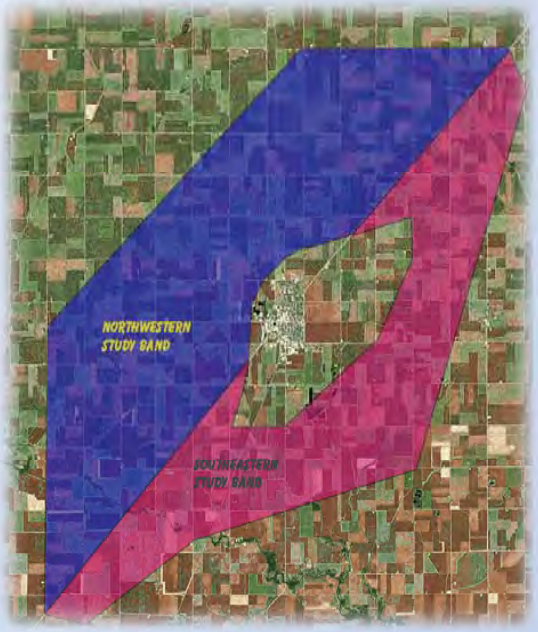
Project Timeline



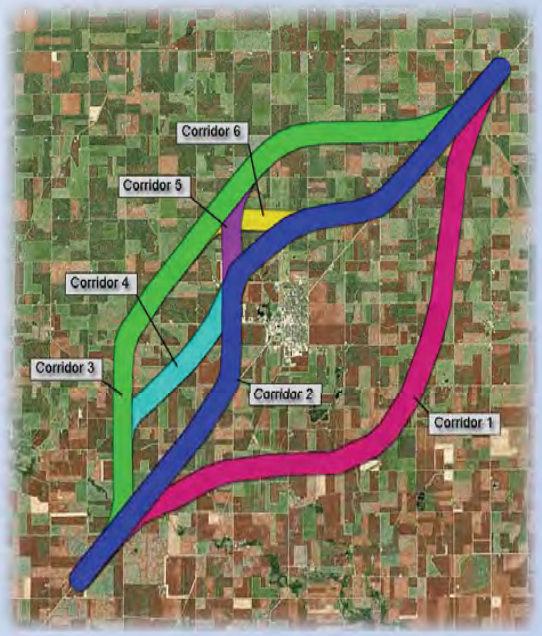
HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

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

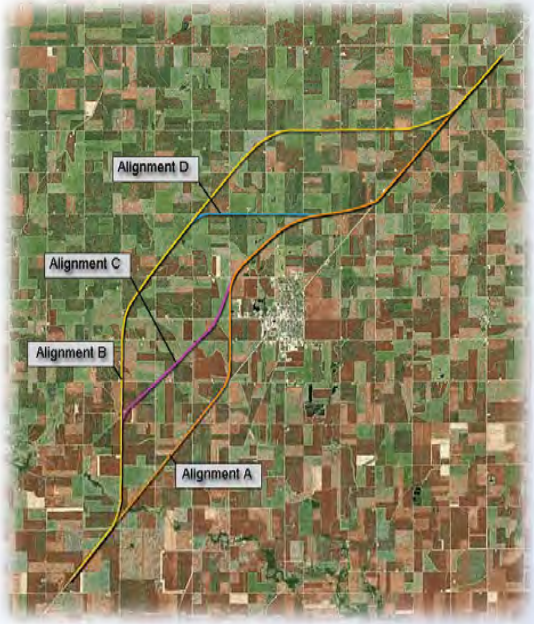
Local officials work in coordination with the Illinois Department of Transportation to initiate roadway improvement studies. Traffic congestion and safety concerns for an existing roadway (highlighted with a red dashed line) prompt a need to study alternative transportation improvements.



The study bands define the outer limits of possible highway construction. Based on the information collected, potential highway 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 roadway 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.

GET INVOLVED

CONTEXT SENSITIVE SOLUTIONS
STAKEHOLDER INVOLVEMENT PROCESS

ACITIVITY 1 – Stakeholder Identification

- The "Project Study Group" (PSG) is utilizing a variety of media tools for "reaching out" such as: newspaper ads, flyers/brochures, television, radio, billboards, a project website, and meetings with interest groups that were initially identified during the previously-conducted Corridor Study.
- Some stakeholders will become a part of "Community Advisory Groups" (CAG's).
- The CAG's will play an integral role in the development of the project through attendance at regularly scheduled workshop meetings with the PSG. The goal for this group of individuals will be a transportation solution which best fits within the "context" of the US Route 30 communities.

ACTIVITY 2 – Develop Purpose of the Project

- The CAG's will develop a "Problem Statement" for the project
- The PSG will then develop a formal "Purpose and Need Statement" for the project.

ACTIVITY 3 – Development and Analysis of Alternative Corridors and Selection of Preferred Corridor

- The PSG will develop preliminary alternative corridors.
- The PSG will continue to seek input from the CAG's as the preliminary alternative corridors are developed.
- The CAGs will assure they fit within the context of the communities affected while still addressing the needs for the project.
- The CAGs will refine the alternative corridors based on predetermined engineering and environmental criteria.
- Alternative corridors will then be shown at the next Public Meeting.
- The PSG will screen the alternative corridors utilizing all applicable engineering and environmental criteria, as well as incorporating public comments to-date, to select a "Preferred Corridor".

ACTIVITY 4 – Development and Analysis of Alternative Alignments and Selection of Preferred Alignment

- The PSG will begin focusing their efforts on developing alternative alignments within the preferred corridor.
- The design-evaluation-refinement of the alternative alignments will mimic the process used for the alternative corridors.
- The alternative alignments will be shown at the Public Hearing tentatively scheduled for late 2008/early 2009.
- The PSG will screen the alternative alignments incorporating public comments to select a "Preferred Alignment".
- The Preferred Alignment will be presented at a final Public Meeting in 2010.

ACTIVITY 5 – Approval of Final Alternative

The PSG will complete the environmental assessment, design report, and preliminary plans for the proposed project for the Preferred Alignment, or "Final Alternative".

Other Public Outreach Activities

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets

PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

QUESTIONS AND ANSWERS

Stakeholder Meeting Summary

Thursday, July 19, 2007
Honorable Jerry Mitchell
Illinois State Representative, District 90
Capitol Building, M120
Springfield, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110)PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Representative Jerry Mitchell*

Handouts (see attachment):
Briefing Package – (Power Point) US 30 Environmental Impact Statement and Phase I Design Report

***Note: The study team was unable to meet with Representative Mitchell because of the "Special Budget Session" called by Governor Rod. R. Blagojevich. As a result, per Representative Jerry Mitchell's request a *US 30 Project Briefing Packet* was delivered to his office in Springfield, Illinois. Representative Mitchell's staff informed members of the study team that if Representative Mitchell had questions regarding the information presented and/or project status he would contact the Illinois Department of Transportation (IDOT) to either respond to his concerns or schedule a meeting with the consultant team.**

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Todd Sieben

Senator State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Mike Boland

Representative State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Jerry Mitchell

Representative State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Mike Jacobs

Senator State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Barack Obama

U. S. Senator – State of Illinois

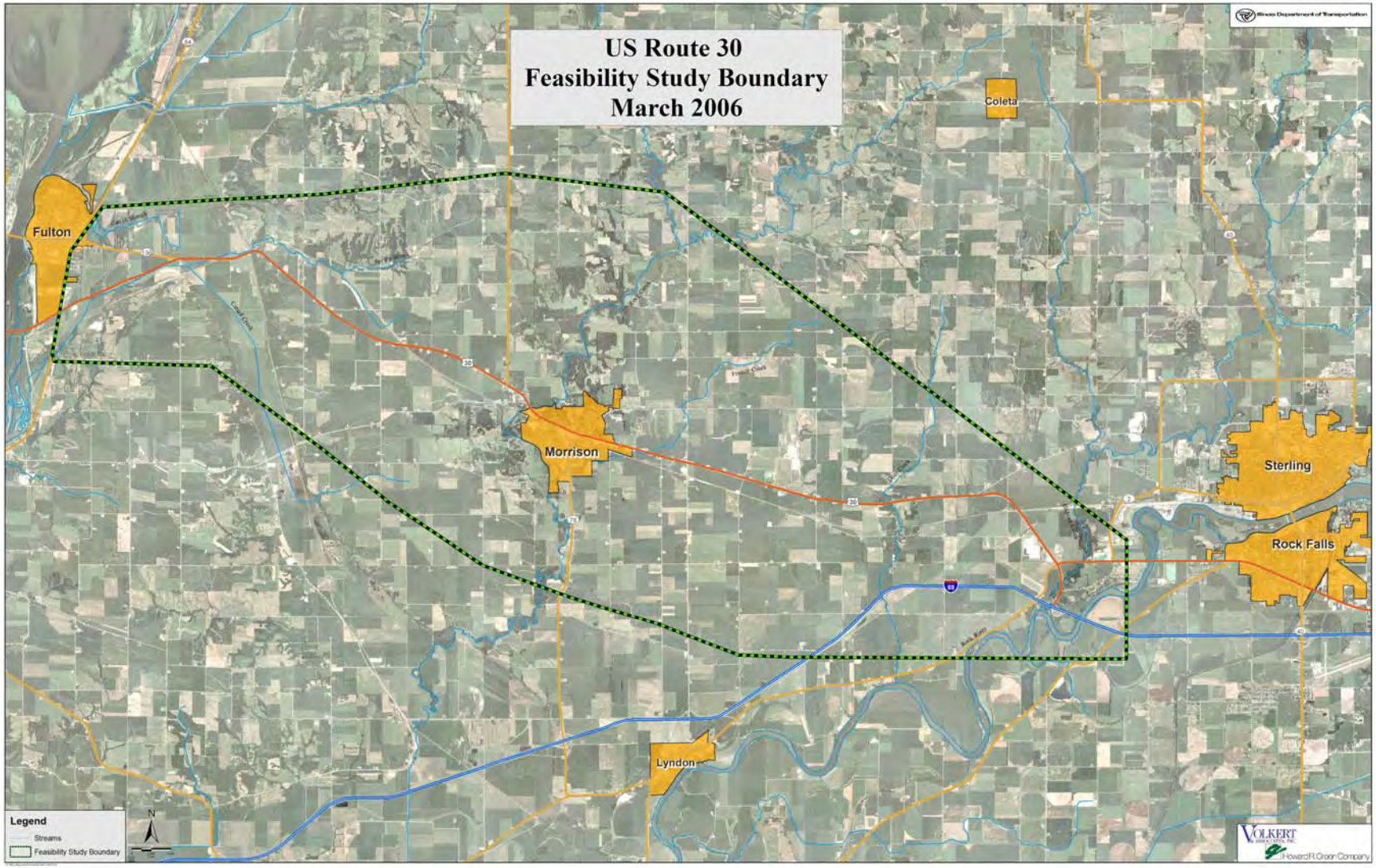
Dixon, Illinois

Tuesday, July 24, 2007

US Route 30 Project

This project proposes 4 lane improvements in Whiteside County Illinois, from IL 136 in Fulton to IL 40 in Rock Falls.

Feasibility Study Area

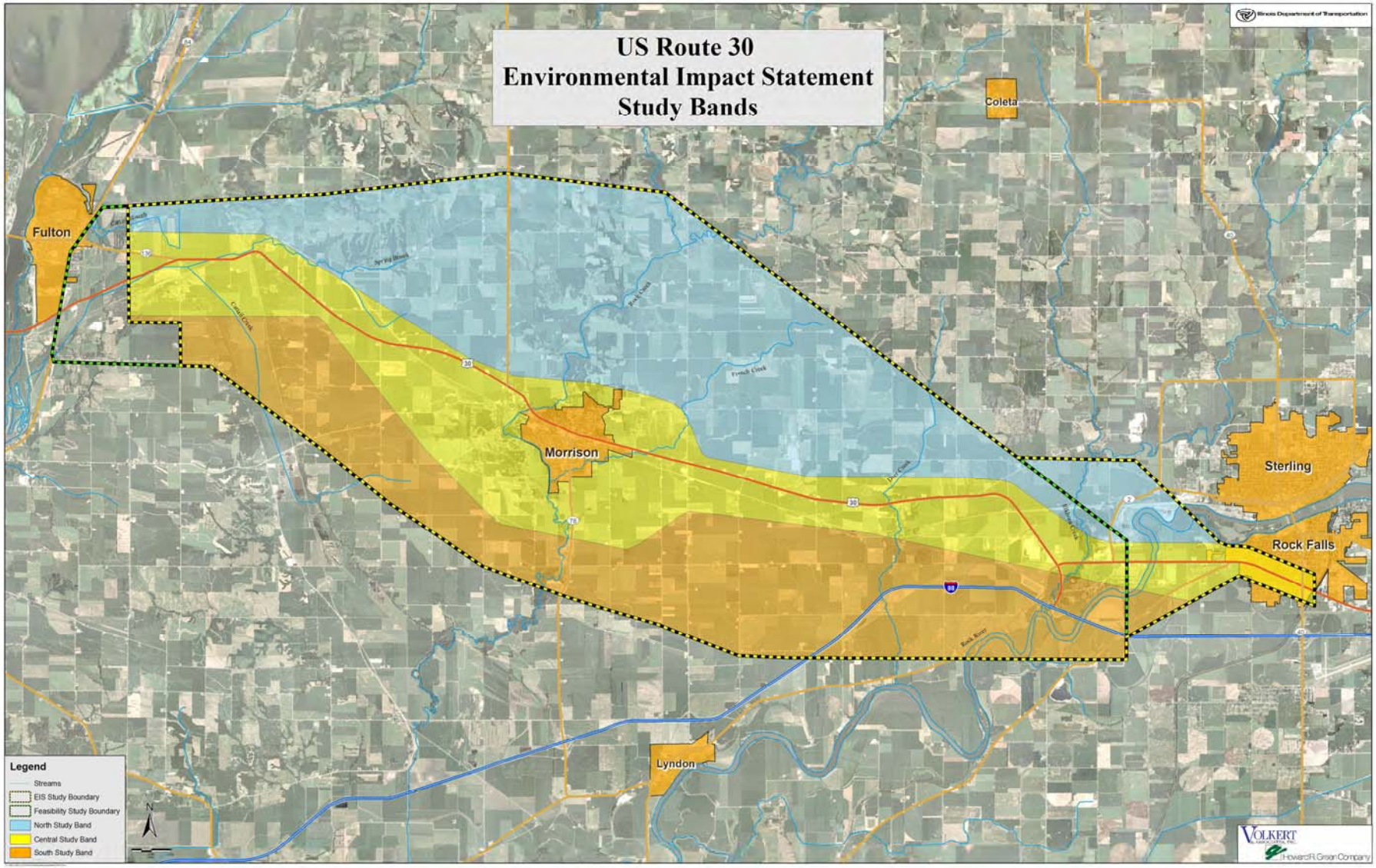


- ***The US 30 Corridor Feasibility Study determined there was a need to:***
  - *Improve Regional Mobility*
  - *Accommodate Land Use Planning Goals*
  - *Address Local System Deficiencies and Safety*

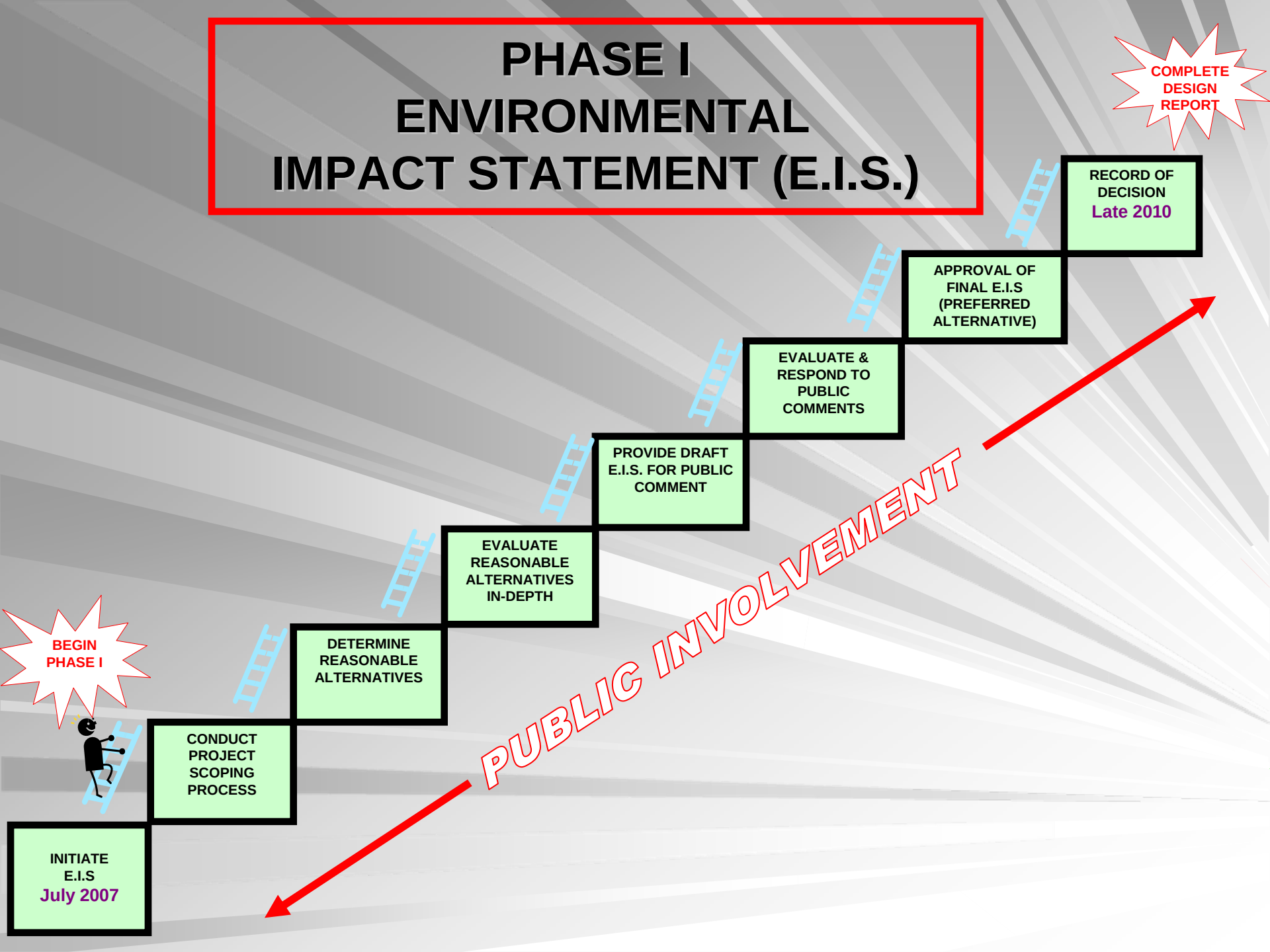
NEXT STEPS – PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

Using Context Sensitive Solutions Process

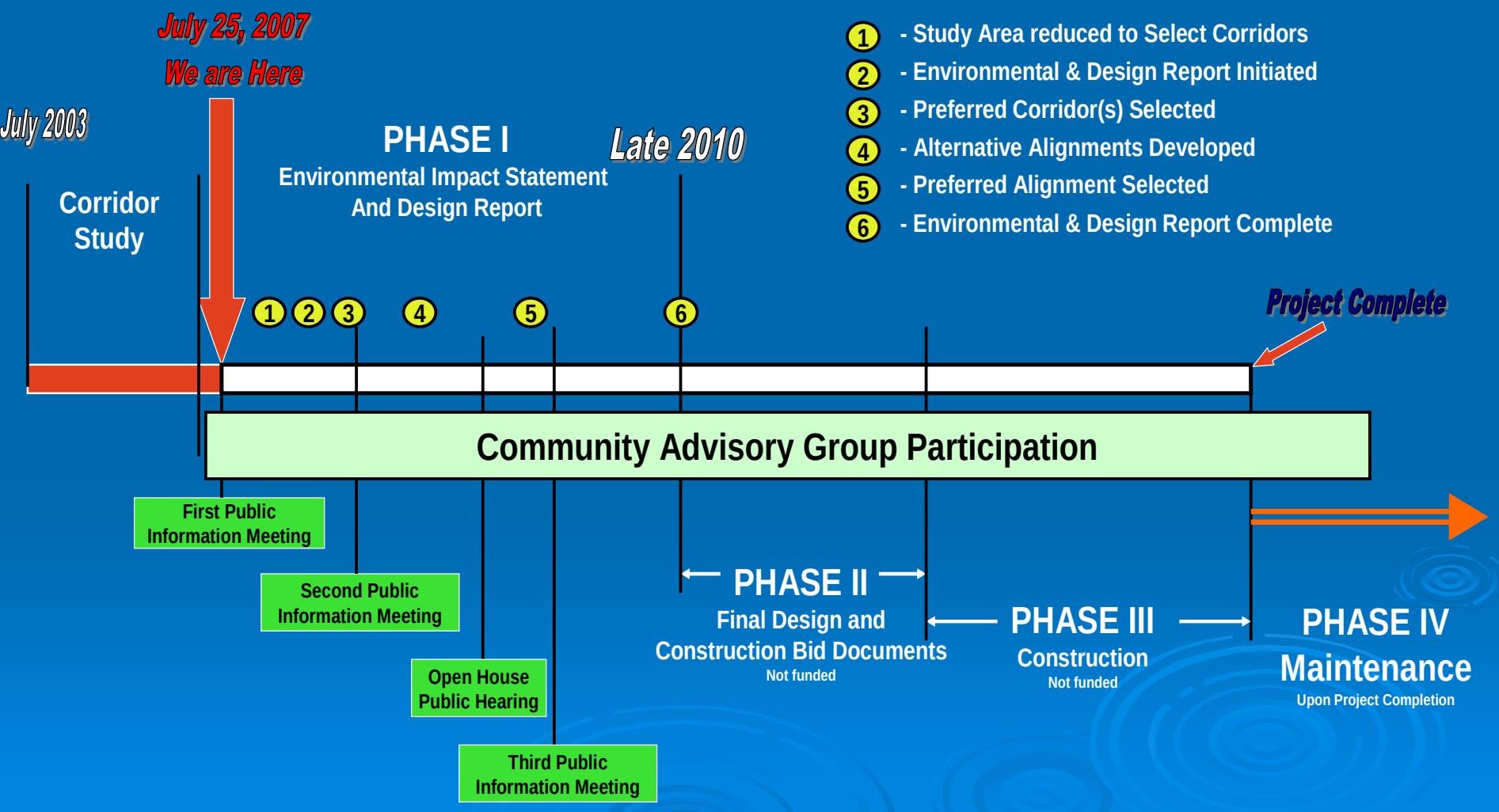
US Route 30 Study Bands



PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)



Project Timeline



CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

Stakeholders are Identified

Public Information Meeting #1
Present Study Bands

PSG Selects Community Advisory Group(CAG) Members from Stakeholders

CAGs develop Problem Statement and define Project Context

PSG develops Preliminary Alternative Corridors with input from CAGs

PSG develops Purpose & Need Statement from Problem Statement

CAGs evaluate & refine Corridors based on Environmental & Engineering Criteria

Public Information Meeting #2
Present Alternative Corridors

PSG selects Preferred Corridors

PSG develops Alternative Alignments with Preliminary input from CAGs

CAGs evaluate & refine alignments based on Environmental & Engineering Criteria

Public Hearing
Present Alternative Alignments

PSG selects Preferred Alignment

Public Information Meeting #3
Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

Other Public Outreach Activities

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets

COMMENTS AND CONCERNS

THANK YOU FOR YOUR ONGOING SUPPORT !

Stakeholder Meeting Summary

Thursday, July 19, 2007
Honorable Michael "Mike" Boland
Illinois State Representative, District 71
Stratton Building, Suite 243-E
Springfield, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110)PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Representative Mike Boland

US 30 Project Team Members:
Becky Marruffo (IDOT)
Dawn Perkins (IDOT)
Gil Janes (HR Green)
Michael Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point - US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose

Members of the Project Study Group (PSG) met with Representative Boland to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Public Information Meeting Announcement (July 25, 2007)

US 30 Team Presentation

Becky Maruffo gave opening remarks and introduced the joint-venture team project leaders. Gil Janes presented a power point presentation (slide handout) that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and announced the next public information meeting. Mike Walton expounded more on the NEPA, EIS, and CSS requirements. Gil Janes closed the meeting by thanking Representative Boland for his support and on-going efforts to champion the project.

Comments/ Issues/Questions:

Comments

Representative Boland thanked the IDOT and the consultant team for updating him as to the project status. He encouraged the team to continue efforts to engage and inform the public about the process – especially since there has been so much community support to champion the project. He went on to state the project is desperately needed in the region; therefore it is a high priority for him.

Representative Boland did express some concerns about the project's next phase. His concern centered on the notion that most supporters in the area – including himself- thought a corridor or corridors had been identified and the next phase was to get the communities' buy-in on a final alignment.

Representative Boland put strong emphasis on his eagerness to do his part in beginning the discussion on funding needs for the project to keep the US 30 on the everyone's radar. He went on to request that the team meet with him as soon as they knew what the funding needs will be to complete the next phase or phases of the project. In addition, Representative Boland requested IDOT staff to inform him of the segment breakdown as soon as they had a report to present.

Questions:

Q- What is the completion timeline for the next phase?
A- 2010.

Q - Do you have a specific funding request for Phase II and Phase III?
A- Becky responded not at the moment. She went on to explain that once Phase I was completed the Department will know what the project funding needs will be for Phases II and III.

Q – Why is the study only looking at a portion of Fulton?
A- Mike explained how the new study bands or boundaries were determined based on new and old data from the feasibility study.

Q – Will Phase I use all the 7 million dollars all ready appropriated for this project?
A- Gil responded the study is a very intense Federal and State process. In order to move forward all the necessary requirements must be adhered to before moving to phases II and

III. The goal is to produce documents that the Feds will review and approve.

Q- How much do you think it may cost to complete Phase II?
A- Becky stated that it was really hard to say until Phase I was completed; however for full design may be around 25 million dollars.

Q- Do you know what the segments might be?
A- Becky stated that it is likely that the project could be constructed as segments, but that these segments could not yet be defined.

Q- What type of information do you include in a construction bid document?
A- Final plans would include detailed drawings, specifications, standards and estimated quantities for the various pay items

Q – How long do you think it will take to complete Phase II and Phase III?
A- Mike emphasized that the goal was to first get through Phase I. Once the Feds approved a ROD funding and the Departments' statewide program would have to be considered.

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Todd Sieben

Senator State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Mike Boland

Representative State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Jerry Mitchell

Representative State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Mike Jacobs

Senator State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Barack Obama

U. S. Senator – State of Illinois

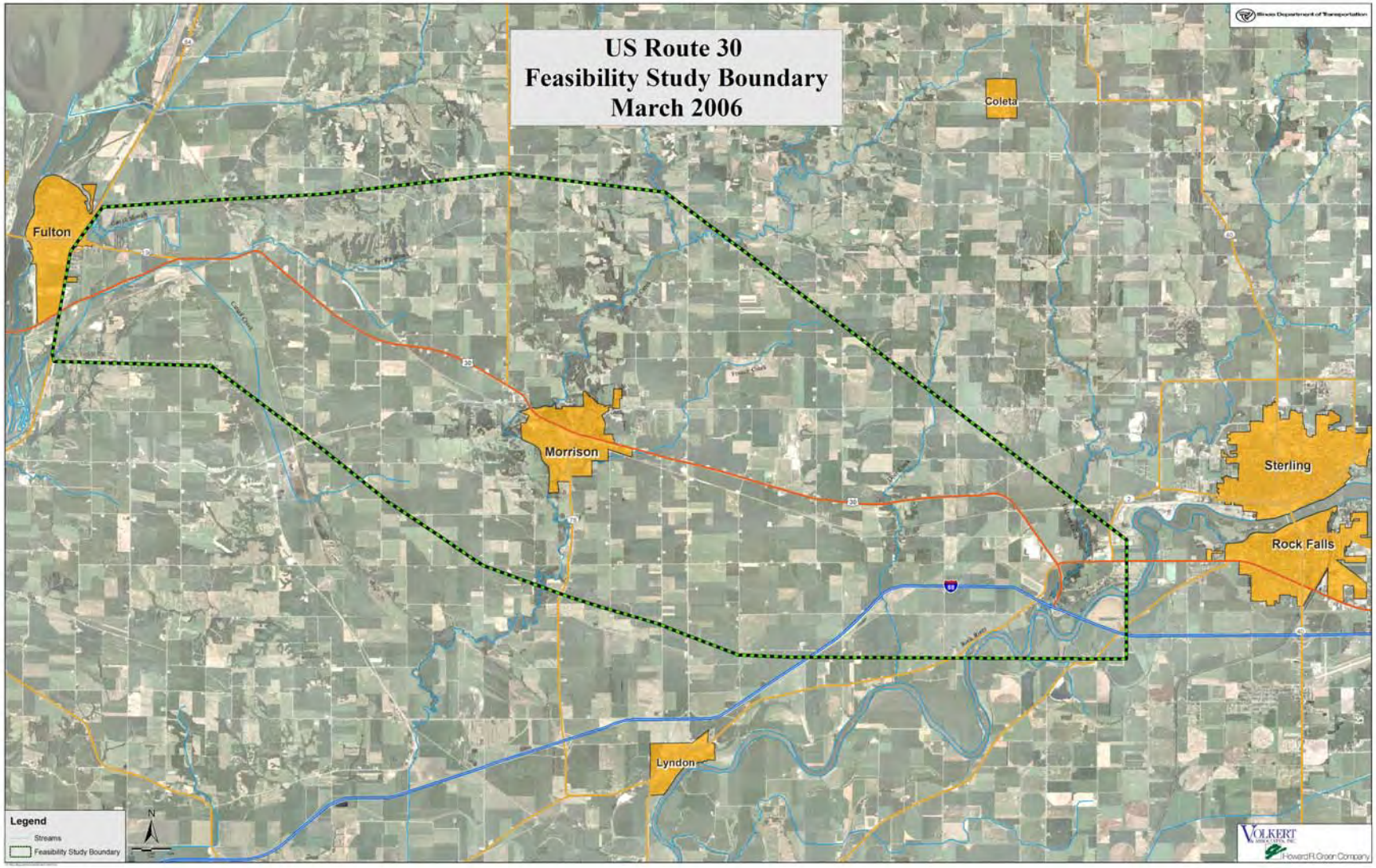
Dixon, Illinois

Tuesday, July 24, 2007

US Route 30 Project

This project proposes 4 lane improvements in Whiteside County Illinois, from IL 136 in Fulton to IL 40 in Rock Falls.

Feasibility Study Area

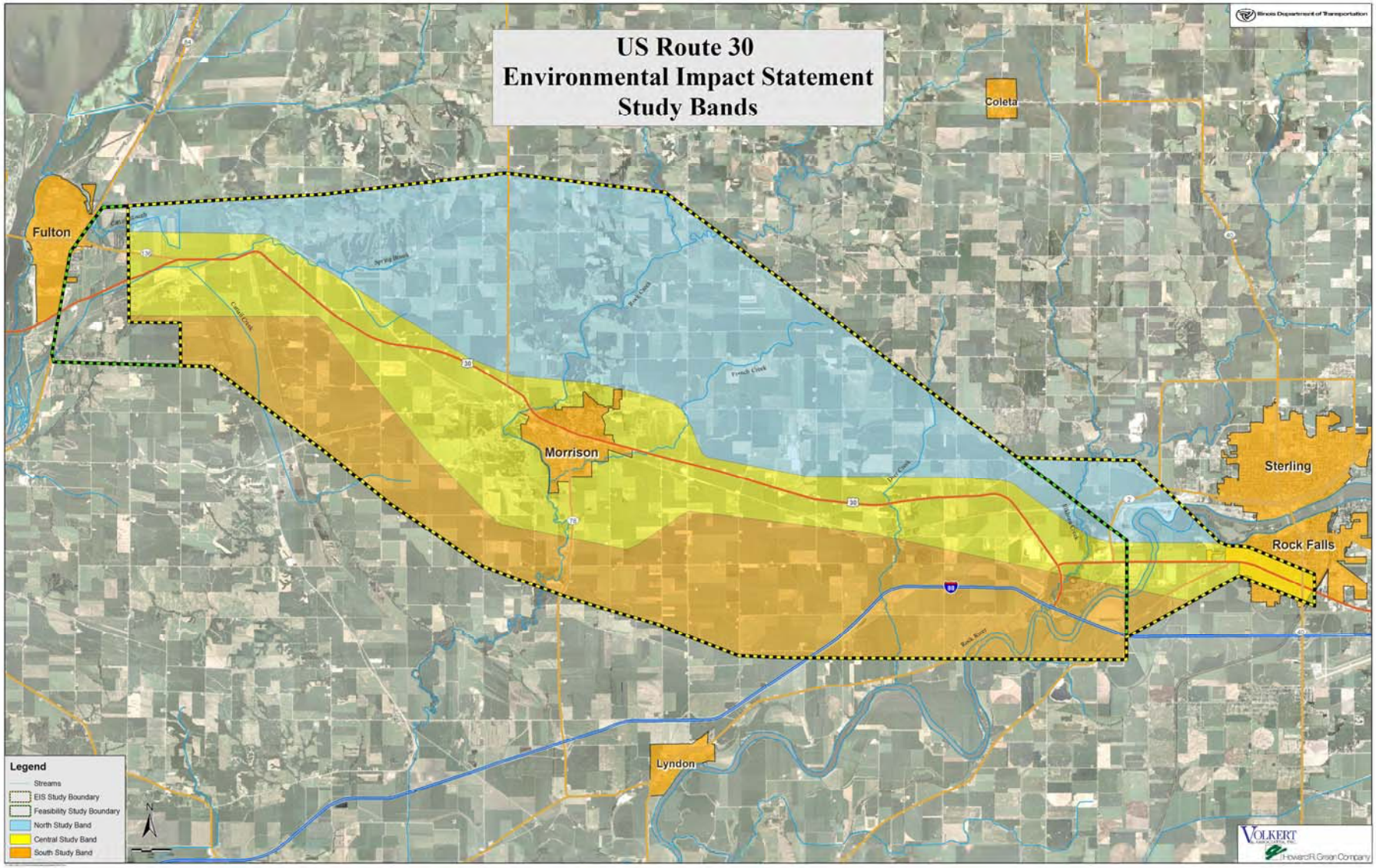


- ***The US 30 Corridor Feasibility Study determined there was a need to:***
  - *Improve Regional Mobility*
  - *Accommodate Land Use Planning Goals*
  - *Address Local System Deficiencies and Safety*

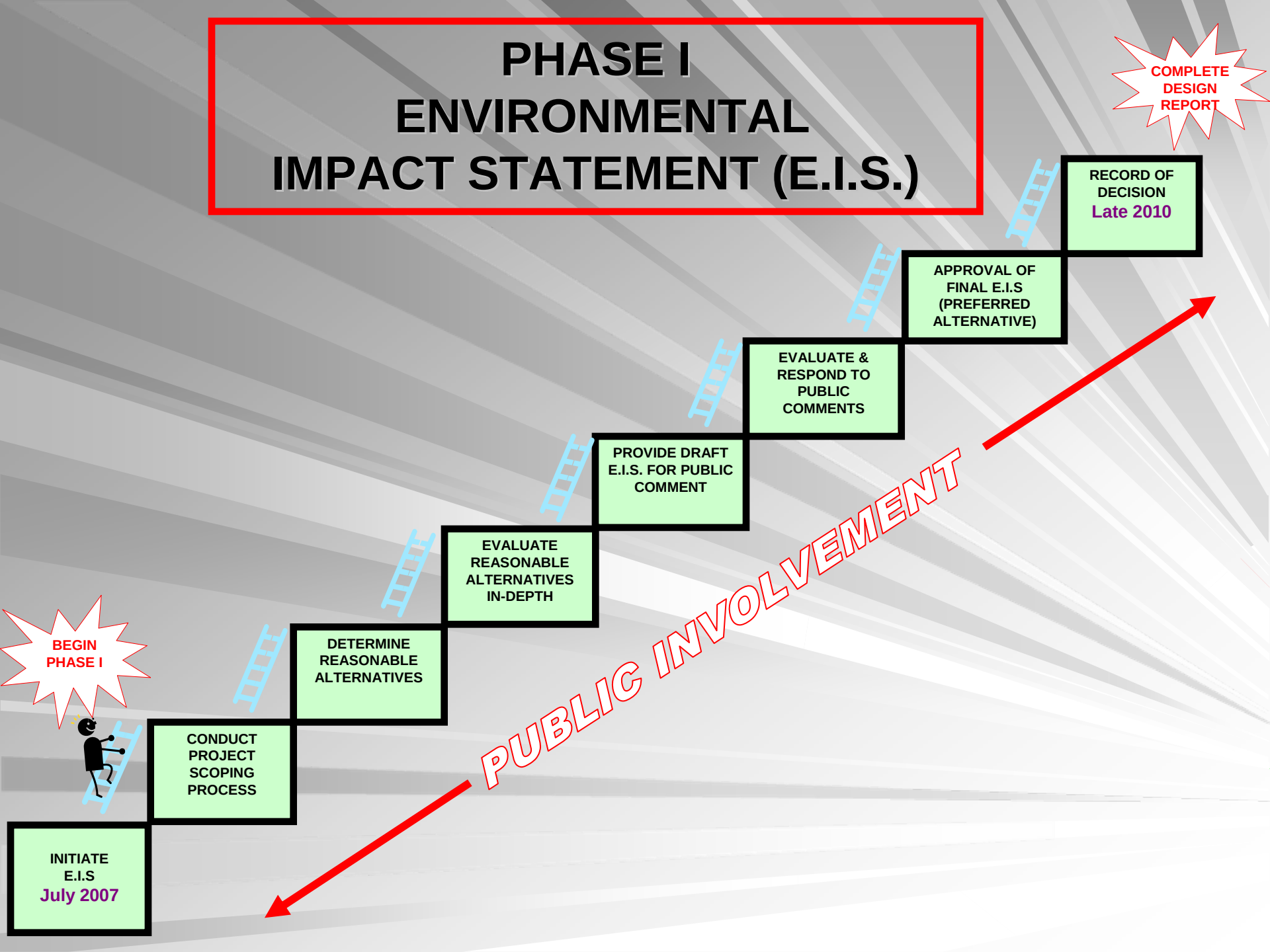
NEXT STEPS – PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

Using Context Sensitive Solutions Process

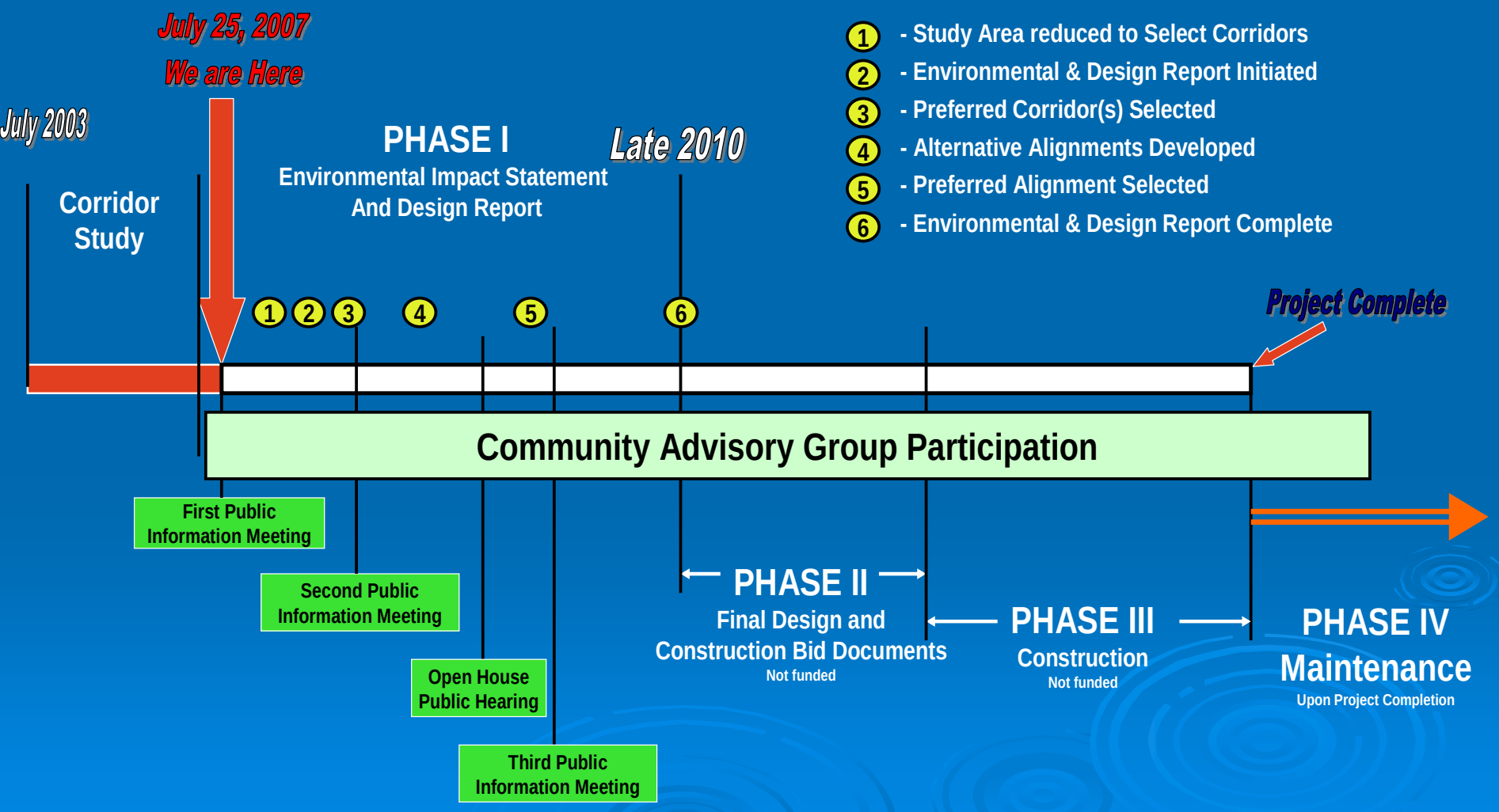
US Route 30 Study Bands



PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)



Project Timeline



CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

Stakeholders are Identified

Public Information Meeting #1
Present Study Bands

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Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

Other Public Outreach Activities

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets

COMMENTS AND CONCERNS

THANK YOU FOR YOUR ONGOING SUPPORT !

STAKEHOLDER MEETING MINUTES

Date: July 19, 2007 12:30pm

Subject: Legislative Stakeholder Briefing
Given to Illinois State Senator Todd Sieben

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110)FS
Whiteside County
Job No. P-92-107-07

NAME	ORGANIZATION
Honorable Todd Sieben	State Senator
Rebecca Marruffo	Illinois Dept. of Transportation
Dawn Perkins	Illinois Dept. of Transportation
Vic Modeer	Volkert & Associates
Michael Walton	Volkert & Associates
Gil Janes	Howard R. Green
Shelia Hudson	Hudson & Associates

On Thursday July 19, 2007 at 12:30.p.m. the aforementioned team members convened at Senator Sieben's office in the Illinois State Capitol Building in Springfield, Illinois. The purpose of the meeting was to brief him on the status and scope of the Phase I work. Rebecca started the discussion by thanking Senator Sieben for allowing us this chance to meet with and brief him on the project. She then introduced to him the joint venture consultant team of Volkert and H.R.Green, that has been charged with carrying the project through the Phase I process.

Senator Sieben was given a packet of the following information discussed by Vic Modeer:

US 30

Phase I Environment Impact Statement and Design Report Briefing

Honorable Todd Sieben

Illinois State Senator

Springfield, Illinois

Thursday, July 19, 2007

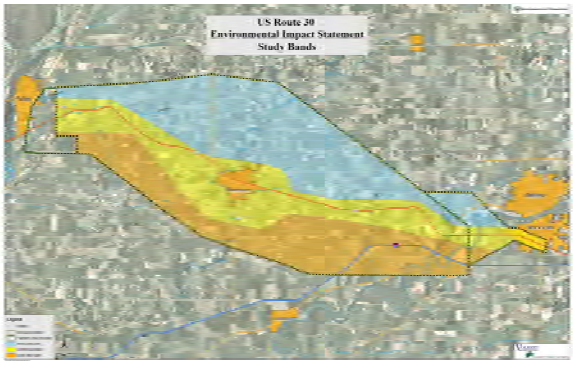
US 30 Project

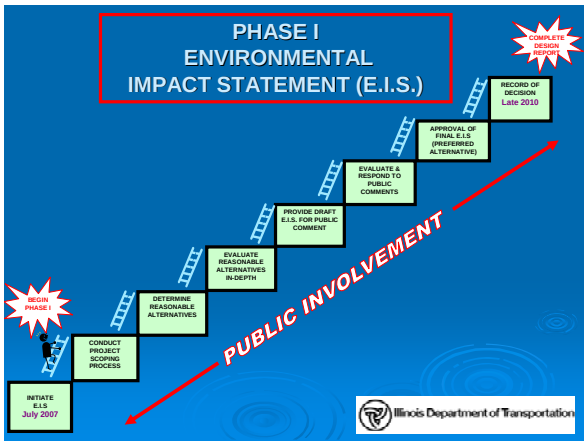
This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.

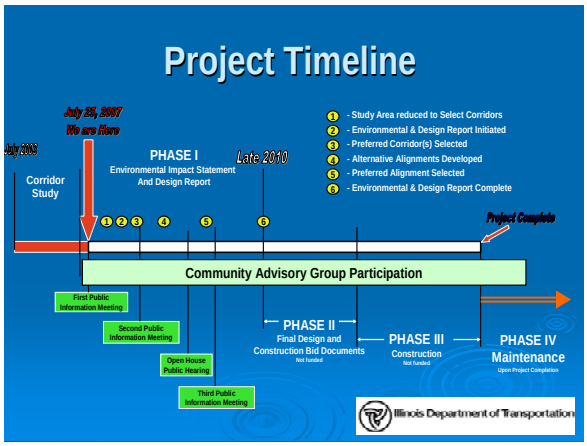
Illinois Department of Transportation

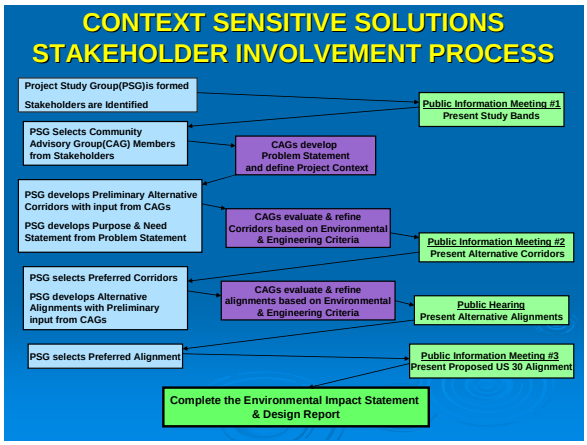
Feasibility Study Area

US 30 Study Bands




PHASE I
ENVIRONMENTAL
IMPACT STATEMENT (E.I.S.)
COMPLETE DESIGN REPORT
RECORD OF DECISION
Late 2010
APPROVAL OF FINAL E.I.S (PREFERRED ALTERNATIVE)
EVALUATE & RESPOND TO PUBLIC COMMENTS
PROVIDE DRAFT E.I.S. FOR PUBLIC COMMENT
EVALUATE REASONABLE ALTERNATIVES IN-DEPTH
DETERMINE REASONABLE ALTERNATIVES
CONDUCT PROJECT SCOPING PROCESS
INITIATE E.I.S
July 2007
BEGIN PHASE I
PUBLIC INVOLVEMENT
Illinois Department of Transportation


Project Timeline
July 23, 2007
We are Here
July 2003
Corridor Study
PHASE I
Environmental Impact Statement And Design Report
Late 2010
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
Project Complete
Community Advisory Group Participation
First Public Information Meeting
Second Public Information Meeting
Open House Public Hearing
Third Public Information Meeting
PHASE II
Final Design and Construction Bid Documents
Not funded
PHASE III
Construction
Not funded
PHASE IV
Maintenance
Upon Project Completion
Illinois Department of Transportation


CONTEXT SENSITIVE SOLUTIONS
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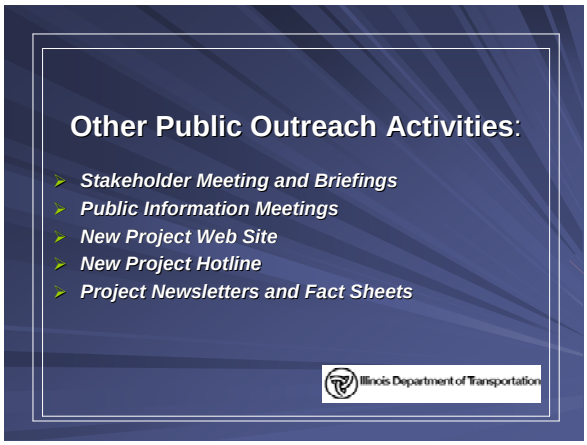


Senator Sieben expressed had quite a few questions throughout the briefing. The issues he showed the most concern with were:

1). Funding, do we have enough money now, where it was in the program and how much is needed for design.

We explained that the Corridor Study was completed and the Phase I work that we are completing now is fully funded and will take approximately 3 years to complete.

We also discussed the requirements of the FHWA to have a completed Environmental Impact Statement prior to providing further funding for Design. However, in some cases, exceptions may be made on a portion of the project with federal approval.

We explained that part of our work in Phase I will be to determine an alignment for the proposed expressway from which associated costs can be derived. He was told that the design funding amount would be very difficult to estimate due to so many environmental, design and time issues but 15 to 20 million dollars or more for the design work would be a reasonable expectation.

2). He stated that he has been a part of the push to have this expressway built for some time now and would like to see it completed in under the 42 month timeframe.

3). He said he supportive of the Project and the CSS process to keep the Public Involved.

4). He would very much like Illinois to keep pace with Iowa on creating an expressway that can serve communities on both sides of the river

Stakeholder Meeting Summary

Monday, July 23, 2007
Morrison City Council
Morrison City Hall
Morrison, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110)PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Honorable Roger Drey, Mayor
Aldermen Barb Bees
Aldermen Scott Connelly
Aldermen Gus Hayenga
Aldermen Patricia Zuidema
Aldermen James Blakemore
Aldermen Ann Salvin
Aldermen Bob Snodgrass
Aldermen Dave Rose
Lester Weinstein (City Attorney)
Police Chief
Fire Chief

US 30 Project Team Members:
Becky Marruffo (IDOT)
Dawn Perkins (IDOT)
Vic Modeer (Volkert)
Gil Janes (HR Green)
Michael Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point - US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose
Members of the US 30 Project Study Group (PSG) met with the Mayor and Aldermen of Morrison to present an overall project status report that included results from the feasibility study; highlights of the next study phase; announce the next public information meeting and address any project related issues.

The following information was presented:
- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Public Information Meeting Announcement (July 25, 2007)

US 30 Team Presentation
Becky Marruffo gave opening remarks and introduced the joint-venture team project leaders. Vic Modeer went on to present a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and announced the next public information meeting. Gil Janes closed the meeting by thanking the Mayor and Aldermen for their on-going efforts to champion the project. He went on to encourage their involvement through the next EIS and Design phase.

Comments/ Issues/Questions:

Comments
Aldermen Bees thanked the consultant team for presenting such a thorough presentation. She went on to announce her support of the project and strongly encouraged the PSG to keep the Council informed as the project progressed.

Lester Weinstein (City Attorney) echoed Aldermen Bees' comments. He said that this was first time in his almost 40 year tenure of service with the City that he recalls IDOT informing the City of the project's intent and requesting input at the initiation of a process. He went on to express his appreciation to IDOT, and acknolwledge the enthusiasm for the project expressed by a consultant team.

Questions:
Q- How were the Study Bands defined?
A- Based on reasonable distance/proximity to the existing corridor to conform to typical travel patterns in the area.

Q – Is funding secured for this study?
A- Vic replied funding is secured for Phase I – EIS.

Q- How will the Community Advisory Group members be selected?
A- The Project Study Group will identify members to serve on the CAG. Members will be selected from a stakeholders' list the Department has put together along will those who express an interest at the public information meeting. Members will represent the Cities impacted, business leaders, home owners, farm land owners, and special interest groups

that all have a vested interest in the project.

Q- Are there reports that show economic patterns as a result of the proposed project and cities impacted the size of Morrison?
A- Vic informed the Council of various links on the Federal Highways' web site that references various Transportation Economic Forecasting reports.

Illinois Department of Transportation

City of Morrison

City Council

Council Chambers

Monday, July 23, 2007

VOLKERT & ASSOCIATES, INC.

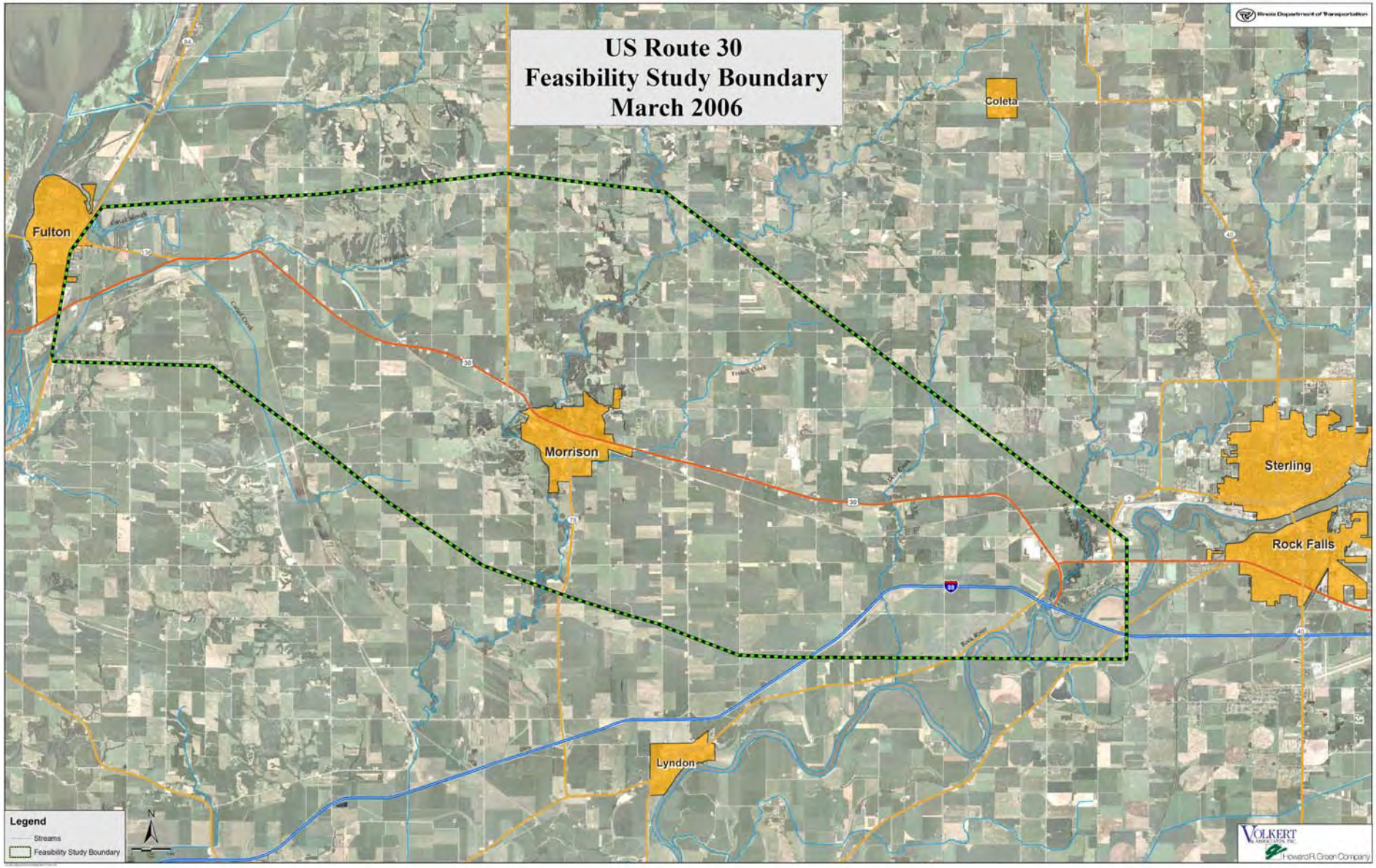
Howard R. Green Company

US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.

Illinois Department of Transportation

Feasibility Study Area



The US 30 Corridor Feasibility Study determined there was a need to:

- ***Improve Regional Mobility***
- ***Accommodate Land Use Planning Goals***
- ***Address Local System Deficiencies and Safety***

Illinois Department of Transportation

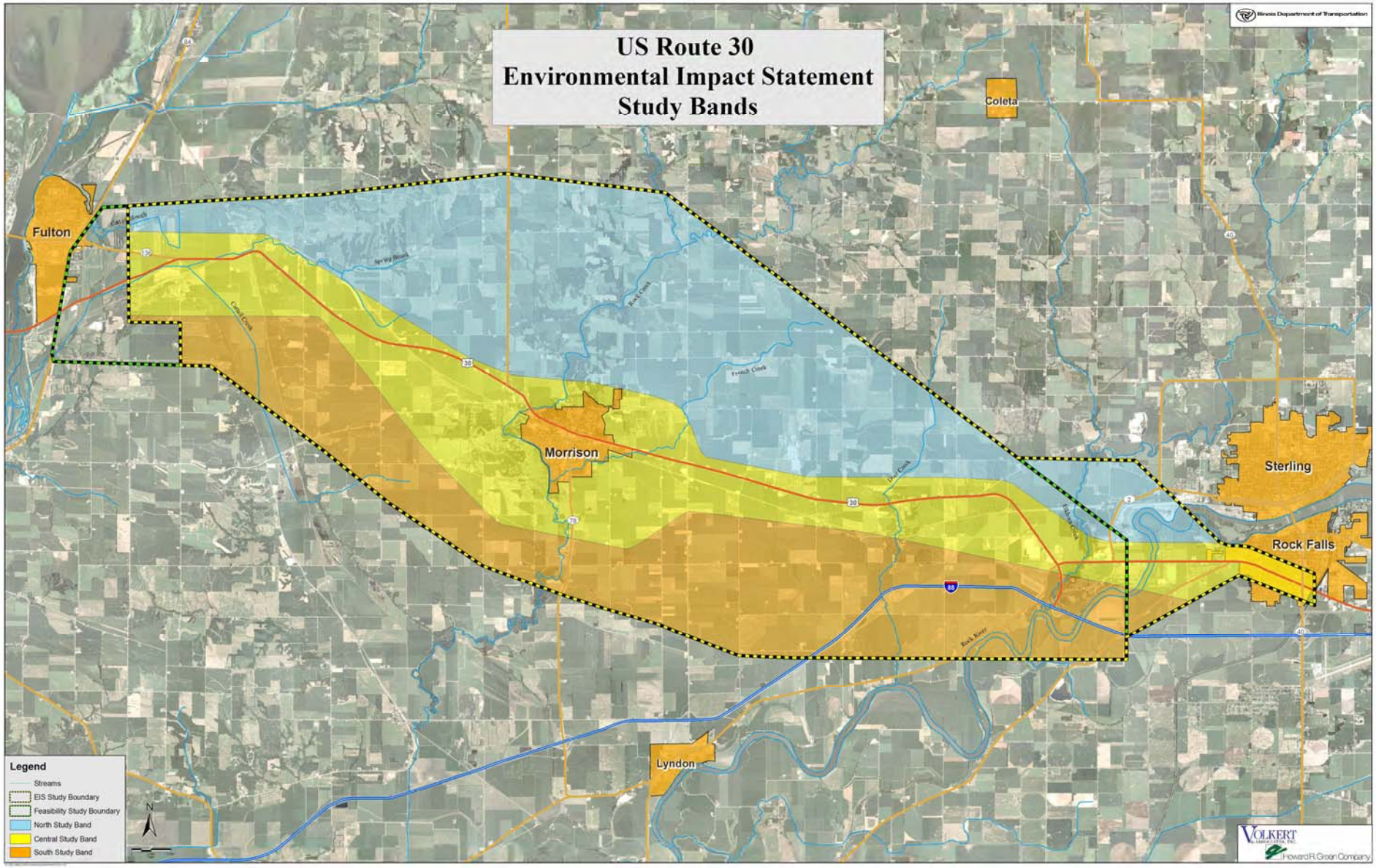
NEXT STEPS

PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

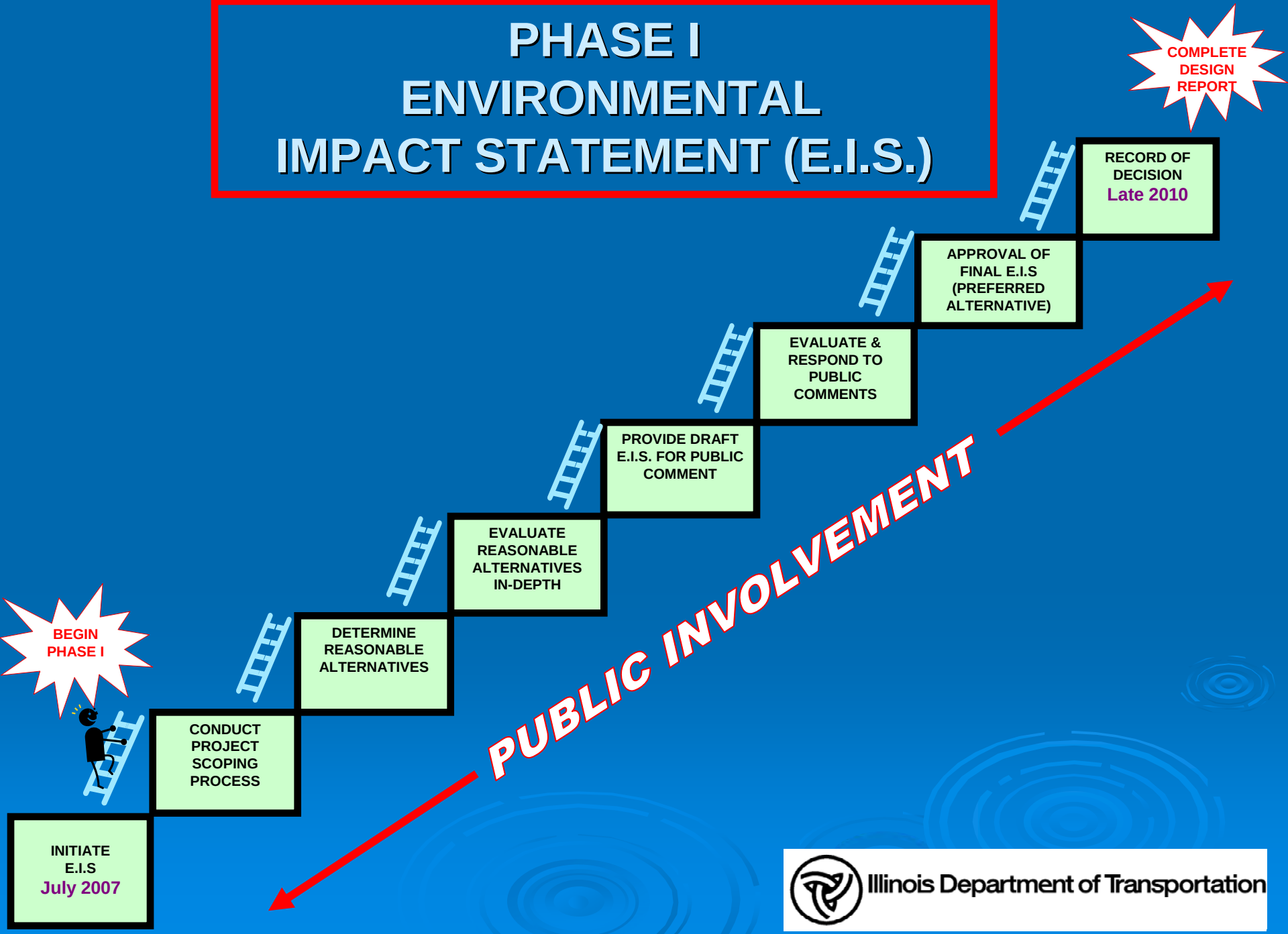
Using Context Sensitive Solutions Process

Illinois Department of Transportation

US 30 Study Bands

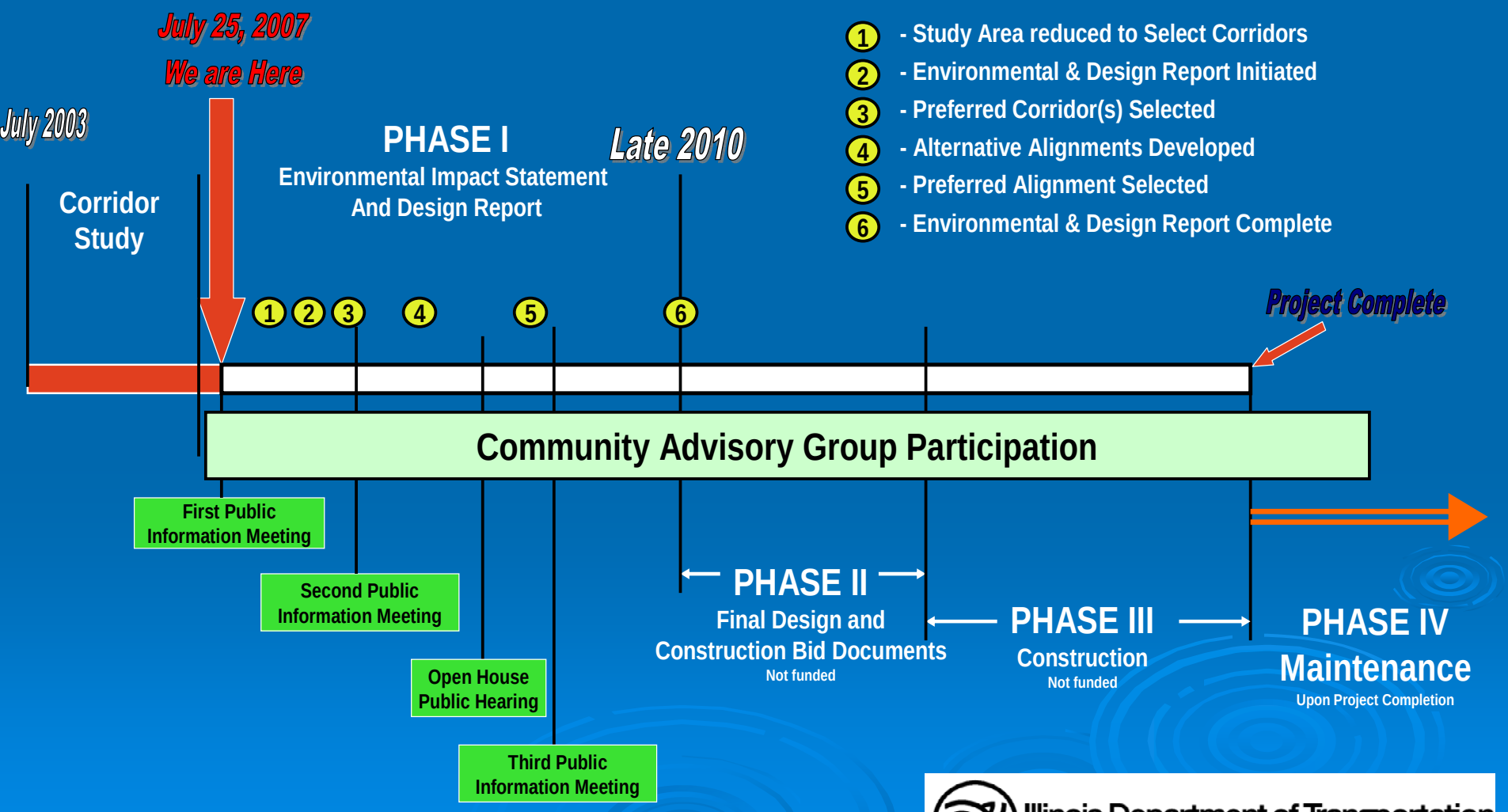


PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)



Illinois Department of Transportation

Project Timeline



Illinois Department of Transportation

CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

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Public Information Meeting #3
Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

Other Public Outreach Activities:

- *Stakeholder Meeting and Briefings*
- *Public Information Meetings*
- *New Project Web Site*
- *New Project Hotline*
- *Project Newsletters and Fact Sheets*

Illinois Department of Transportation

COMMENTS & CONCERNS

Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Monday, July 23, 2007
US 30 Coalition and guests
Whiteside County Board of Director's Chambers
Morrison, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110)PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Honorable Amy Viering, Mayor (City of Sterling)
Jay Wieland, City Manager (City of Sterling)
Betty Stienert, Whiteside County Economic Development
Steve Haring, Whiteside County Engineer
Matt Lillop, Whiteside County Farm Bureau
Eric Johnson, J.T. Cullen Co.
Barbara Suehl-Janis, Windmill Reality
Tom Determann, Iowa-Illinois Highway Partnership (IIHP)
Honorable Glen R. Kuhlemeir, Alderman (City of Rock Falls)
Honorable Bud Thompson, Mayor Prophetstown
Honorable Barb Bees, Alderman (City of Morrison)
Bill and Betty Abbott

US 30 Project Team Members:
Becky Marruffo (IDOT)
Dawn Perkins (IDOT)
Vic Modeer (Volkert)
Gil Janes (HR Green)
Michael Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point - US 30 Environmental Impact Statement and
Phase I Design Report
Project Logo Concepts

Meeting Purpose
Members of the Project Study Group (PSG) met with the attendees to present an overall project status report that included results from the feasibility study and highlights of the next study phase. In addition, the team requested ideas for a project logo.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Public Information Meeting Announcement (July 25, 2007)
- Logo Concepts

US 30 Team Presentation

Becky Marruffo presented opening remarks and introduced the joint-venture team project leaders. Vic Modeer went on to present a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and announced the next public information meeting. Shelia Hudson presented the attendees with project logo concepts. She explained in more detail the teams' effort to gather ideas from the stakeholders on a project logo and theme.

Gil Janes closed the meeting by thanking the attendees for their on-going efforts to champion the project. He went on to explain that in addition to preliminary findings and strong community support expressed by such organizations as the Coalition the project has become one of the Department's top priority projects. He encouraged the attendees to stay involved through the next phase – their input was invaluable.

Comments/ Issues/Questions:

Comments

Overall the majority of the attendees expressed their full support of the project and the next phase process. Many agreed to continue to advocate for the project and to bring key leaders to the table to support the initiatives as the project moves forward.

Several attendees stated that the project was very important to the region. They see this initiative as being one that will stimulate regional growth and development; help relieve truck traffic; and assist with local infrastructure improvements.

Barbara Suehl- Janis expressed concerns about duplicating efforts on a process that has been completed and supported by the community. She went on to state that revisiting the corridor selection process is pushing the project back, not forward. She supports the information collected over the last 3 to 4 years during the Feasibility Study. She felt that the previous information was solid enough to secure funding; the community supported the corridors identified, therefore the next phase should be solidifying preferred alignments - not "reinventing the wheel".

Gil Janes informed the members that the next phase finalizes the environmental process that is legislated by congress. He went on to explain that the Feasibility Study was the initial step to get the project positioned where it is today. Without the preliminary data and noted community support the project could not move forward.

Bud Thompson, Mayor of Prophetstown stated that he would like to see the consultant team open a local office in the area.

Questions

Q - How much will cost be a factor in the decision-making process?
A- (Team response) Funding will be a major factor in completing the project.

Q - Do you know how much funding is needed for Phase II and Phase III?
A- (Team Response) Not at this time.

Q - Will previous corridors be considered?
A- Gil responded by stating some of the data will be carried forward, but not at the exclusion of other alternatives.

Q- Will previous data be considered?
A- Vic went on to explain that pervious data collected will be used as a basis for gathering more in-depth information.

Q- Is the schedule compressed or aggressive enough to expedite your findings for reporting?
A- Vic stated that the schedule was an aggressive schedule that incorporated all of the federal and state guidelines before moving to the next step. He went on to emphasize the importance of monitoring and adhering to the requirements or all of the work done to date would be in vain.

Q- Is the EIS for the entire corridor?
A- Gil stated this is an evaluation process. The work being done will be used to determine preferred alternative (s) for the corridors.

Q – How were the study bands determined?
A- Vic explained that study bands define the outer limits of an area where possible transportation improvements are considered. Preliminary data helped define the study bands for this project's next phase. Based on the new data collected potential transportation corridor(s) will be identified within those bands.

Q- Will the community have an opportunity to get involved?
A- Shelia stated absolutely. There will be public information meetings; a new project web site; a project hotline has been established; the project study group will form a Community Advisory Group (CAG); and on going stakeholder briefings with groups such as this coalition.

Illinois Department of Transportation

US 30 Coalition

Whiteside County Courthouse

Monday, July 23, 2007

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

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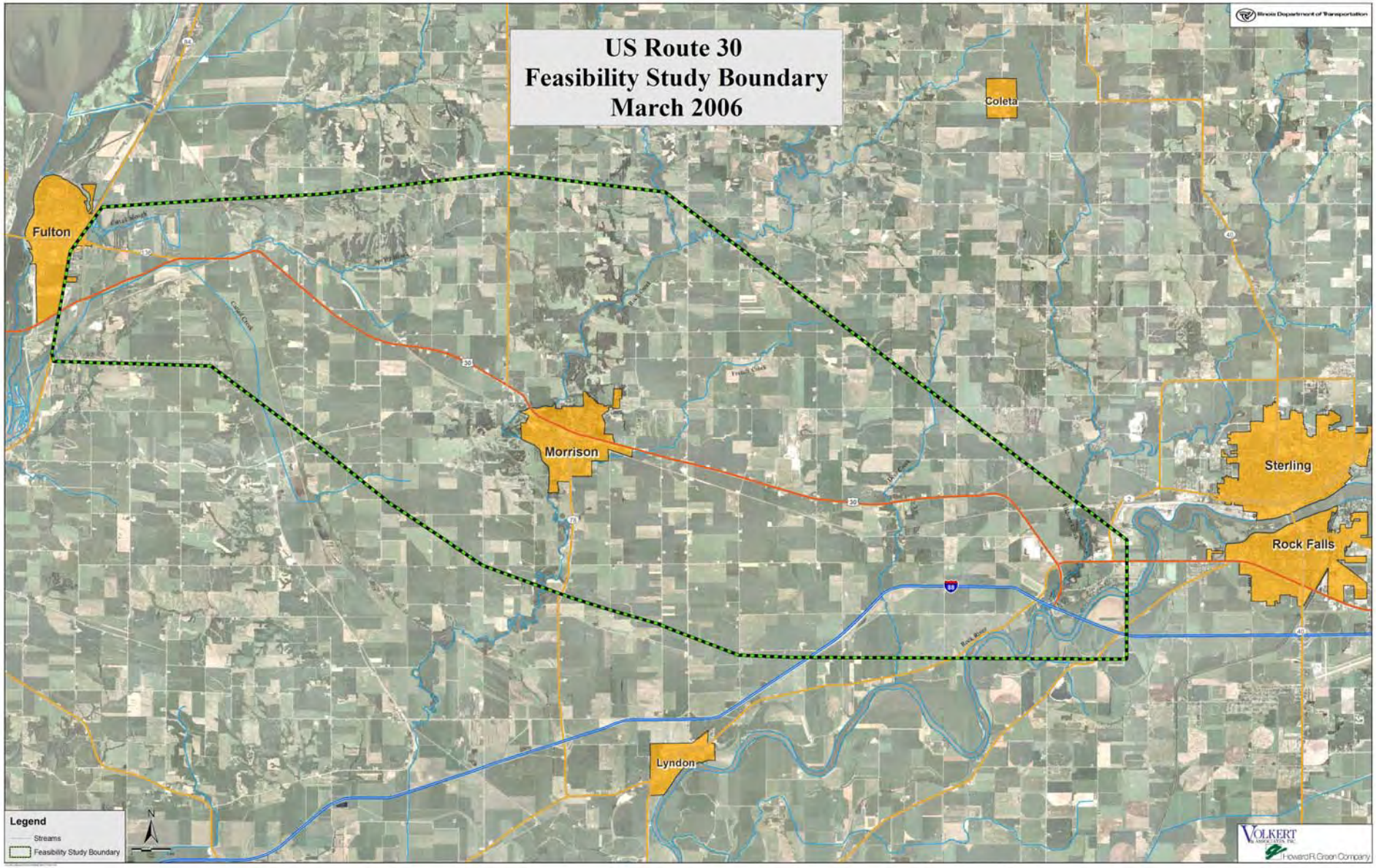

The US 30 Corridor Feasibility Study determined there was a need to:

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Illinois Department of Transportation

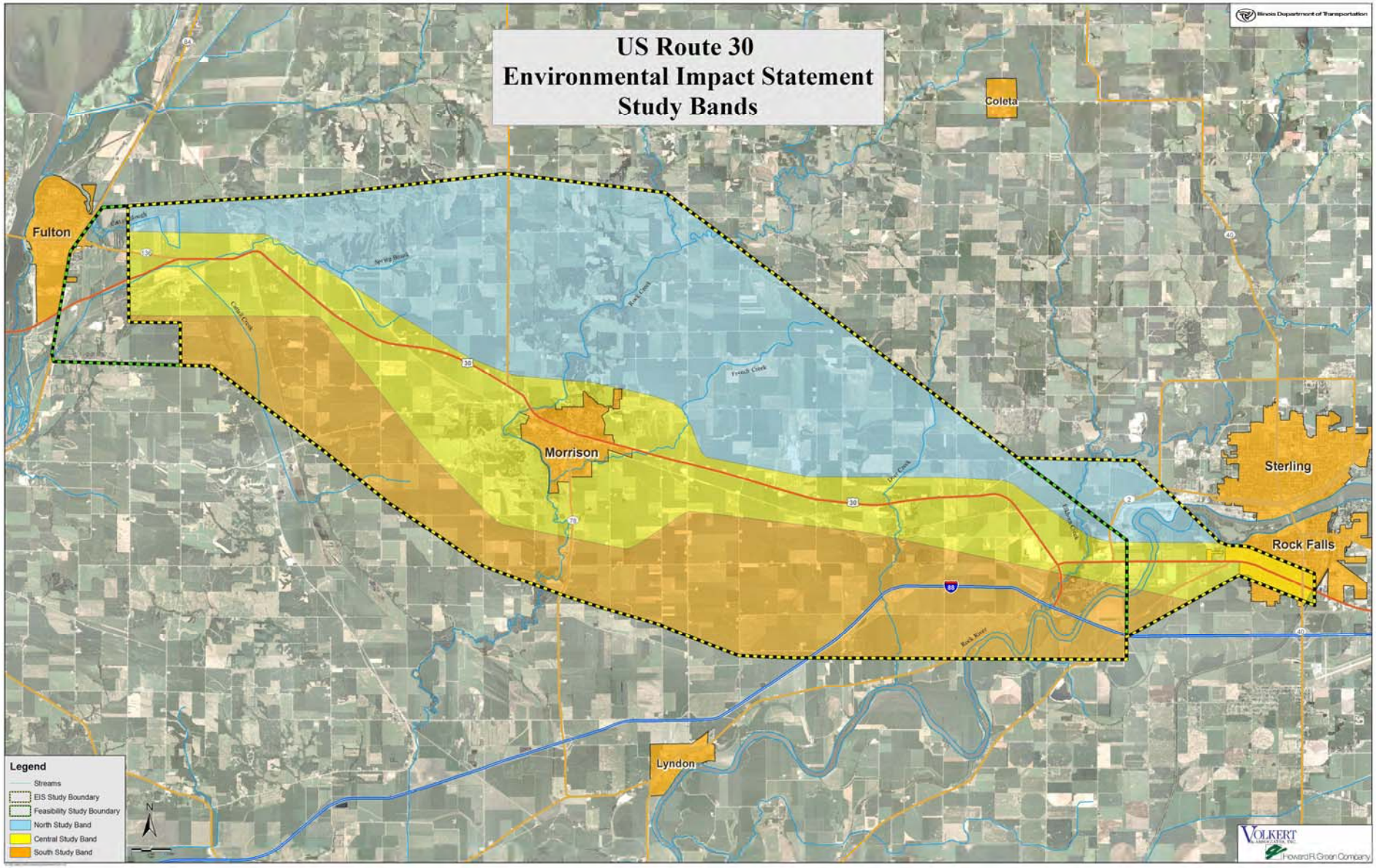
NEXT STEPS

PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

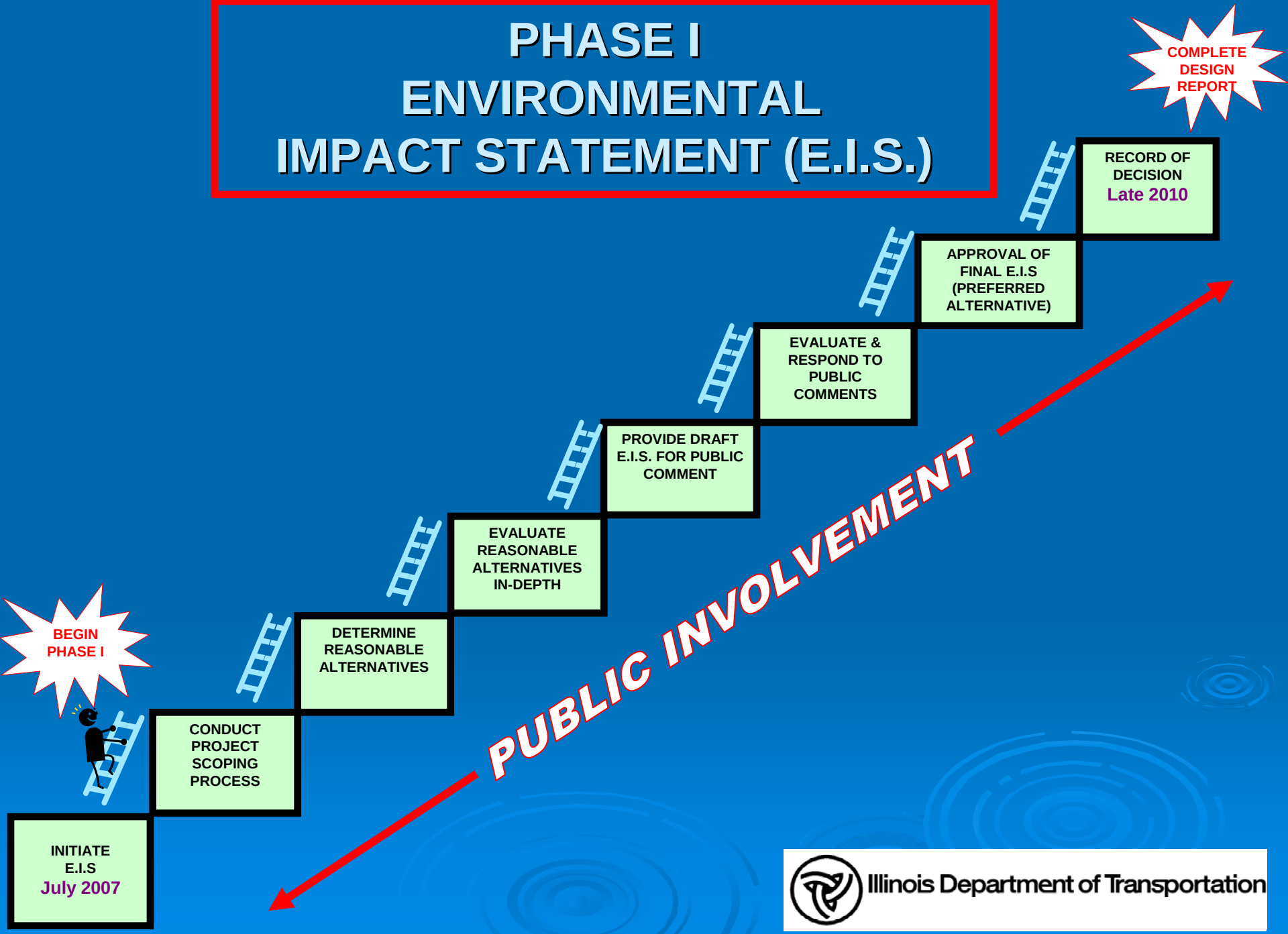
Using Context Sensitive Solutions Process

Illinois Department of Transportation

US 30 Study Bands

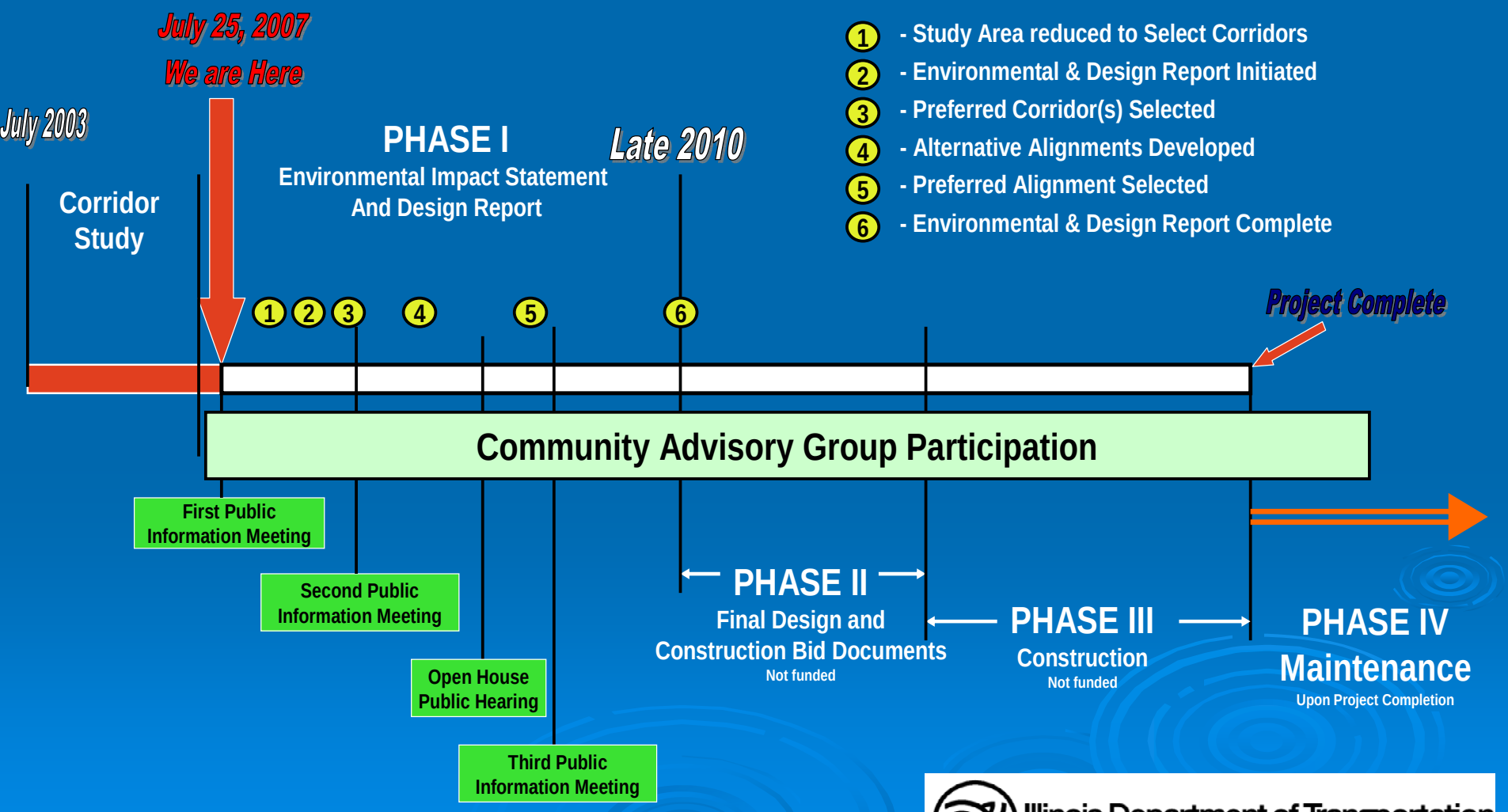


PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)



Illinois Department of Transportation

Project Timeline



Illinois Department of Transportation

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Illinois Department of Transportation

US 30
Project Logo

Illinois Department of Transportation

COMMENTS & CONCERNS

Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

MEETING MINUTES

Date: July 24, 2007

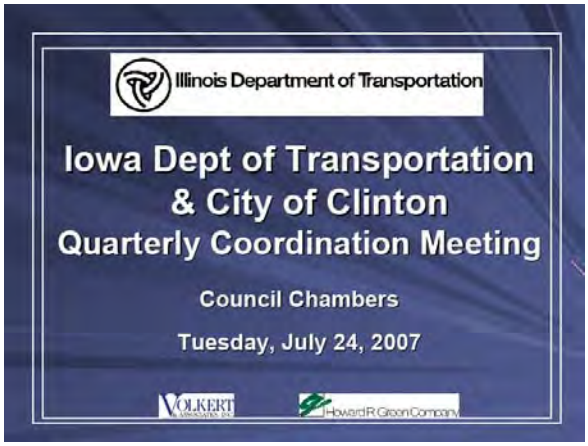
Subject: Presentation of US 30 at Iowa DOT/City of Clinton Meeting

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110)FS
Whiteside County
Job No. P-92-107-07

NAME	ORGANIZATION
Gary Boden	Clinton City Administrator
Steve Honse	Clinton City Engineer
Jim Schnoebelen	Iowa DOT District 6 Engineer
Ken Yanna	Iowa DOT Asst. District 6 Engineer
Cathy Cutler	Iowa DOT District Planner
Fred Dean	Iowa DOT District Planner
Clyde Bradley	citizen and former Iowa State Representative
Roger Stewart	Iowa State Senator
Mike Kearney	Clinton City Council
Betty Steinert	Whiteside County Economic Development
Tom Determann	Iowa-Illinois Highway Partnership
Randy Balk	Fulton City Administrator
Steve Bammon	Clinton Area Chamber Downtown Association
Bud Rutenbeck	Clinton Regional Development Corp
Julie Allesee	Clinton Area Visitors and Convention Bureau
Steve Ames	President, Clinton Regional Development Corp.
Chandra Ravada	ECIA Transportation Director (Regional Planning Agency)
Doug Rick	Iowa DOT Maintenance Engineer
Betty Oakley	Clinton City Council
Lametta Wynn	Mayor, City of Clinton
Rodger Holm	Clinton City Council and announced candidate for mayor
John Stazewski	Clinton City Planner
Edith Pfeffer	President, Iowa Highway 30 Coalition
Dave Rose	Iowa-Illinois Highway Partnership
Becky Marruffo	Illinois Dept. of Transportation
Gil Janes	Howard R. Green
Michael Walton	Volkert & Associates

On Tuesday July 24, 2007 at 1:30.p.m. Gil Janes of Howard R. Green, Becky Marruffo from the Illinois Dept. of Transportation and Michael Walton of Volkert and Associates attended a meeting with the Iowa DOT and the City of Clinton. A portion of this meeting was set aside to discuss the US 30 PEI Environmental Impact Study Project between Fulton and Rock Falls in Illinois.

Gil Janes and Mike Walton presented the following slides in a Power-Point format to the group while entertaining questions and comments throughout.



Feasibility Study Area

The US 30 Corridor Feasibility Study determined there was a need to:

- *Improve Regional Mobility*
- *Accommodate Land Use Planning Goals*
- *Address Local System Deficiencies and Safety*

Illinois Department of Transportation

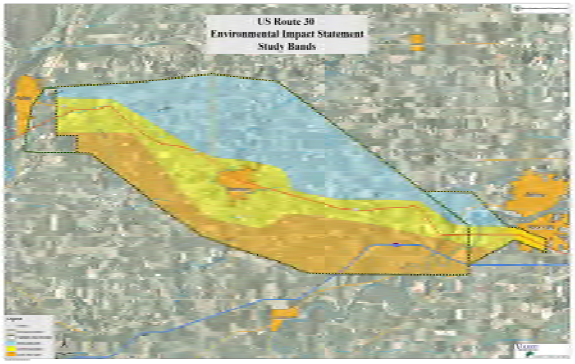
NEXT STEPS

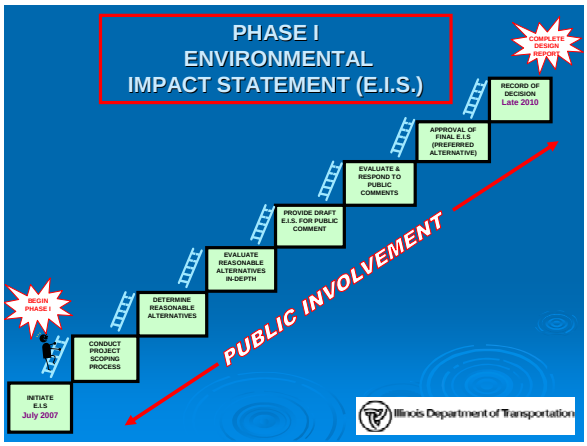
PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

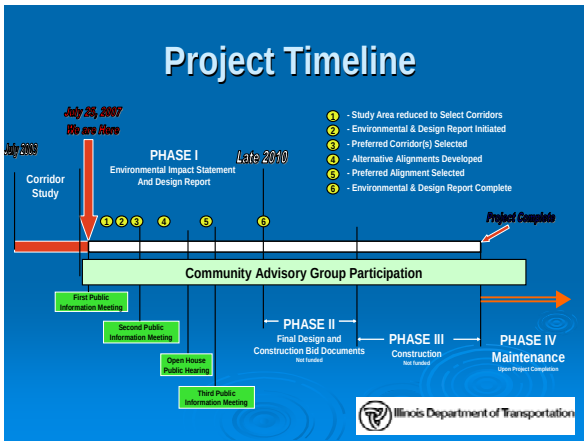
Using Context Sensitive Solutions Process

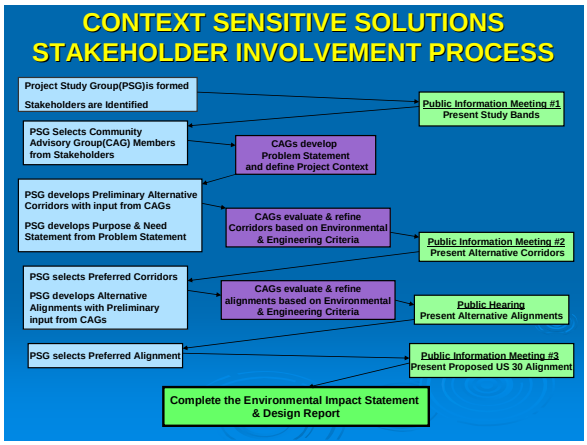
Illinois Department of Transportation

US 30 Study Bands








CONTEXT SENSITIVE SOLUTIONS
STAKEHOLDER INVOLVEMENT PROCESS
Project Study Group(PSG)is formed
Stakeholders are Identified
Public Information Meeting #1
Present Study Bands
PSG Selects Community Advisory Group(CAG) Members from Stakeholders
CAGs develop Problem Statement and define Project Context
PSG develops Preliminary Alternative Corridors with input from CAGs
PSG develops Purpose & Need Statement from Problem Statement
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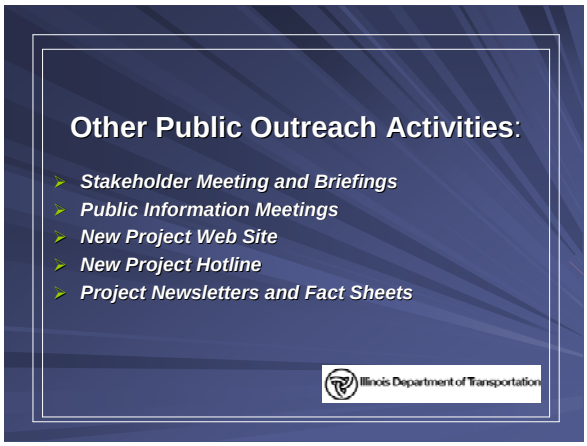
PSG selects Preferred Alignment
Public Information Meeting #3
Present Proposed US 30 Alignment
Complete the Environmental Impact Statement & Design Report


Other Public Outreach Activities:
Stakeholder Meeting and Briefings
Public Information Meetings
New Project Web Site
New Project Hotline
Project Newsletters and Fact Sheets
Illinois Department of Transportation

COMMENTS & CONCERNS
Illinois Department of Transportation

The primary concerns and issues from this group were as follows:

1). Why are we starting over?

Our Response:

a) The project would not be where it is today without the feasibility study being done which demonstrated the need, demonstrated local support, and secured political support necessary for funding of Phase I;

b) There are new rules that are mandated by the FHWA and State of Illinois for a Phase I EIS and Design Report that require us to follow and document very prescribed evaluation procedures and that this project will be accomplished through the Context Sensitive Design Process,

c) Information gathered in the feasibility study will complement what is done in the EIS and will reduce the time necessary for the EIS to be completed.

2). People along the corridor have preconceived ideas that an alignment has been selected or determined.

We responded that the new evaluation needs to be totally objective, and that all reasonable alternatives need to be considered, including no-build.

3). There was very strong support and endorsement by this group. They would like to participate and contribute any way they can. They would like to have the Iowa DOT involved in meetings. Fred Dean, District Planner will participate in the public information meeting on Wednesday in Morrison.

4). We also need to involve the Congressional Staff from the Iowa side to provide additional support of funding and commitment to the corridor. They suggested:

Senator Charles Grassley - Mary Day, field rep
Senator Tom Harkin - Beth Freeman, field rep
Rep. Mike Braley

Stakeholder Meeting Summary

Tuesday, July 24, 2007
Seamus Ahern (Senator Barack Obama)
Illinois Department of Transportation (IDOT), District 2/ Region 2)
Dixon, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110)PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Seamus Ahern (Honorable Senator Barack Obama's representative)

US 30 Project Team Members:
George Ryan (IDOT)
Ross Monk (IDOT)
Becky Marruffo (IDOT)
Dawn Perkins (IDOT)
Deanna Hermes (IDOT)
Dr. Cassandra Rogers (IDOT)
Vic Modeer (Volkert)
Gil Janes (HR Green)
Michael Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point - US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose
Deputy Director George Ryan and members of the US 30 Project Study Group (PSG) met with Seamus Ahern (representative for U.S. Senator Barack Obama) to present an overall project status report that included results from the feasibility study; highlights of the next study phase; and to address any project related issues.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Public Information Meeting Announcement (July 25, 2007)

US 30 Team Presentation
Becky Marruffo gave opening remarks and introduced the joint-venture team project leaders. Vic Modeer went on to present a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and announced the next public information meeting. Gil Janes closed the meeting by thanking the US Senator and his staff for all for their on-going efforts to champion the project.

Comments/ Issues/Questions:

Comments

Mr. Ahern remarked that on behalf of Senator Obama he wanted to thank Deputy Director Ryan, IDOT staff, and the consultant team for keeping the Senator and his staff informed about the US 30 project. He went on to state that the Senator was in full support of the project, and strongly requested that staff stay engaged as the project moves forward through this next phase.

Seamus stressed the idea that we continue to work with him locally to assure the coordination between local and federal staff in the Senator's office. He went on to say, the last thing the Senator wants to hear is that the project dropped off the radar because of miscommunication within his camp.

Seamus reminded the team that now is the time to start thinking about the next transportation bill. With that being said, he wanted to know if the consultant team had an idea of what the funding needs will be to continue through Phase I and Phase II.

Vic explained funding is secure for Phase I; however it was too early to give a significantly developed estimate without defining the alignment for Phase II.

Gil Janes went on to thank the Senator and his staff for helping secure funds at this stage. He stated that community support and political leadership has been key to the success of the project thus far.

Seamus asked a few more questions about the federal environmental process and the steps required getting a Record of Decision (ROD). Vic explained more in depth the 8 stages to secure a ROD. He also explained that before the project moves to Phase II a ROD must be approved.

Questions:
Q- Was the Feasibility Study and Phase I funded in full?
A- Vic responded yes. In support of Vic's answer Gil went on to state that again because of the efforts of Senator Obama funding was secured to finance the EIS and Design study.

Q - Do you have a specific funding request?
A- Vic responded not at the moment. However, once we complete Phase I we should have a better feel what the numbers will be. Becky responded that at some point we may have some preliminary numbers based on early findings. But again, it's too early to give a number.

Q – Could one of the alternatives be no-build?
A- Vic responded yes. No-build will be an alternative.

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Todd Sieben

Senator State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Mike Boland

Representative State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Jerry Mitchell

Representative State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Mike Jacobs

Senator State of Illinois

Springfield, Illinois

Thursday, July 19, 2007

US 30 Phase I Environment Impact Statement and Design Report Briefing

Honorable Barack Obama

U. S. Senator – State of Illinois

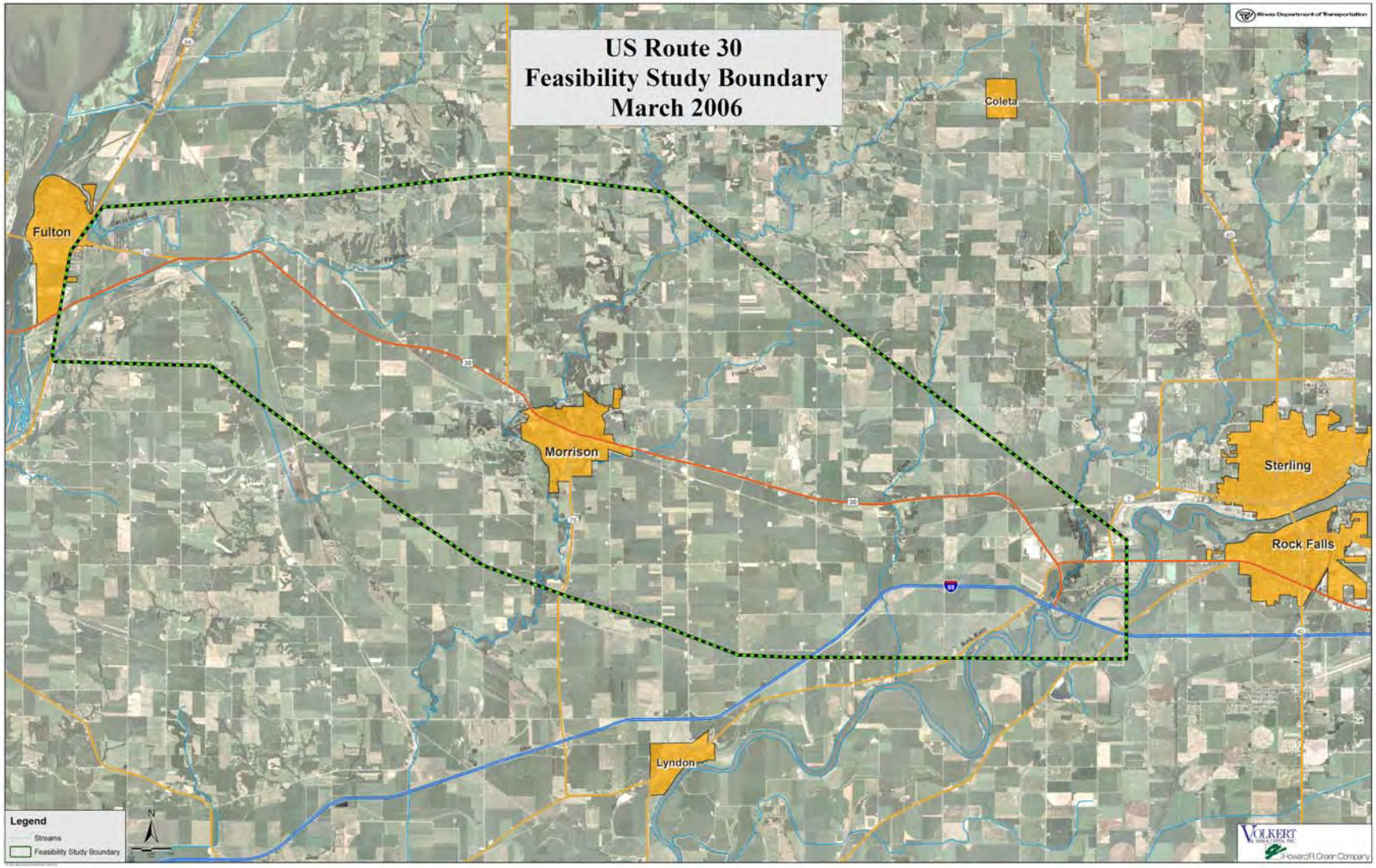
Dixon, Illinois

Tuesday, July 24, 2007

US Route 30 Project

This project proposes 4 lane improvements in Whiteside County Illinois, from IL 136 in Fulton to IL 40 in Rock Falls.

Feasibility Study Area

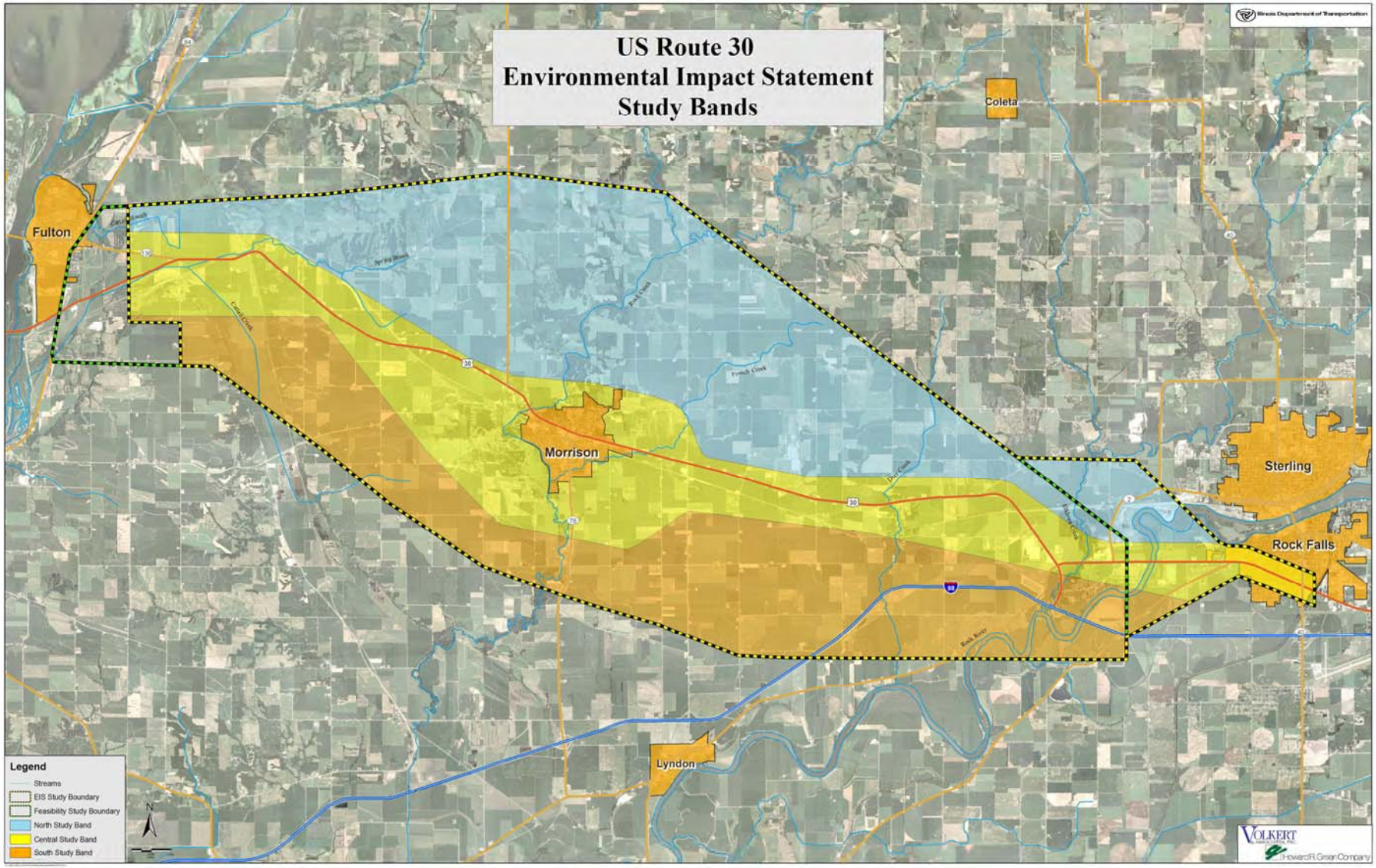


- ***The US 30 Corridor Feasibility Study determined there was a need to:***
  - *Improve Regional Mobility*
  - *Accommodate Land Use Planning Goals*
  - *Address Local System Deficiencies and Safety*

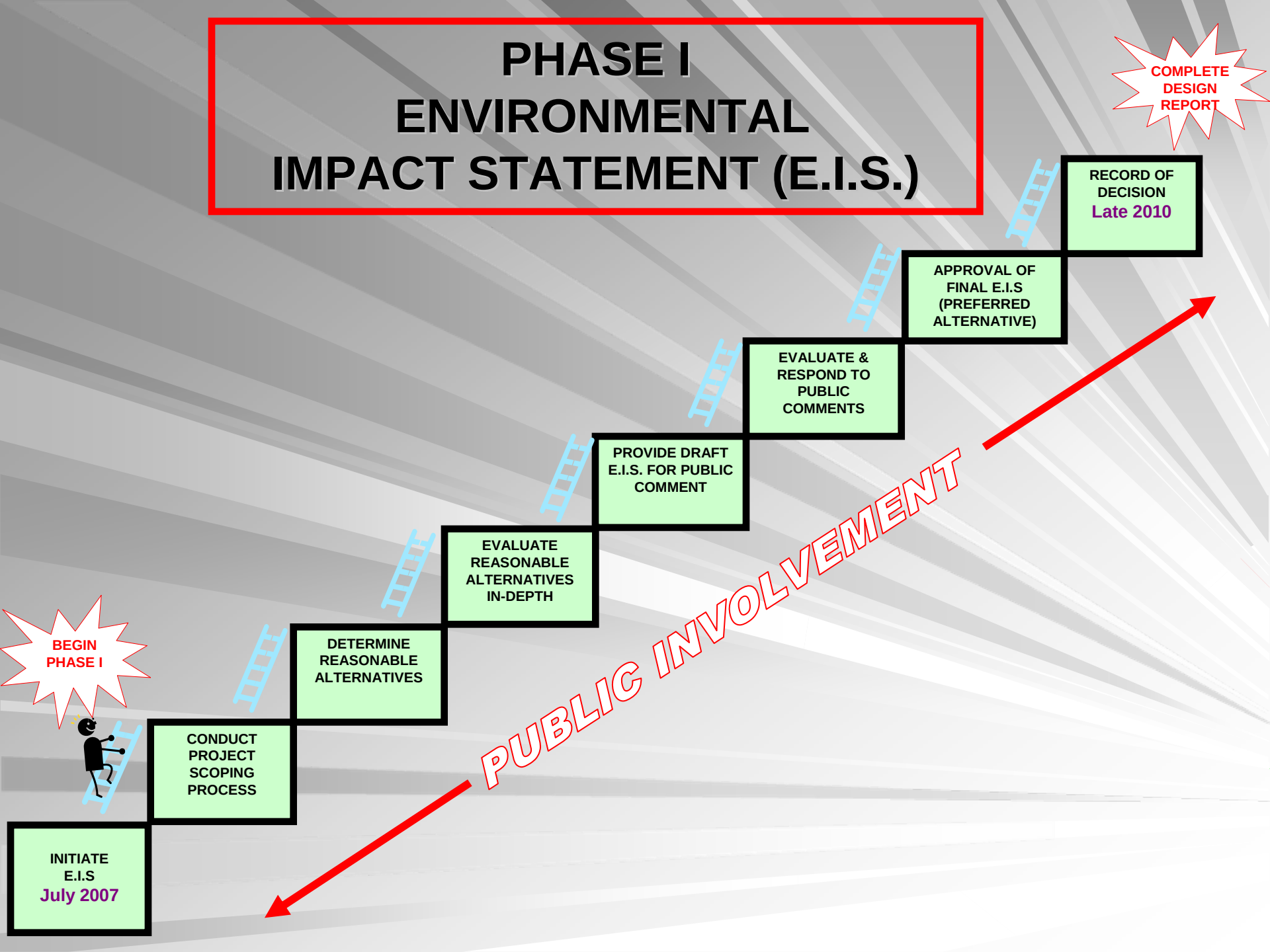
NEXT STEPS – PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

Using Context Sensitive Solutions Process

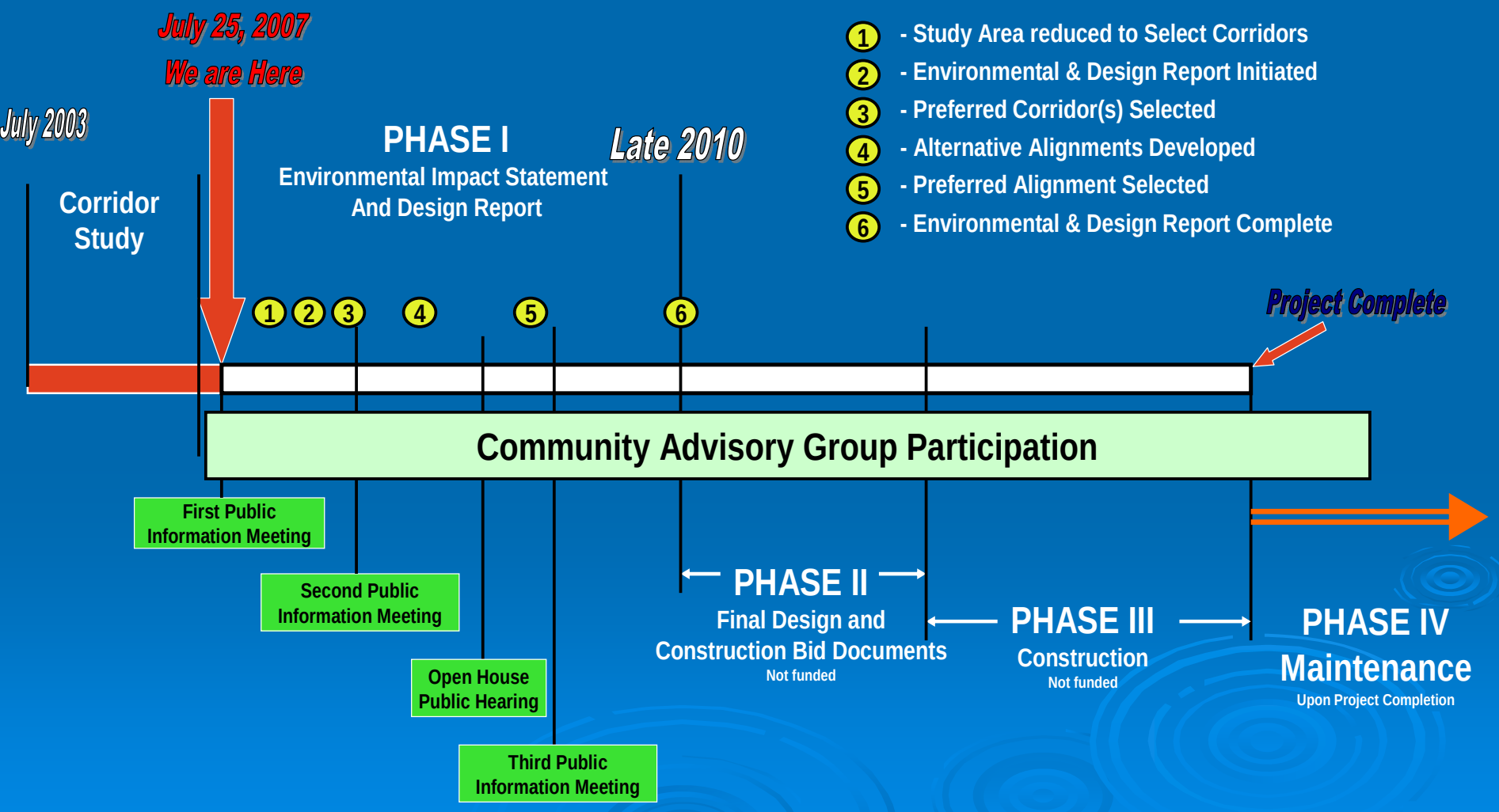
US Route 30 Study Bands



PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)



Project Timeline



CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

Stakeholders are Identified

Public Information Meeting #1
Present Study Bands

PSG Selects Community Advisory Group(CAG) Members from Stakeholders

CAGs develop Problem Statement and define Project Context

PSG develops Preliminary Alternative Corridors with input from CAGs

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PSG selects Preferred Corridors

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Public Hearing
Present Alternative Alignments

PSG selects Preferred Alignment

Public Information Meeting #3
Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

Other Public Outreach Activities

- Stakeholder Meeting and Briefings
- Public Information Meetings
- New Project Web Site
- New Project Hotline
- Project Newsletters and Fact Sheets

COMMENTS AND CONCERNS

THANK YOU FOR YOUR ONGOING SUPPORT !

MEETING MINUTES

Date: August 20, 2007

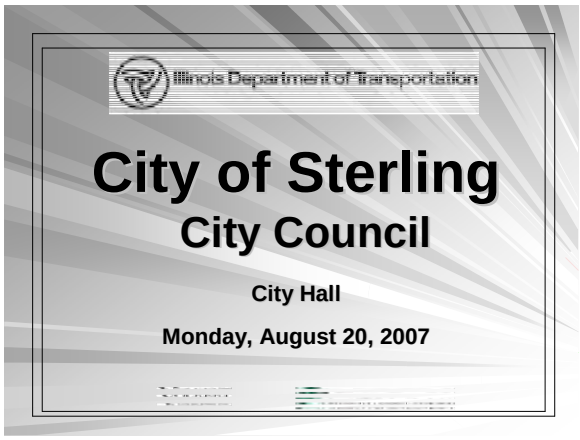
Subject: Presentation of US 30 at Sterling City Council Meeting

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110)FS
Whiteside County
Job No. P-92-107-07

NAME	ORGANIZATION
Honorable Amy Viering	Mayor of Sterling
Captain Steve Marschang	Sterling Fire Department
Ron Coplan	City Attorney
Jay Wieland	City Manager
Maria Romborts	City Clerk
Retha Elston	Alderman Sterling City Council
Barry Cox	Alderman Sterling City Council
Lon Sotelo	Alderman Sterling City Council
Joe Martin	Alderman Sterling City Council
Wally Adell	Alderman Sterling City Council
Skip Lee	Alderman Sterling City Council
Scot Shumard	City Staff
Tom Slothower	Citizen
Cindy Von Holten	City Staff
Dawn Perkins	Illinois Department of Transportation – District 2
Becky Marruffo	Illinois Department of Transportation – District 2
Gil Janes	Howard R. Green
Michael Walton	Volkert & Associates

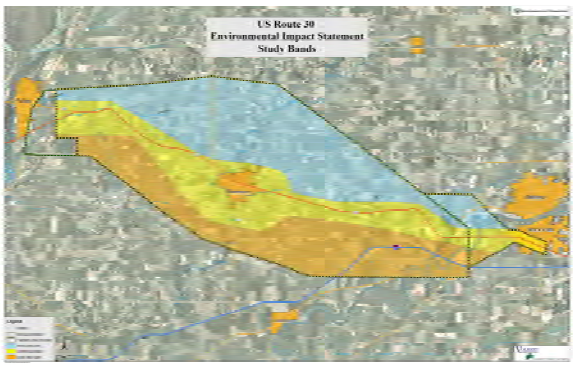
On Monday August 20, 2007 at 6:30.p.m. Gil Janes of Howard R. Green, Dawn Perkins and Becky Marruffo from the Illinois Dept. of Transportation and Michael Walton of Volkert and Associates attended the Sterling City Council meeting at the City Hall in Sterling, Illinois. A portion of this meeting was set aside to discuss the US 30 PEI Environmental Impact Study Project between Fulton and Rock Falls in Illinois.

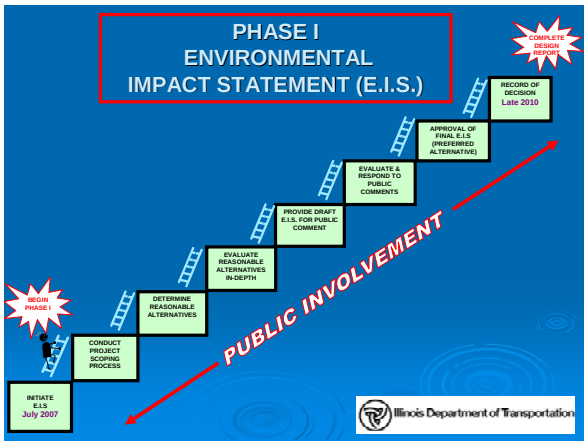
Becky Murraffo introduced the project to the council and a brief project overview and status was presented by Gil Janes and Mike Walton in a Power-Point format.

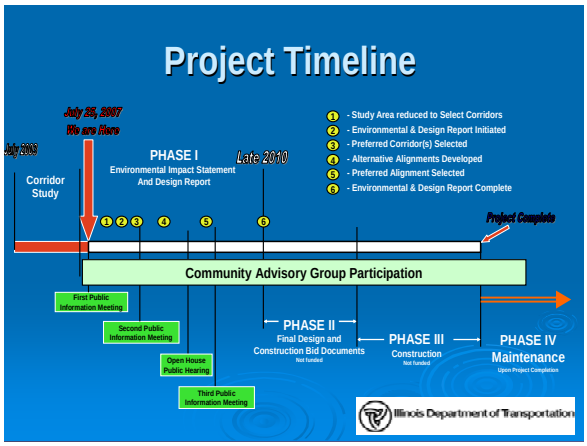


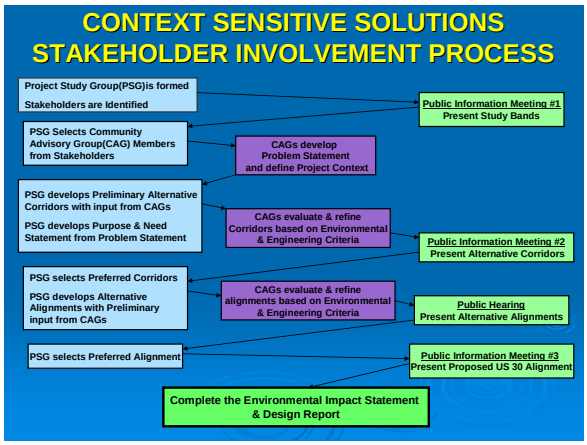
Feasibility Study Area

US 30 Study Bands




PHASE I
ENVIRONMENTAL
IMPACT STATEMENT (E.I.S.)
COMPLETE DESIGN REPORT
RECORD OF DECISION
Late 2010
APPROVAL OF FINAL E.I.S (PREFERRED ALTERNATIVE)
EVALUATE & RESPOND TO PUBLIC COMMENTS
PROVIDE DRAFT E.I.S. FOR PUBLIC COMMENT
EVALUATE REASONABLE ALTERNATIVES IN-DEPTH
DETERMINE REASONABLE ALTERNATIVES
CONDUCT PROJECT SCOPING PROCESS
BEGIN PHASE I
INITIATE E.I.S
July 2007
PUBLIC INVOLVEMENT
Illinois Department of Transportation


Project Timeline
July 23, 2007
We are Here
July 2009
Corridor Study
PHASE I
Environmental Impact Statement And Design Report
Late 2010
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
Project Complete
Community Advisory Group Participation
First Public Information Meeting
Second Public Information Meeting
Open House Public Hearing
Third Public Information Meeting
PHASE II
Final Design and Construction Bid Documents
Not funded
PHASE III
Construction
Not funded
PHASE IV
Maintenance
Upon Project Completion
Illinois Department of Transportation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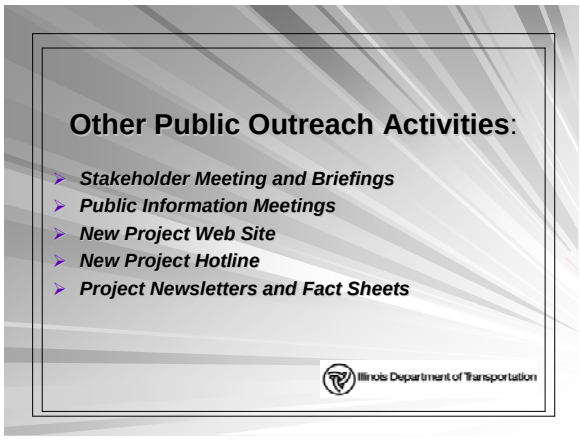
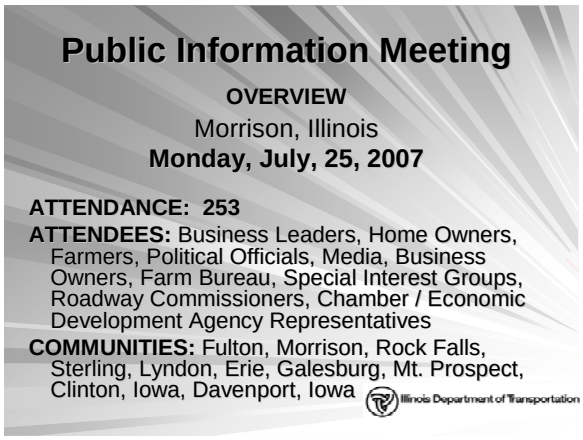
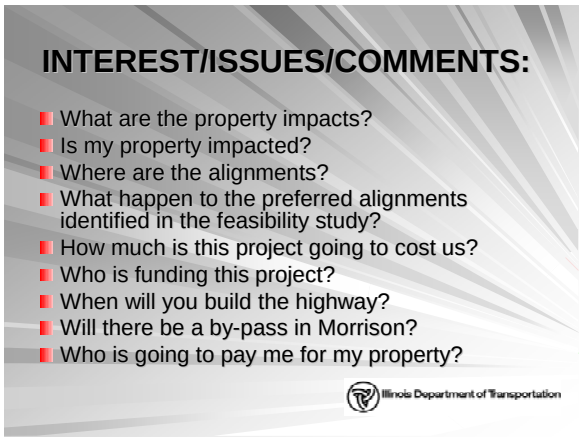

Other Public Outreach Activities:
Stakeholder Meeting and Briefings
Public Information Meetings
New Project Web Site
New Project Hotline
Project Newsletters and Fact Sheets
Illinois Department of Transportation

STAKEHOLDER BRIEFING
HIGHLIGHTS
JULY and AUGUST 2007
MEETING PURPOSE
AUDIENCE
FUTURE MEETINGS
LEGISLATIVE BRIEFINGS
INTEREST/ISSUES/CONCERNS
Illinois Department of Transportation


Public Information Meeting
OVERVIEW
Morrison, Illinois
Monday, July, 25, 2007
ATTENDANCE: 253
ATTENDEES: Business Leaders, Home Owners, Farmers, Political Officials, Media, Business Owners, Farm Bureau, Special Interest Groups, Roadway Commissioners, Chamber / Economic Development Agency Representatives
COMMUNITIES: Fulton, Morrison, Rock Falls, Sterling, Lyndon, Erie, Galesburg, Mt. Prospect, Clinton, Iowa, Davenport, Iowa
Illinois Department of Transportation


INTEREST/ISSUES/COMMENTS:
What are the property impacts?
Is my property impacted?
Where are the alignments?
What happen to the preferred alignments identified in the feasibility study?
How much is this project going to cost us?
Who is funding this project?
When will you build the highway?
Will there be a by-pass in Morrison?
Who is going to pay me for my property?
Illinois Department of Transportation

YOUR COMMENTS & CONCERNS
Illinois Department of Transportation

Illinois Department of Transportation
THANK YOU FOR YOUR ONGOING SUPPORT !

The primary concerns and issues from this group were as follows:

1). Why did the project study area get shortened on the west end of the project?

Our Response:

As part of the Corridor Study a traffic analysis was completed. As a result of the traffic analysis the study team found that projected traffic west of the intersection of IL 136 and US 30 splits almost evenly. The traffic volumes beyond this point reduced the need for an additional lane improvement based on traffic volume.

2). How would it be possible to get a four lane through Morrison?

Our Response:

That will be one of the concerns that will have to be discussed by the Community advisory group once the problem statement is established. IDOT has already had problems on another project in the widening of a portion of US 30 in Morrison so this concern is evident. The placement of a four lane through or around Morrison will has many environmental and design concerns that will have to be evaluated and with a consensus by the CAG the corridor will be selected.

There was very strong support for the project by the City of Sterling. A few of the council members had attended the Public Involvement meeting in July and felt it was well run.

The City Council will have representation in the Community Advisory Group and would like to be updated as to the status of the Project as it moves forward.

Stakeholder Meeting Summary

Tuesday, August 28, 2007
Township Roadway Commissioners
Whiteside County Highway Department
Morrison, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Arlyn Folkers (Hopkins Township Road District)
Fritz Jordan (Fulton Township Road District)
Ron Kuykendall (Newton Road District)
Bob Gabriel (Erie Township Road District)
Gerald E. Bristle (Coloma Township Road District)

US 30 Project Team Members :
Dawn Perkins (IDOT)
Gil Janes (HR Green)
Jon Estrem (HR Green)
Mike Walton (Volkert)
Bridgett Jacquot (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point- US 30 Environmental Impact Statement and Phase I Design Report

Meeting Purpose
Members of the Project Study Group (PSG) met with the Whiteside County Township Roadway Commissioners to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:
- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Results from Public Information Meeting (July 25, 2007) and First Round of Stakeholder Meetings

US 30 Team Presentation

Dawn Perkins gave opening remarks and introduced the joint-venture team project leaders. Gil Janes, Mike Walton, and Bridgett Jacquot, presented a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and results from the Public Information Meeting and first round of Stakeholder Meetings. In closing, Shelia Hudson thanked the Roadway Commissioners for their time and requested their on-going support for the project.

Comments:

Some of the Commissioners believe it may be more economical for the Department to widen the majority of the route and bypass the City of Morrison. Dawn Perkins explained that all options will be considered including widening existing US 30, bypassing the City of Morrison, and no-build. Jon Estrem went on to state the team will be looking at several issues including the impact to homes, businesses, farmland, and wetland that exist along the route.

Arlyn Folkers pointed out that the volume of trains crossing the Mississippi River and traveling through the center of Morrison creates problems for the city. He feels this is an important consideration for the project.

Questions:

Q- Is IDOT considering a four lane highway?
A- Gil stated that all options were on the table for consideration including a possible four lane highway. He went on to explain that the consultant team will work closely with the Project Study Group (PSG) and the Community Advisory Group (CAG) to determine the problem statement, purpose and need, and a final recommendation (s) for the Department to consider.

Q – What is the estimated time for Phase III?
A- Mike Walton explained we have to get through Phase I, Phase II and secure funding before we can project a time schedule for Phase III.

Illinois Department of Transportation

Whiteside County Highway Department

& Township Road Commissioners

Whiteside County Highway Dept. Office

Tuesday, August 28, 2007

VOLKERT & ASSOCIATES, INC.

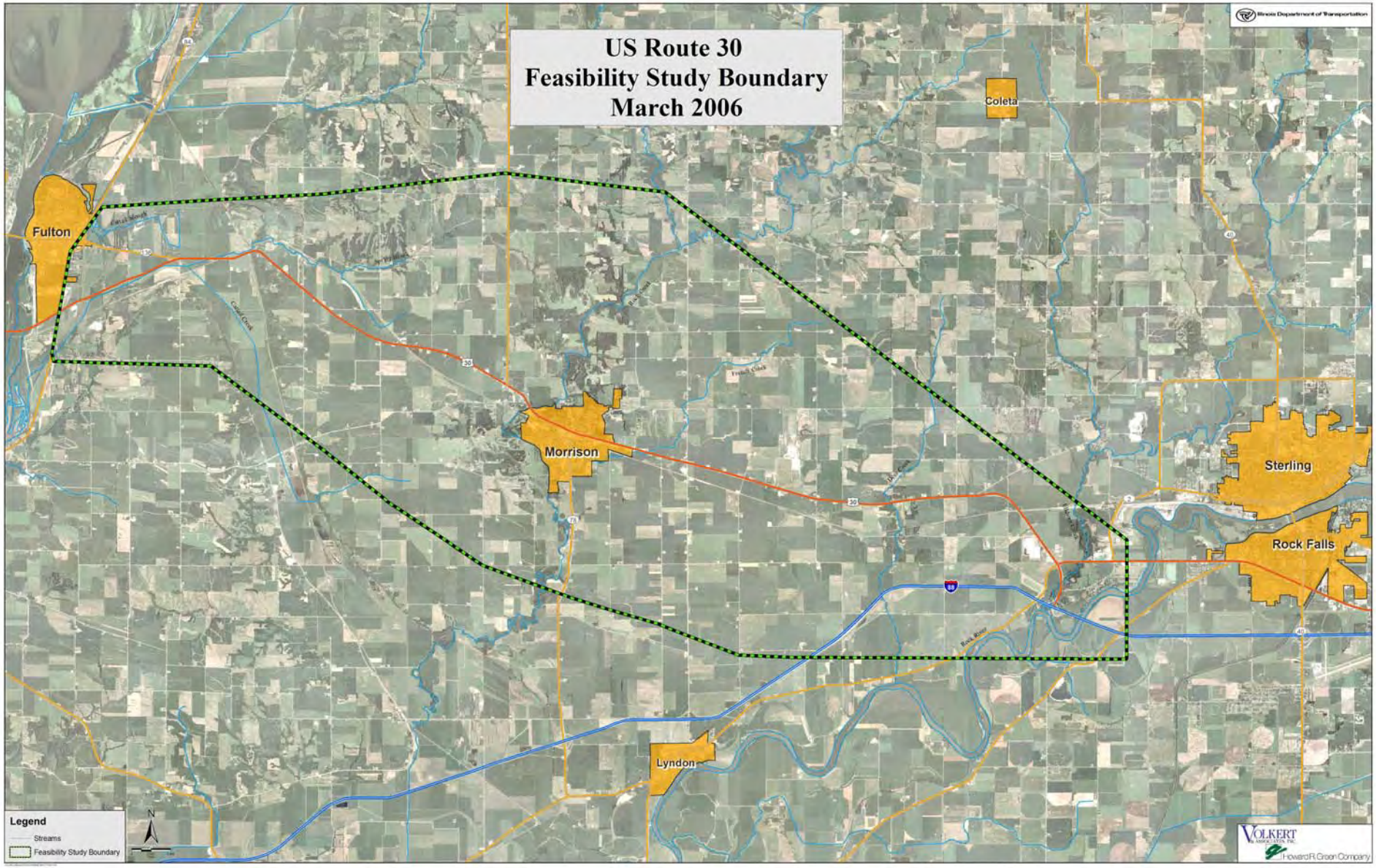
Howard R. Green Company

US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.

Illinois Department of Transportation

Feasibility Study Area



The US 30 Corridor Feasibility Study determined there was a need to:

- ***Improve Regional Mobility***
- ***Accommodate Land Use Planning Goals***
- ***Address Local System Deficiencies and Safety***

Illinois Department of Transportation

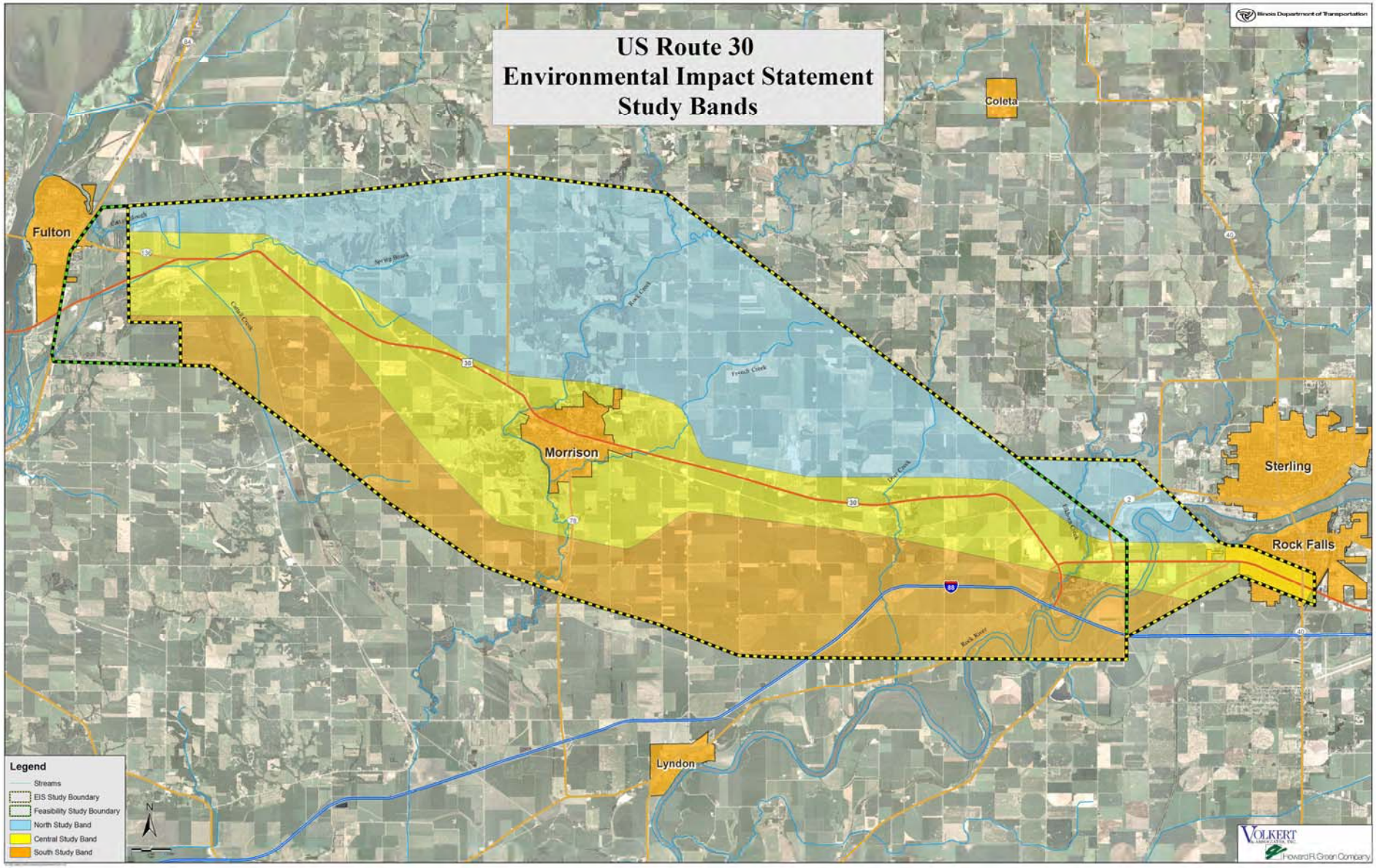
NEXT STEP

ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions Process

Illinois Department of Transportation

US 30 Study Bands



PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)

COMPLETE DESIGN REPORT

BEGIN PHASE I

INITIATED E.I.S
July 2007

CONDUCT PROJECT SCOPING PROCESS

DETERMINE REASONABLE ALTERNATIVES

EVALUATE REASONABLE ALTERNATIVES IN-DEPTH

PROVIDE DRAFT E.I.S. FOR PUBLIC COMMENT

EVALUATE & RESPOND TO PUBLIC COMMENTS

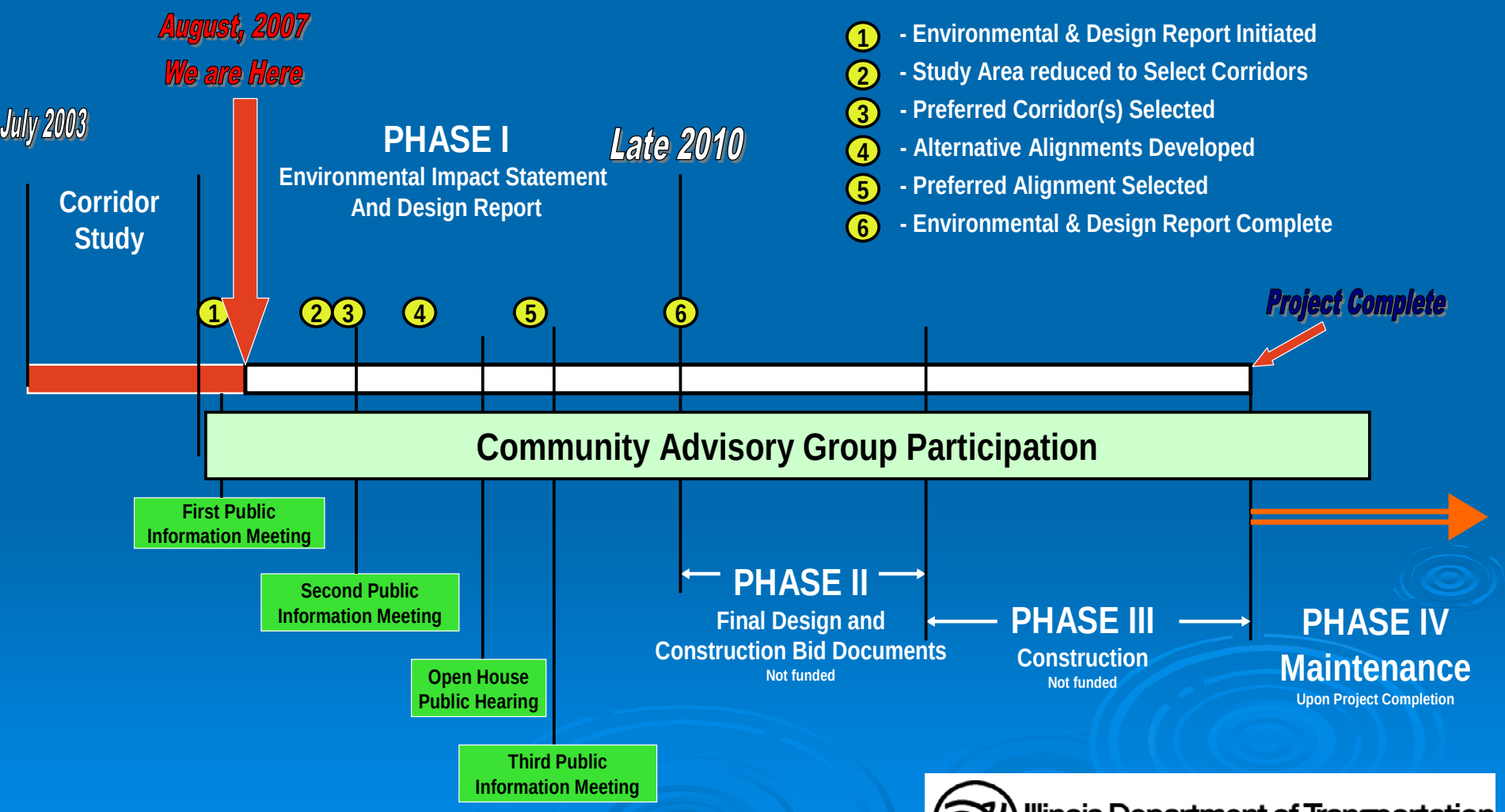
APPROVAL OF FINAL E.I.S (PREFERRED ALTERNATIVE)

RECORD OF DECISION
Late 2010

PUBLIC INVOLVEMENT

Illinois Department of Transportation

Project Timeline



Illinois Department of Transportation

CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

Project Study Group(PSG)is formed

Stakeholders are Identified

Public Information Meeting #1
Present Study Bands

PSG Selects Community Advisory Group(CAG) Members from Stakeholders

CAGs develop Problem Statement and define Project Context

PSG develops Preliminary Alternative Corridors with input from CAGs

PSG develops Purpose & Need Statement from Problem Statement

CAGs evaluate & refine Corridors based on Environmental & Engineering Criteria

Public Information Meeting #2
Present Alternative Corridors

PSG selects Preferred Corridors

PSG develops Alternative Alignments with Preliminary input from CAGs

CAGs evaluate & refine alignments based on Environmental & Engineering Criteria

Public Hearing
Present Alternative Alignments

PSG selects Preferred Alignment

Public Information Meeting #3
Present Proposed US 30 Alignment

Complete the Environmental Impact Statement & Design Report

Other Public Outreach Activities:

- *Stakeholder Meeting and Briefings*
- *Public Information Meetings*
- *New Project Web Site*
- *New Project Hotline*
- *Project Newsletters and Fact Sheets*

Illinois Department of Transportation

STAKEHOLDER BRIEFING HIGHLIGHTS JULY and AUGUST 2007

- **MEETING PURPOSE**
- **AUDIENCE**
- **FUTURE MEETINGS**
- **LEGISLATIVE BRIEFINGS**
- **INTEREST/ISSUES/CONCERNS**

Illinois Department of Transportation

Public Information Meeting

OVERVIEW

Morrison, Illinois

Monday, July, 25, 2007

ATTENDANCE: 253

ATTENDEES: Business Leaders, Home Owners, Farmers, Political Officials, Media, Business Owners, Farm Bureau, Special Interest Groups, Roadway Commissioners, Chamber / Economic Development Agency Representatives

COMMUNITIES: Fulton, Morrison, Rock Falls, Sterling, Lyndon, Erie, Galesburg, Mt. Prospect, Clinton, Iowa, Davenport, Iowa

Illinois Department of Transportation

INTEREST/ISSUES/COMMENTS:

- What are the property impacts?
- Is my property impacted?
- Where are the alignments?
- What happen to the preferred alignments identified in the feasibility study?
- How much is this project going to cost us?
- Who is funding this project?
- When will you build the highway?
- Will there be a by-pass in Morrison?
- Who is going to pay me for my property?

Illinois Department of Transportation

YOUR COMMENTS & CONCERNS

Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Tuesday, August 28, 2007
Illinois Department of Natural Resources, Morrison Rockwood State Park, Township Highway Commissioners, Wal-Mart Distribution Center, and Prairie Hills Recycling and Disposal Center
Morrison, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Harlan Vegter (Township Highway Commissioner – Union Grove)
Arnold Vetger (Employee, Union Grove Township)
David J. Dykstra (Township Highway Commissioner - Mt. Pleasant)
Bill Koziol (Employees, Mt. Pleasant Township)
Mike Challand (IDNR-Morrison Rockwood State Park)
George Bellovics (IDNR Region I)
Jim Modglin (Manager - IDNR Region I)

Absent:
Wal- Mart Representative
Prairie Hills Recycling & Disposal Facility

Project Study Group:
Dawn Perkins (IDOT)
Rebecca (Becky) Marruffo (IDOT)
Mark Nardini (IDOT)
Gil Janes (HR Green)
Jon Estrem (HR Green)
Mike Walton (Volkert)
Bridgett Jacquot (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point- US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose
Members of the US 30 Project study team met with the Illinois Department of Natural Resources (IDNR), Morrison-Rockwood State Park, and Township Highway Commissioners representatives to present a project update.

The presentation included results from the feasibility study; an outline of the next Environmental Impact Statement (EIS) and Design Report phase. In addition, the Context Sensitive Solutions (CSS) policy and process was explained, as well as other public outreach activities.

Listed below is an outline of the power point presentation:

- Results from the Corridor Feasibility Study
- Federal Requirements for the Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role
- Other Public Outreach Activities
- Stakeholder Briefing Highlights
- Public Information Meeting (PIM) Overview
- PIM Interest, Issues, and Comments

A map was also presented that highlighted some of the environmental issues already identified within the project study area.

Study Team Presentation

Becky opened the meeting by introducing the new US 30 study team and thanking the officials for agreeing to meet with the team. She went on to highlight IDOT's new approach to EIS and Design reports as required by the Federal Highway Administration (FHWA) and Illinois' CSS policy.

Gil Janes, Mike Walton, and Bridgett Jacquot presented a US 30 power point presentation. Shelia Hudson closed the meeting by thanking the officials again for their time and on-going commitment to support the project.

Comments/ Issues/ Questions

Comment:

IDNR representatives expressed concerns that a new study was beginning and the appearance of disregarding alignments identified in the Feasibility Study. They went on to state that starting over would only delay the process. George (IDNR) stated that an average of 425,000 attendees visit the park annually. He went on to explain the patterns of how visitors access the park; stressing that the majority of their visitors access the park at the main gate. George felt it was important for the study team to know this information when determining a new alignment.

Becky explained the purpose of the Feasibility Study. She emphasized that the Department had to do the Feasibility Study first to determine if there was a need before going to the next phase. She went on to highlight several major milestones the study team must accomplish in Phase I before going to the next step, Phase II, Final Design. In closing, Becky explained that the process will take years before anyone see a final product; however the Department must adhere to the process as required by federal and state laws.

Many Highway Commissioners expressed concerns about the project potentially impacting local roadway plans. They stressed their desire to see better coordination efforts between the County Highway Engineers' office, and the study team to avoid possible situations that would impact local planning initiatives. The Commissioners also offered assistance in providing the study team with copies of local plans that focused on roadway, utilities, and land-use planning in the study area.

Gil explained to the audience that all information presented and/or gathered will beneficial and considered when the engineers begin their assessments. He went on to stress how important it was for individual stakeholders to provide the study team with any current and proposed data they deem important for the team to consider during the study period.

Questions:

Q: IDNR – Will the study team be vacating any roads?
A: Team Response - Mike responded, it's too early to determine what roads will be vacated.

Q: Highway Commissioner/IDNR – We've seen maps and read where roads have already been determined so why are we going through this process again?
A: Team Response - Gil responded the Feasibility Study was done to determine if there was a need based on preliminary findings. It was a step in the federal process the Department had to adhere to as required by law. The next step is a more in-depth process. The study team will begin analyzing environmental and engineering data for reporting as required by NEPA to get a Record of Decision (ROD).

Q: Highway Commissioner – Could the recommended alignment go outside the three study bands identified?
A: Team Response - Bridgett responded that FHWA requires IDOT to define a study area from one state route to another state within boundaries where the actual communities are impacted. Of course suggestions can be made, however through the EIS process an alignment proposed outside the study area could potentially be a fatal flaw.

Illinois Department of Transportation

Whiteside County Highway Department

& Township Road Commissioners

Whiteside County Highway Dept. Office

Tuesday, August 28, 2007

VOLKERT & ASSOCIATES, INC.

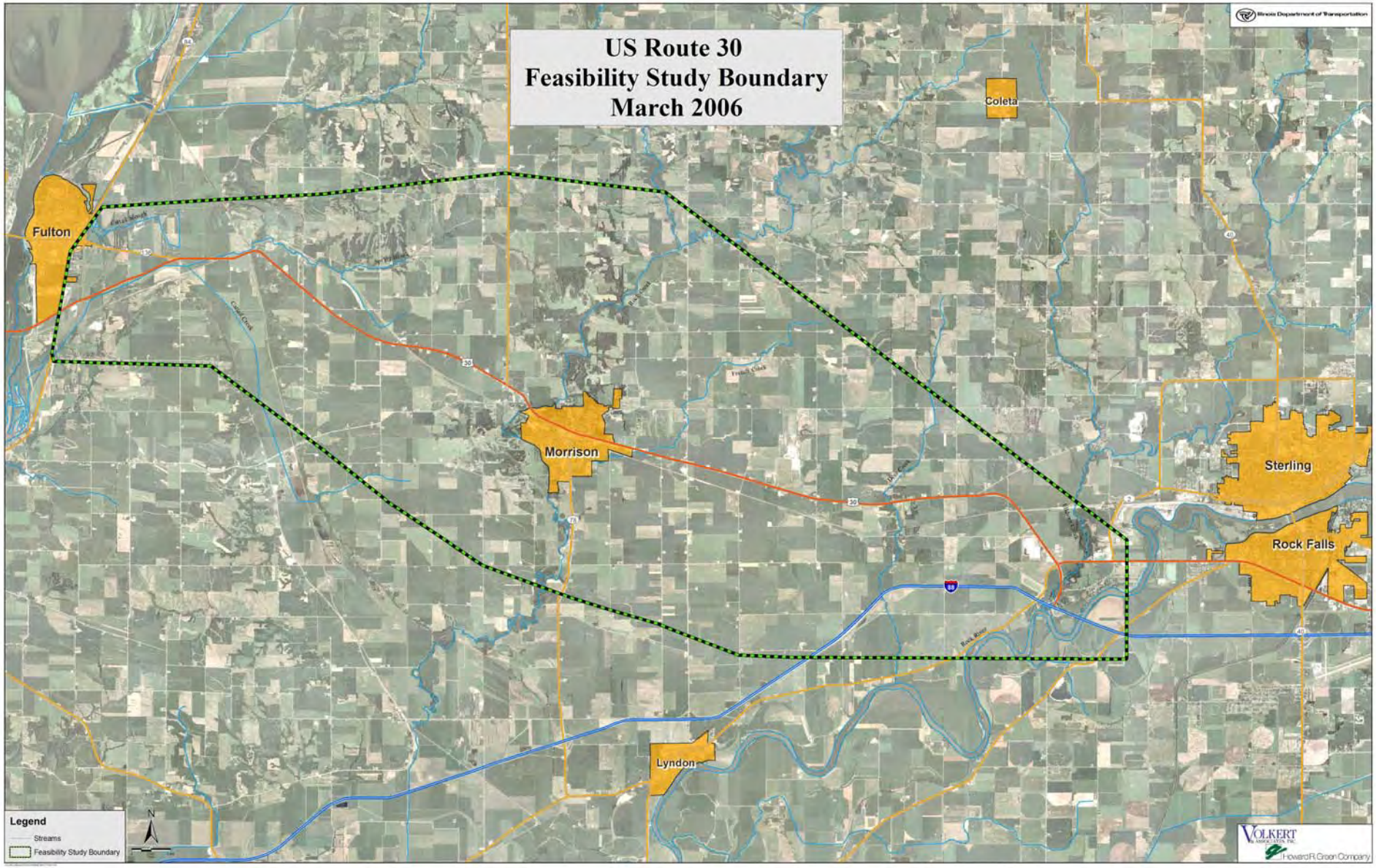
Howard R. Green Company

US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.

Illinois Department of Transportation

Feasibility Study Area



The US 30 Corridor Feasibility Study determined there was a need to:

- ***Improve Regional Mobility***
- ***Accommodate Land Use Planning Goals***
- ***Address Local System Deficiencies and Safety***

Illinois Department of Transportation

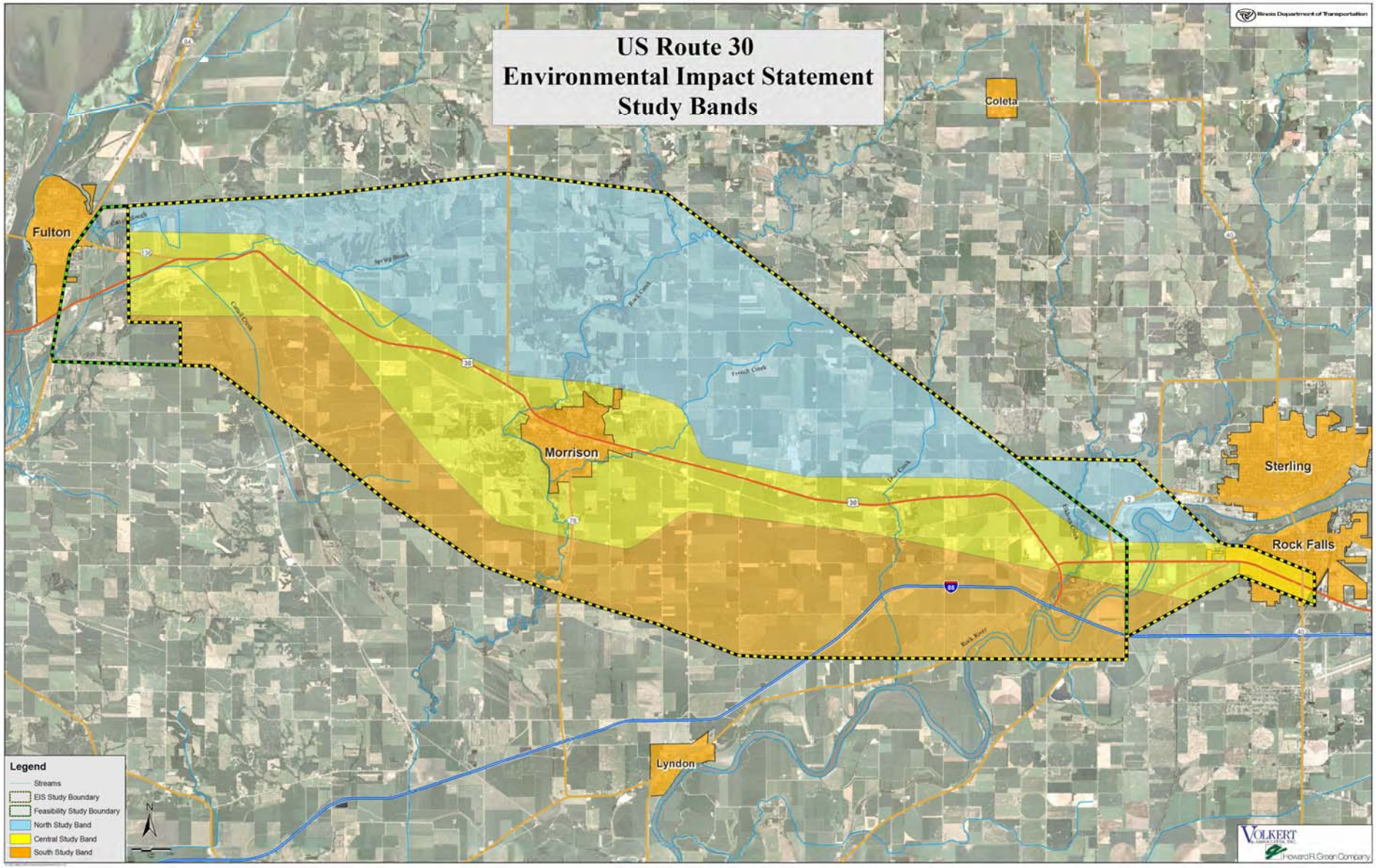
NEXT STEP

ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions Process

Illinois Department of Transportation

US 30 Study Bands



PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)

COMPLETE DESIGN REPORT

BEGIN PHASE I

INITIATED E.I.S
July 2007

CONDUCT PROJECT SCOPING PROCESS

DETERMINE REASONABLE ALTERNATIVES

EVALUATE REASONABLE ALTERNATIVES IN-DEPTH

PROVIDE DRAFT E.I.S. FOR PUBLIC COMMENT

EVALUATE & RESPOND TO PUBLIC COMMENTS

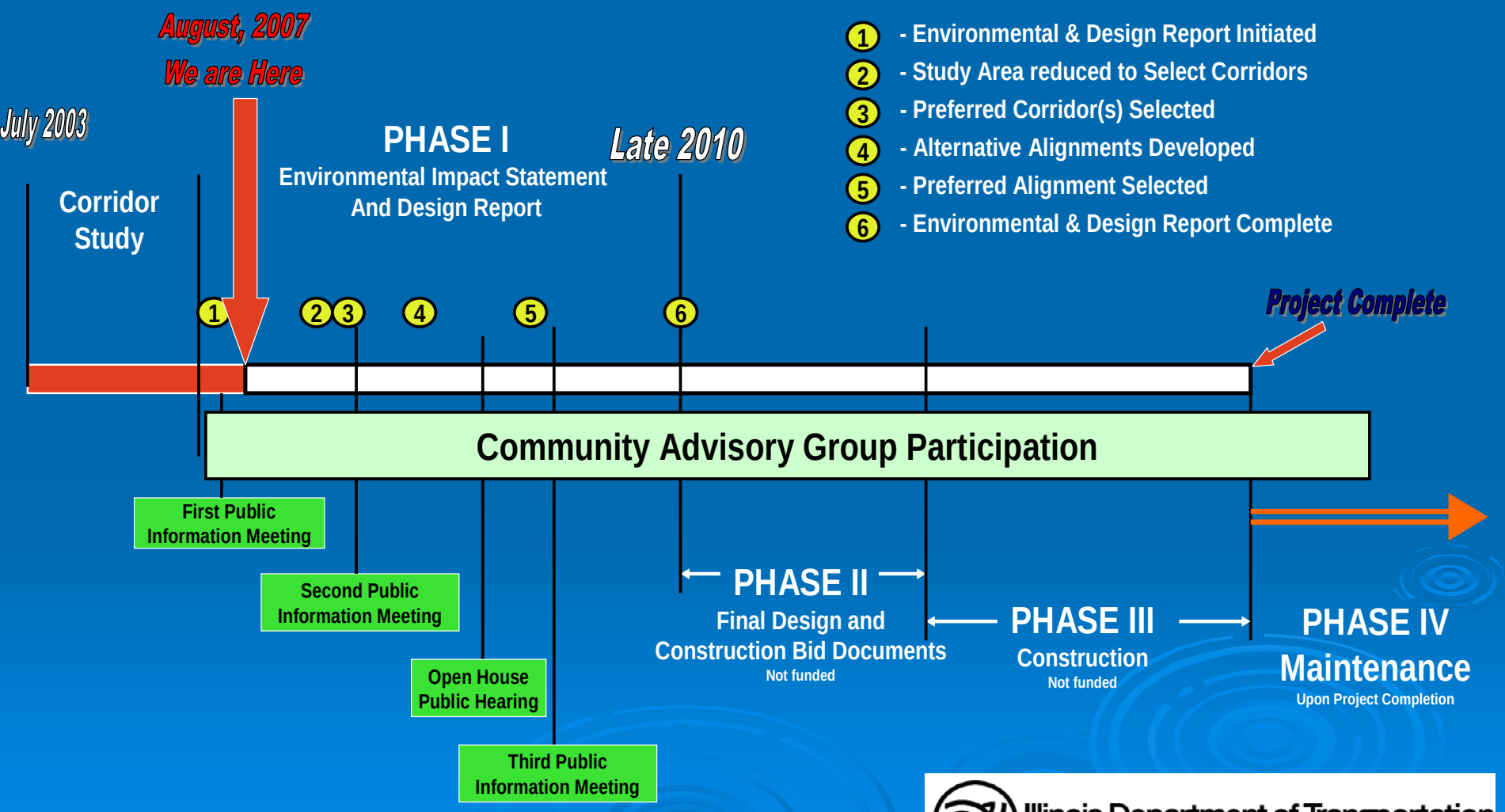
APPROVAL OF FINAL E.I.S (PREFERRED ALTERNATIVE)

RECORD OF DECISION
Late 2010

PUBLIC INVOLVEMENT

Illinois Department of Transportation

Project Timeline



Illinois Department of Transportation

CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

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Illinois Department of Transportation

STAKEHOLDER BRIEFING HIGHLIGHTS JULY and AUGUST 2007

- **MEETING PURPOSE**
- **AUDIENCE**
- **FUTURE MEETINGS**
- **LEGISLATIVE BRIEFINGS**
- **INTEREST/ISSUES/CONCERNS**

Illinois Department of Transportation

Public Information Meeting

OVERVIEW

Morrison, Illinois

Monday, July, 25, 2007

ATTENDANCE: 253

ATTENDEES: Business Leaders, Home Owners, Farmers, Political Officials, Media, Business Owners, Farm Bureau, Special Interest Groups, Roadway Commissioners, Chamber / Economic Development Agency Representatives

COMMUNITIES: Fulton, Morrison, Rock Falls, Sterling, Lyndon, Erie, Galesburg, Mt. Prospect, Clinton, Iowa, Davenport, Iowa

Illinois Department of Transportation

INTEREST/ISSUES/COMMENTS:

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Illinois Department of Transportation

YOUR COMMENTS & CONCERNS

Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Monday, September 17, 2007
City of Fulton
Fulton, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Honorable Howard Van Zuiden, Mayor
Fulton City Council Members (all in attendance)
Randy Balk, City Administrator
Dan Clark, Public Works Director
James Rhoades, Chief of Police
Linda Hollis, City Clerk

US 30 Project Team Members:
Dawn Perkins (IDOT)
Gil Janes (HR Green)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):

Power Point- US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose

Members of the Project Study Group (PSG) met with the City of Fulton to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Results from Public Information Meeting (July 25, 2007) and First Round of Stakeholder Meetings

US 30 Team Presentation

Shelia Hudson opened the meeting by introducing the team present and thanking the Council for agreeing to meet with the District to discuss the project status.

Dawn Perkins followed Ms. Hudson with remarks on behalf of the Department. She went on to explain the purpose of the next phase and the consultant role/ responsibility during the next phase.

Gil Janes presented a power point presentation that focused on the results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and results from the Public Information Meeting and first round of Stakeholder Meetings. Gil closed the meeting by thanking the Council for their time and on-going efforts to champion the project.

Comments/ Issues/ Questions

Questions:

Q- Alderman Field wanted to know why was there so much foot dragging? In his opinion the project was going backward not forward.

A- Gil responded that the project was actually on course. He went on to explain the Federal and State policies the Department must adhere to as prescribed before moving to the next phase.

Q - Alderman Roels wanted to know at what cost is the project costing the tax payers. Also, what are HR Green and Volkert making on the project?

A- Gil informed the council that the project will cost approximately 7 million dollars to complete a very thorough study.

Q- Alderman Fields asked where did the project rank with the Department?

A- Gil stated the project was high on the Department's listing of statewide projects for Illinois. He went on to say much of the acknowledgment of hard work and thanks goes to their leadership and the on-going community support being demonstrated. Gil emphasized the importance of keeping the momentum going to continue progress.

Illinois Department of Transportation

City of Fulton

City Council Meeting

City Hall

Monday, September 17, 2007

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.

Illinois Department of Transportation

The US 30 Corridor Feasibility Study determined there was a need to:

- ***Improve Regional Mobility***
- ***Accommodate Land Use Planning Goals***
- ***Address Local System Deficiencies and Safety***

Illinois Department of Transportation

NEXT STEP

ENVIRONMENTAL IMPACT STATEMENT

AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions Process

Illinois Department of Transportation

PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)

COMPLETE DESIGN REPORT

BEGIN PHASE I

INITIATED E.I.S
July 2007

CONDUCT PROJECT SCOPING PROCESS

DETERMINE REASONABLE ALTERNATIVES

EVALUATE REASONABLE ALTERNATIVES IN-DEPTH

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EVALUATE & RESPOND TO PUBLIC COMMENTS

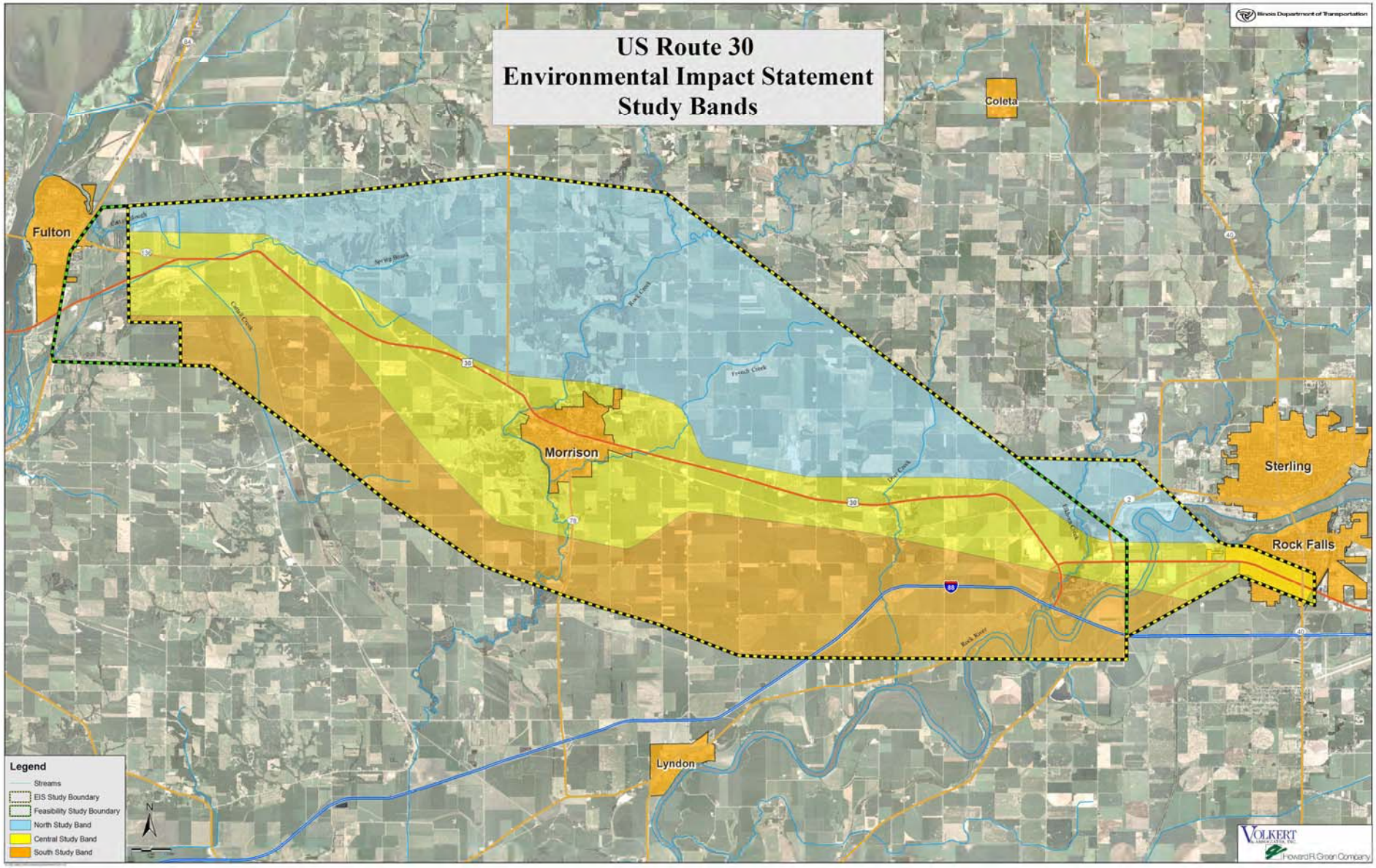
APPROVAL OF FINAL E.I.S (PREFERRED ALTERNATIVE)

RECORD OF DECISION
Late 2010

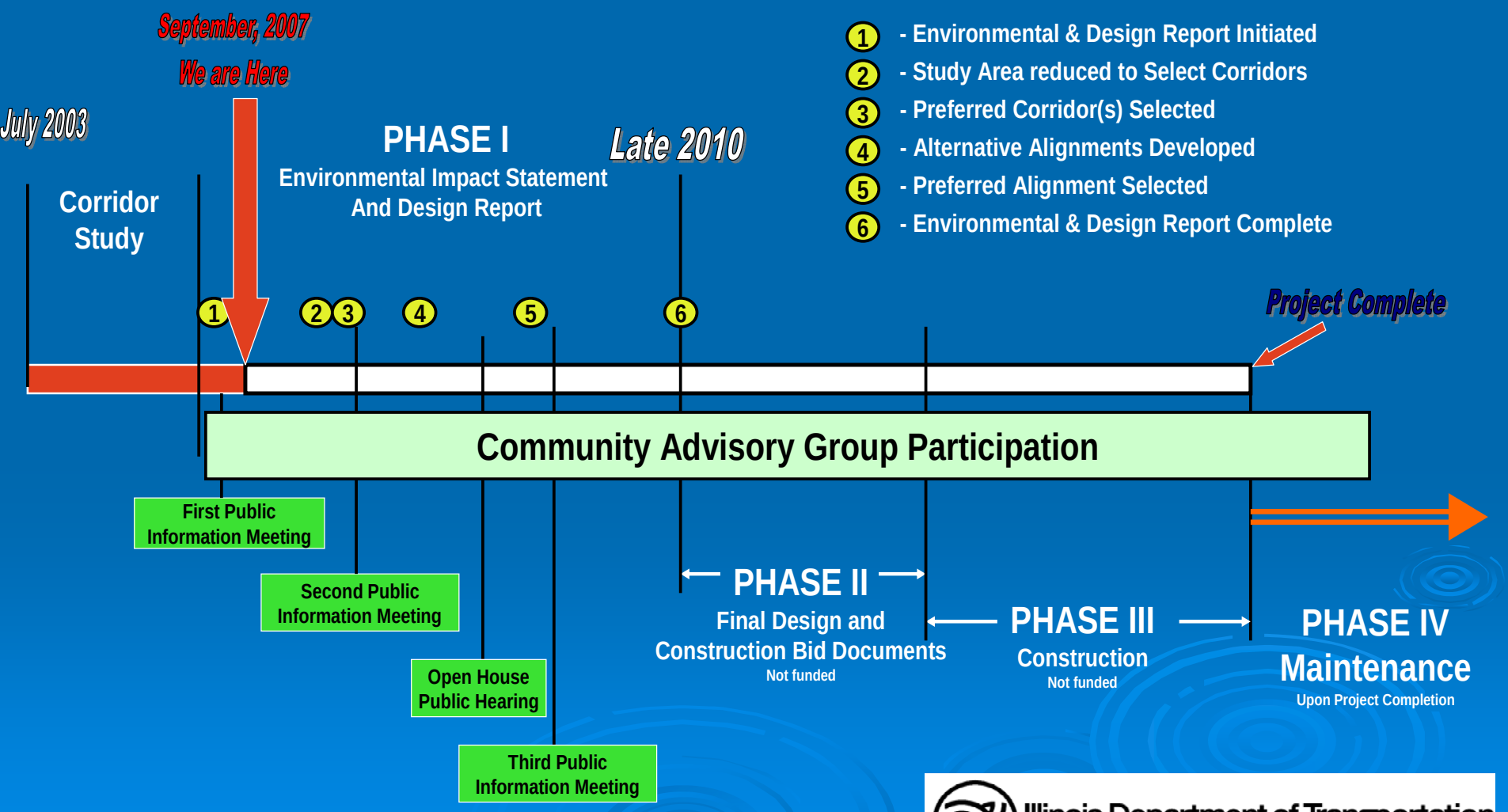
PUBLIC INVOLVEMENT

Illinois Department of Transportation

US 30 Study Bands



Project Timeline



Illinois Department of Transportation

CONTEXT SENSITIVE SOLUTIONS

PSG's Role

- Identify Stakeholders and assure representation of all entities in the Public Involvement process.
- Utilize the problem statement developed by the Community Advisory Group to develop the Project Purpose and Need Statement.
- Utilize the information gained by the Community Advisory Group along with Environmental and Engineering Data to guide the project decisions.

CAG's Role

- Identify criteria that reflect 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, the study bands, corridors and alignments of potential improvement.

CONTEXT SENSITIVE SOLUTIONS

Community Advisory Group Activities

- **Develops Problem Statement and define Project Context**
- **Evaluates & refines Corridors based on Environmental & Engineering Criteria**
- **Evaluates & refines alignments based on Environmental & Engineering Criteria**

Public Information Meeting

OVERVIEW

Morrison, Illinois

Monday, July, 25, 2007

ATTENDANCE: 253

ATTENDEES: Business Leaders, Home Owners, Farmers, Political Officials, Media, Business Owners, Farm Bureau, Special Interest Groups, Roadway Commissioners, Chamber / Economic Development Agency Representatives

COMMUNITIES: Fulton, Morrison, Rock Falls, Sterling, Lyndon, Erie, Galesburg, Mt. Prospect, Clinton, Iowa, Davenport, Iowa

Illinois Department of Transportation

STAKEHOLDER BRIEFING HIGHLIGHTS JULY and AUGUST 2007

We have met with several groups thus far including US 30 Coalition, Several Legislators, County and Township Personnel, Business Owners, the State Park and City Councils.

We will continue to update these and other stakeholders throughout the length of the project

Illinois Department of Transportation

Key Issues from the Public Meeting and Stakeholder Meetings

- Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- Did this backtrack?
- Effects on Businesses

YOUR COMMENTS & CONCERNS

Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

MEETING MINUTES

Date: October 9, 2007

Subject: Presentation of US 30 at the Iowa DOT Commission Meeting
In Clinton, Iowa

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110)PE I
Whiteside County
Job No. P-92-107-07

Attendees

NAME	ORGANIZATION
Suzan Boden	Iowa DOT Commission
Wayne Sawtelle	Iowa DOT Commission
Nancy Richardson	Director Iowa DOT Commission
Barry Cleaveland	Iowa DOT Commission Chair
Patricia Crawford	Iowa DOT Commission Vice-Chair
Thomas W. Hart	Iowa DOT Commission
Barbara MacGregor	Iowa DOT Commission

Team Members
Dawn Perkins (IDOT)
Gil Janes (HR Green)
Michael Walton (Volkert & Assoc.)

Meeting Purpose
These Members of the US 30 Project Team met with the Iowa Department of Transportation Commission to present a project overview and status report. This presentation included results from the feasibility study and highlights of the next study phase.

The following information was presented:
- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Public Outreach Activities
- Results from First Round of Stakeholder Meetings

Study Team Presentation
A brief portion of this meeting of the Commission was set aside to discuss the US 30 Environmental Impact Study between Fulton and Rock Falls in Illinois.

Dawn Perkins began with remarks on behalf of the Department. She went on to explain the purpose of the project and the consultant role/ responsibility during the phase I work. Dawn Perkins introduced the project and the team.

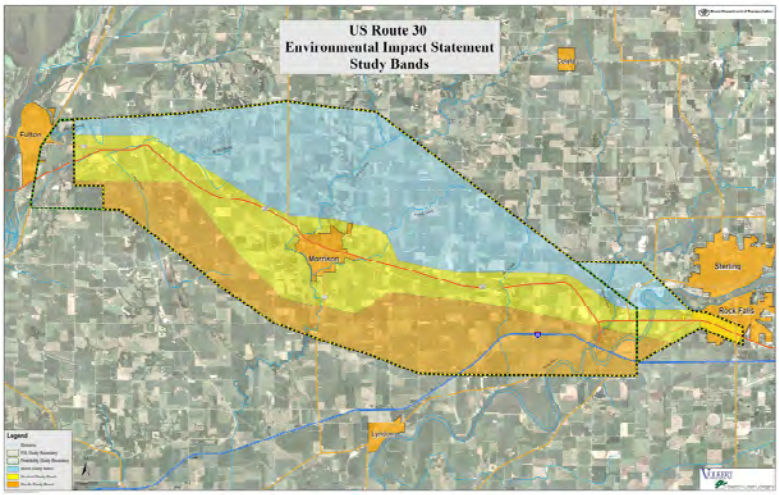
Gil Janes then initiated the following power point presentation that focused on the results from the feasibility study; and the project's regional importance. Michael Walton continued with a description of the next phase of the project, outlining federal and state policies (such as NEPA, EIS and CSS); and results from the Public Information Meeting and first round of Stakeholder Meetings.

US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.

Illinois Department of Transportation

US 30 Study Bands

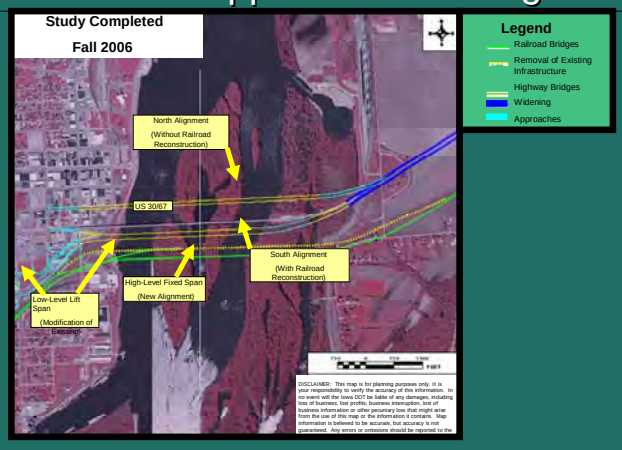


The US 30 Corridor Feasibility Study determined there was a need to:

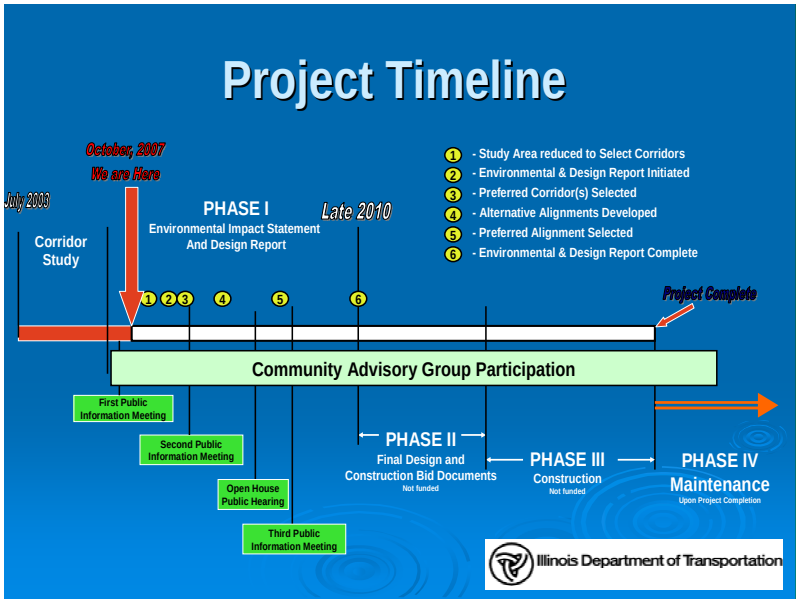
- *Improve Regional Mobility*
- *Accommodate Land Use Planning Goals*
- *Address Local System Deficiencies and Safety*

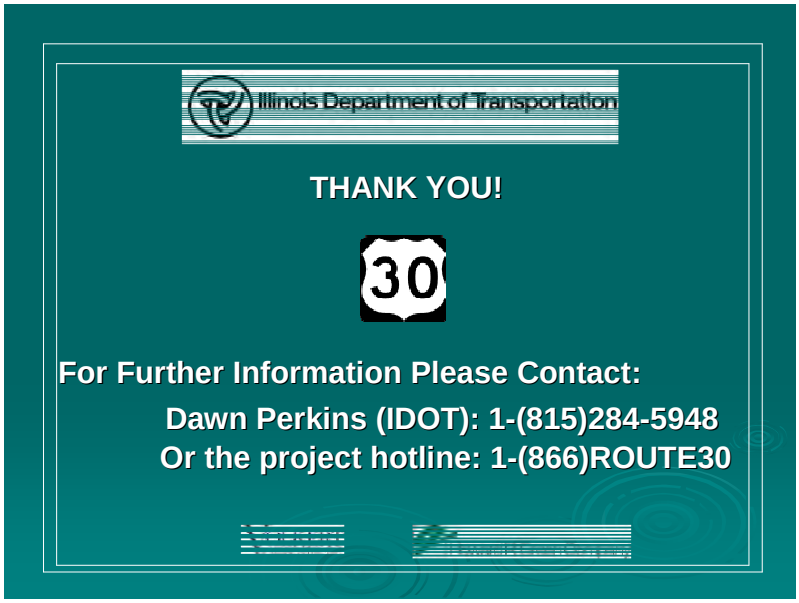
Illinois Department of Transportation

Clinton/Fulton Major Investment Study Mississippi River Crossing



NEXT STEP
ENVIRONMENTAL IMPACT STATEMENT
AND PHASE I DESIGN REPORT
Using Context Sensitive Solutions Process
Illinois Department of Transportation


Project Timeline
October, 2007
We are Here
July 2008
Corridor Study
PHASE I
Environmental Impact Statement And Design Report
Late 2010
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
Project Complete
Community Advisory Group Participation
First Public Information Meeting
Second Public Information Meeting
Open House Public Hearing
Third Public Information Meeting
PHASE II
Final Design and Construction Bid Documents
Not funded
PHASE III
Construction
Not funded
PHASE IV
Maintenance
Upon Project Completion
Illinois Department of Transportation



Comments/ Issues/ Questions
There were no questions from the Commission.

Following this brief presentation the Commission thanked us for the information and project update.

Handout/Fact Sheet
(Attached)

Stakeholder Meeting Summary

Monday, October 15, 2007
Greater Sterling Development Corporation
Sterling, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
David Barajas, Jr. (CAG Member)
Pete Dillon
Ed Andersen
Mark Zumdahl
Scott Schumard (CAG Member)
Dick Baumann
Betty Steinert (CAG Member)
Heather Sotelo (CAG Member)
Wil Booker
Dave Hurless
Dick Prescott
Dick Gebhardt

US 30 Project Team Members:
Dawn Perkins (IDOT)
Gil Janes (HR Green)
Mike Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point- US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose
Members of the Project Study Group (PSG) met with the Greater Sterling Development Corporation to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role
- Results from First Round of Stakeholder Meetings and Key Issues
- Public Outreach Activities

US 30 Team Presentation

Shelia Hudson opened the meeting by thanking the Corporation for agreeing to meet with the team and for their on-going support. She also introduced the team and highlighted their roles. Dawn Perkins explained that the project is moving ahead because of the grass roots level of support and the unified voice of stakeholders saying how important this project is to the economic growth and vitality of the region.

Gil Janes and Mike Walton presented a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and results from the Public Information Meeting and first round of Stakeholder Meetings. Gil Janes and Shelia Hudson closed the meeting by thanking the Greater Sterling Development Corporation for their time and on-going efforts to support the project.
The most important thing that this group can do is to continue to speak with a unified voice in support of the project. Significant funding still remains to be secured. Continuous efforts need to be made to move the project forward to the next stages.

Comments/ Issues/ Questions

Comment:

Mr. Barajas, Jr. expressed concerns about information and comments being conveyed to the media that are inaccurate. The team needs to be VERY clear on the project timeline as well as other information presented to the public. He went on to suggest that in the future responses to the media should only be done by the Department and/or Consultants in order to assure information is correct.

Shelia Hudson went on to explain that it is a very challenging task trying to control individuals who speak to the press without informing the Department and/or seeking information before going to the press. There are protocols in place for the team to adhere to. Ideally we would like for individuals contacted by the press/media to contact us and we will either assist them with responses and/or provide them with information to assure the facts are presented correctly.

Questions:

Q- When will the web site be on-line?
A- Soon. Some details are being finalized, and approval will be sought from the Illinois DOT. Once approved, the site will be updated as needed with current information regarding the process.

Illinois Department of Transportation

US 30 PRESENTATION

Greater Sterling Development Corporation

Sterling Small Business and Technical Center

Monday, October 15th, 2007

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

US 30 Project

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Illinois Department of Transportation

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Illinois Department of Transportation

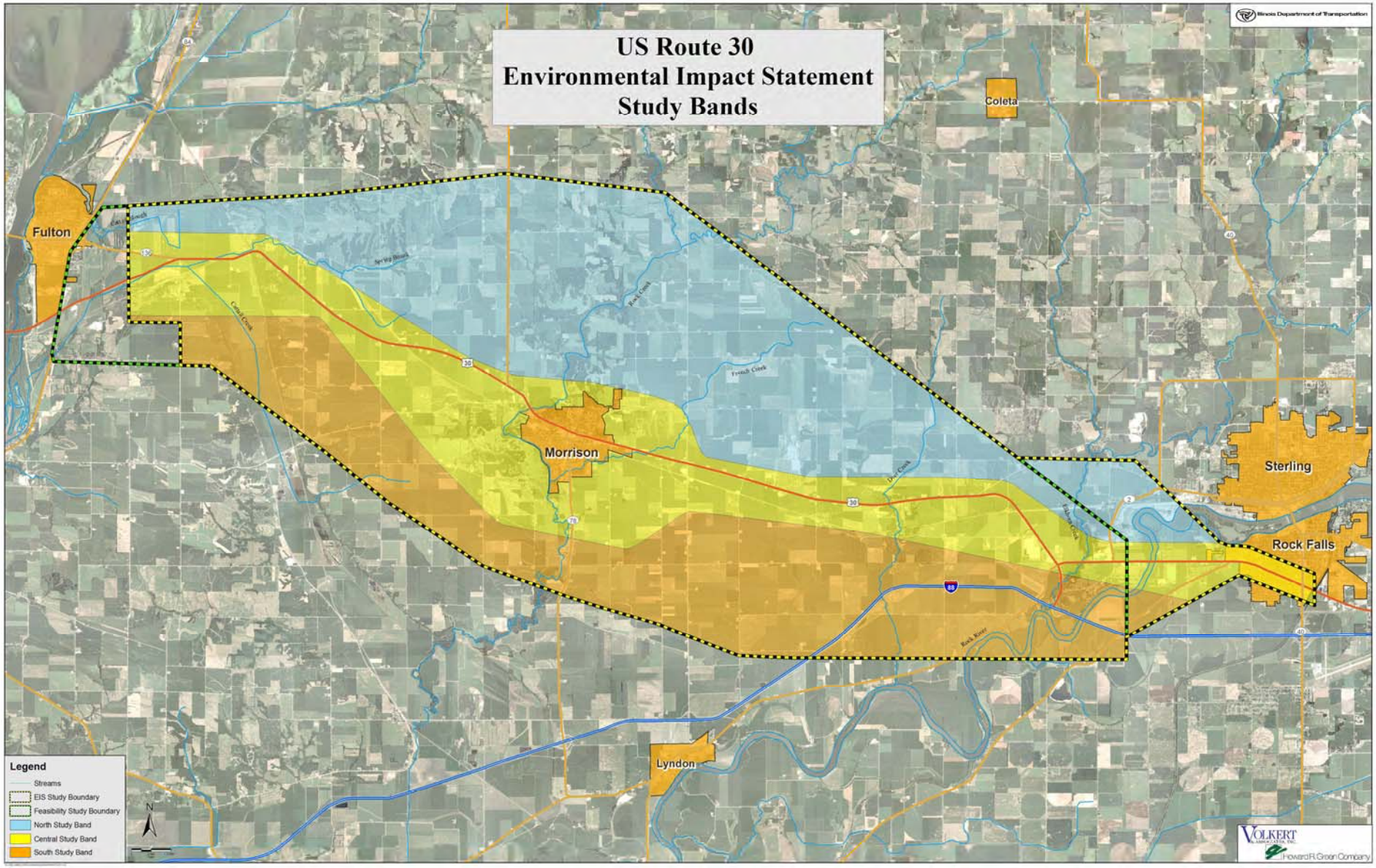
NEXT STEP

ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions Process

Illinois Department of Transportation

US 30 Study Bands



PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)

COMPLETE DESIGN REPORT

BEGIN PHASE I

INITIATED E.I.S
July 2007

CONDUCT PROJECT SCOPING PROCESS

DETERMINE REASONABLE ALTERNATIVES

EVALUATE REASONABLE ALTERNATIVES IN-DEPTH

PROVIDE DRAFT E.I.S. FOR PUBLIC COMMENT

EVALUATE & RESPOND TO PUBLIC COMMENTS

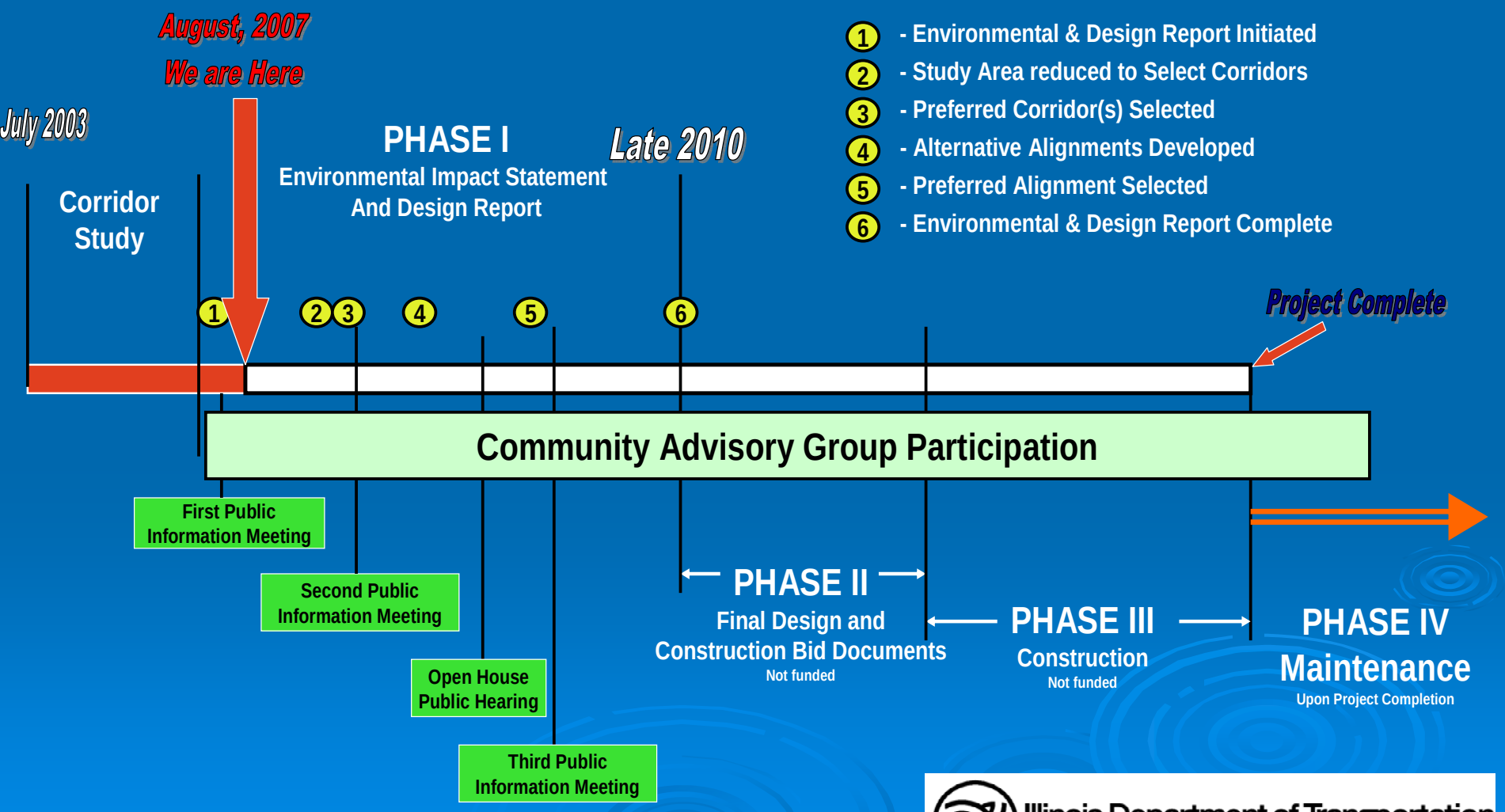
APPROVAL OF FINAL E.I.S (PREFERRED ALTERNATIVE)

RECORD OF DECISION
Late 2010

PUBLIC INVOLVEMENT

Illinois Department of Transportation

Project Timeline



Illinois Department of Transportation

PUBLIC INVOLVEMENT CONTEXT SENSITIVE SOLUTIONS

PROJECT STUDY GROUP'S ROLE

- Identify Stakeholders and assure representation of all entities in the Public Involvement process.
- Utilize the problem statement developed by the Community Advisory Group to develop the Project Purpose and Need Statement.
- Utilize the information gained by the Community Advisory Group along with Environmental and Engineering Data to guide the project decisions.

COMMUNITY ADVISORY GROUP'S ROLE

- Identify criteria that reflect the ideas and interests of the community (e.g. safety, agriculture).
- 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.

STAKEHOLDER BRIEFINGS

- We have met with several groups thus far including US 30 Coalition, Several Legislators, County and Township Personnel, Business Owners, the State Park and City Councils.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project

Illinois Department of Transportation

Key Issues from Meetings

- Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- Did this backtrack?
- Effects on Businesses

Other Public Outreach Activities:

- *Public Information Meetings*
- *New Project Web Site*
- *New Project Hotline 1-866-ROUTE30*
- *Project Newsletters and Fact Sheets*

Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Wednesday, October 17, 2007
Morrison Rotary Club
Morrison, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Ed Abbott (CAG Member)
Dave Abele
Barb Bees
Shelly Bierman
Mike Blean
Bill Bull
Jim Camp
Ron Coplan
Lloyd Esse
Rich Glazier
Robin Green
Mike Gunderson
Gary Hayenga
Drew Hoffman
Karl Kavarik
Chuck Lindsay
Don Miller
Jack Ottosen
Everett Pannier (CAG Member)
John Prange
Merle Reisenbigler
Phil Renkes (CAG Member)
Kevin Schlueter
Mark Schuler
Mike Selburg
John Tomasino
Dick Vandermyde
Ted Volckman
Jody Ware (CAG Member)
Vicki Wiebenga
Mike Zurn

US 30 Project Team Members:
Dawn Perkins (IDOT)
Gil Janes (HR Green)
Mike Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point- US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose
Members of the Project Study Group (PSG) met with the Morrison Rotary Club to present an overall project status report that included results from the feasibility study and highlights of the next study phase.

The following information was presented:
- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role
- Results from First Round of Stakeholder Meetings and Key Issues
- Public Outreach Activities

US 30 Team Presentation
Gil Janes and Mike Walton presented a power point presentation that focused on results from the feasibility study; highlights of the next phase; federal and state policies (such as NEPA, EIS and CSS); and results from the Public Information Meeting and first round of Stakeholder Meetings. Gil Janes and Shelia Hudson closed the meeting by thanking the Morrison Rotary Club for their time and on-going efforts to champion the project.

Comments/ Issues/ Questions

Questions:

Q- Will the team take into consideration the impacts this project – if a four lane – would have on the loss of potential land for those who own farm land?
A- Gil and Shelia emphasized that agricultural impacts are a top concern and will be taken into consideration.

Q – Who are some of your CAG members? Can we get a copy of the CAG list?
A- Gil and Shelia acknowledged members in the room such as Phil Renkes, Jody Ware, and Everett Pannier, just to name a few. Shelia went on to explain that a membership list will be available after IDOT informs members that a request to see the list was made and approval is given by the CAG.

Q- There is a 4 lane highway in Iowa,2 lane highway in Illinois, and 2 – 2 lane bridges in Illinois (Morrison area), will there eventually be a new bridge built in the area?
A- Gil highlighted information about a study that determined the need for a new bridge in the area. However that study was done totally independent of this project.

Illinois Department of Transportation

US 30 PRESENTATION

Morrison Rotary Club

Northside Country Inn
Morrison, IL

Wednesday, October 17th, 2007

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.

Illinois Department of Transportation

The US 30 Corridor Feasibility Study determined there was a need to:

- ***Improve Regional Mobility***
- ***Accommodate Land Use Planning Goals***
- ***Address Local System Deficiencies and Safety***

Illinois Department of Transportation

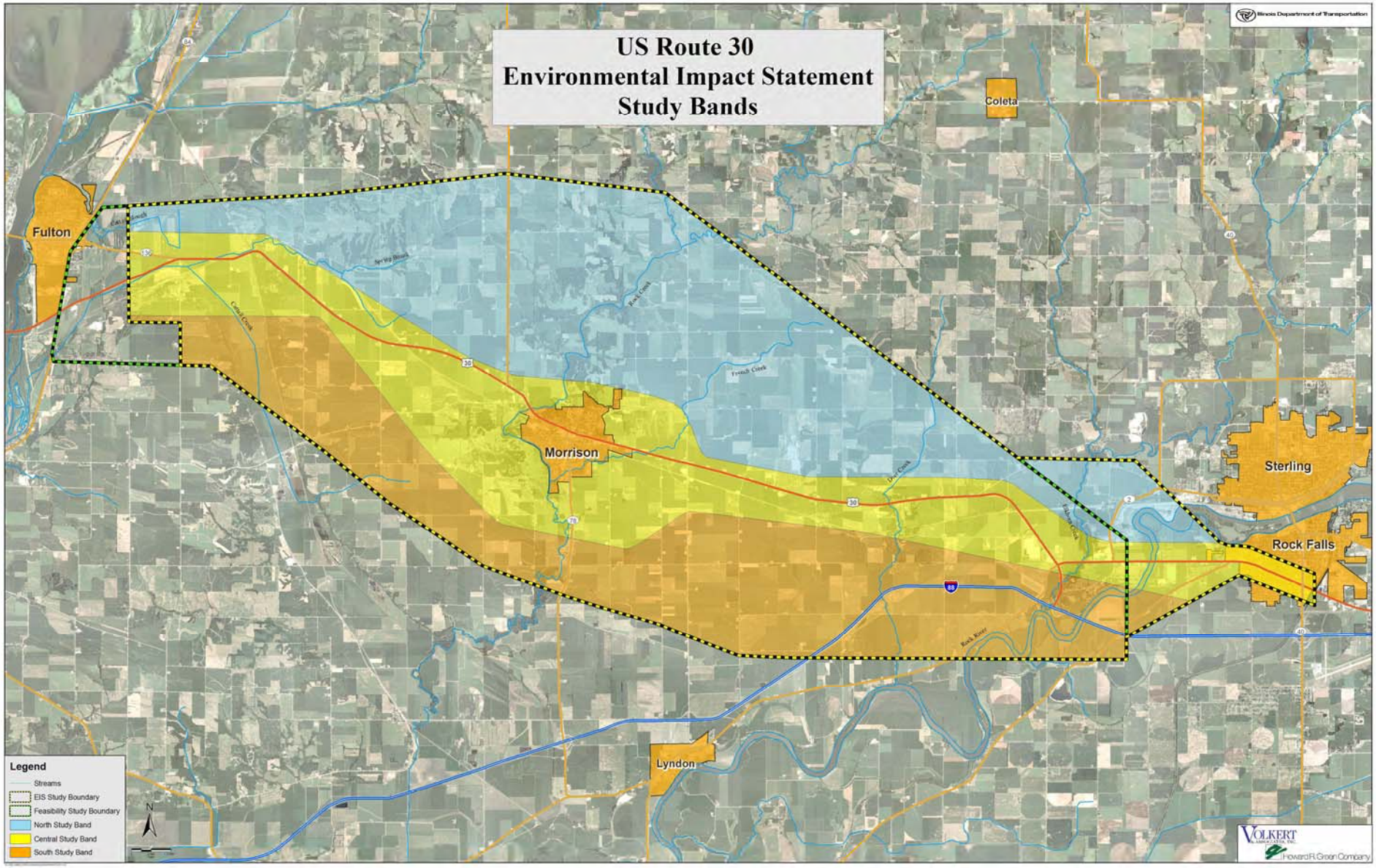
NEXT STEP

ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions Process

Illinois Department of Transportation

US 30 Study Bands



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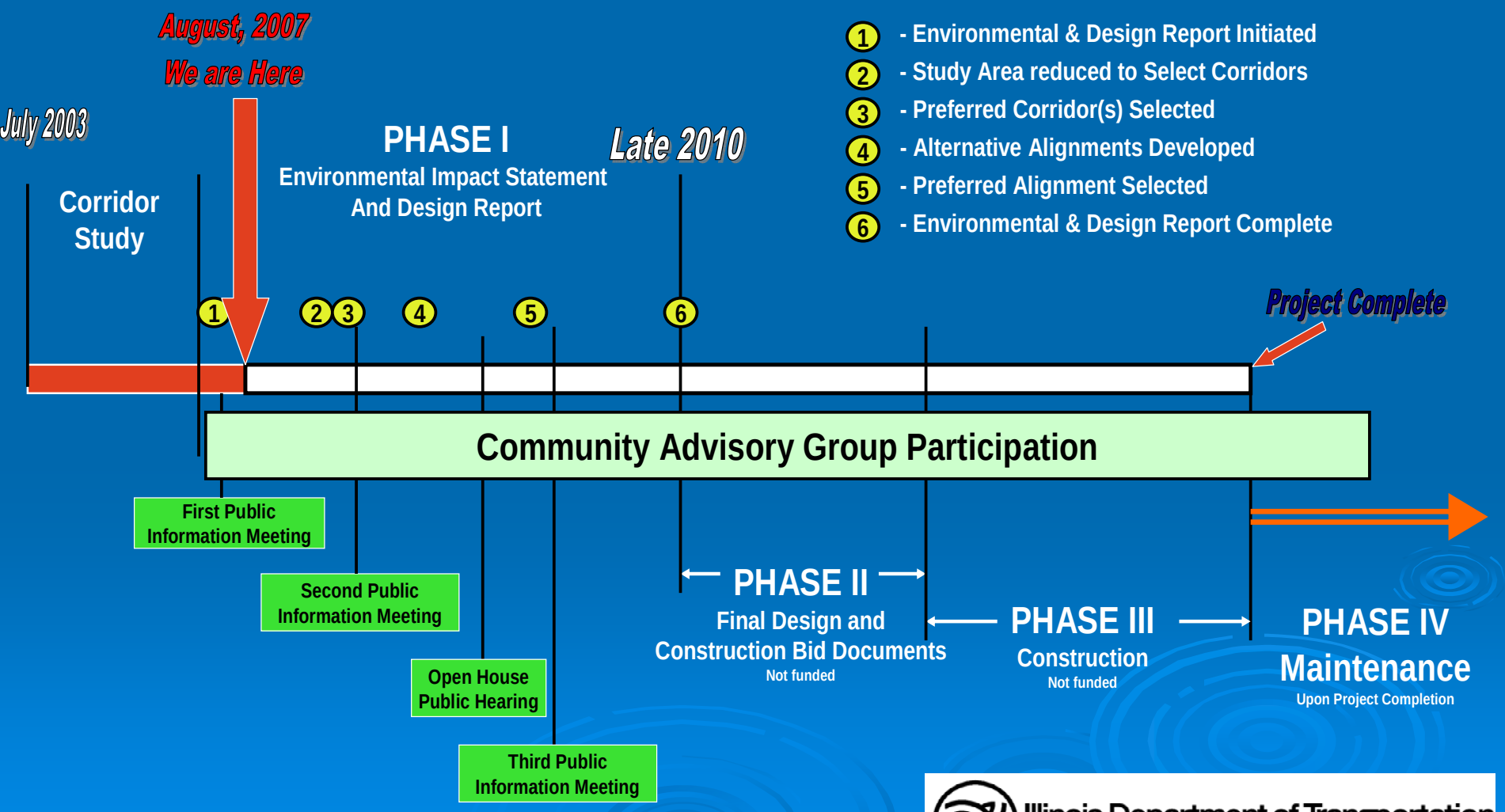
RECORD OF DECISION
Late 2010

PUBLIC INVOLVEMENT

Illinois Department of Transportation

Project Timeline



Illinois Department of Transportation

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Illinois Department of Transportation

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Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Thursday, October 18, 2007
Whiteside County Natural Area Guardians (NAG)
Odell Community Center
Morrison,, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Fred Turk
Carolyn Keller
Tim Keller
Robert Stone
Robert Nowak
Shirley Nowak
Charlene J. Knudten
Dan Eads
Davis Anvrin
Jim Davis
Sarah Bull
Linda Boardsen
Dale Belt
Elisa Rideout
Dave Harrison

Project Study Group:
Becky Marruffo (IDOT)
Dr. Cassandra Rodgers (IDOT)
Jon Estrem (HR Green)
Bridgett Jacquot (Volkert & Associates, LLC)
Mary Lou Goodpaster (Goodpaster-Jamison, Inc.)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point- US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose

Members of the US 30 Project study team met with Whiteside County Natural Area Guardians (NAG) representatives to present an overall project update. The presentation included results from the feasibility study, highlights of the next steps (Environmental Impact Statement (EIS) study and Design Report); an overview of the Context Sensitive Solutions (CSS) policy and process; the status of the Community Advisory Group (CAG), Project Study Group (PSG), and Stakeholder meetings; as well as other public outreach activities.

Listed below is an outline of the PowerPoint presentation:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Environmental Criteria
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role
- CAG & PSG Meetings
- Stakeholder Briefing Highlights
- Key Issues from Meetings
- Other Public Outreach Activities

A map which highlighted some of the environmental issues already identified within the project study area was also presented.

Study Team Presentation

Becky Marruffo opened the meeting by introducing the US 30 study team, and expressing IDOT's appreciation to the organization for agreeing to meet with the study team regarding the project. She went on to briefly explain IDOT's new approach called Context Sensitive Solutions (CSS) which engages stakeholders in the entire design process.

Jon Estrem and Bridgett Jacquot presented a US 30 PowerPoint presentation. During the presentation they explained FHWA and National Environmental Policy Act (NEPA) requirements and process. Jon gave a detailed description of CSS and explained how the process will be implemented into the EIS/Design study. In addition, PSG and CAG roles were highlighted. Bridgett and Mary Lou noted potential environmental issues based on federal criteria, and explained that the study team will assess these issues in-depth as a part of the study. They both expressed the study team's desire to work closely with the Whiteside County Natural Area Guardians to develop a comprehensive document.

Bridgett highlighted the most recent exercises and activities the CAG has participated in to assist the PSG with developing a Problem Statement, defining the Purpose and Need, and developing corridor alternatives. She went on to discuss key issues raised from the first round of stakeholder meetings and other public outreach activities.

Becky thanked the organization for their time and encouraged them to stay involved with the project.

Comments/ Issues/ Questions

Comments:

Several members of the NAG expressed concerns about the process and what was truly driving the project. It was their understanding that developers and individuals representing economic development agencies were truly driving the effort.

Dr. Rodgers explained that federal guidelines prohibit the department from allowing economic development to be the only factor for proposing a new roadway system. There are other factors and criteria that must be reviewed and analyzed as part of the report before the FHWA will approve a proposed improvement.

Bridgett acknowledged the concerns about the process and went on to explain that both the Federal Highway Administration and the Department of Transportation will monitor our process to make sure it is objective and defensible. She reiterated the purpose of the Feasibility Study, and how the study positioned the project for this phase. Bridgett also explained the importance of gathering more in-depth traffic data, historical data, comprehensive land use and development plans, design and engineering plans, as well as environmental information to draft an Environmental Impact Statement that leads to a Record of Decision (ROD) during this phase.

Becky elaborated on the CAG process, expectations, and roles. She explained that members of the CAG will be involved throughout the entire process – that includes through construction and maintenance. Shelia Hudson concurred with Becky's comments about the CAG process. She went on to share with the group the make-up of CAG interest groups who serve as representatives, such as farmers, homeowners, historical groups, bicyclist, educators, civic groups as well as a representative from the NAG just to name a few.

Elisa Rideout (NAG/ CAG representative), stated she was not sure that the group supports a 4-lane highway or agrees that the project is truly needed. She went on to say that she thinks the project is more politically motivated than anything. However, since the project is moving forward she would hope that the project need assessment is based on defensible traffic data, and not qualitative judgements by project proponents. In addition, she requested that the team be sensitive to areas they can protect.

Mary Lou Goodpaster assured members that the Project Study Group (PSG) will adhere to all federal and state requirements. In addition, the CSS process will provide venues and forums for the public to be heard and/or voice their opinions as the project progress.

Questions:

Q: NAG - Does the study team have a comprehensive development plan for the area?
A: Team Response **-** Jon responded no; however, the purpose of the study team meeting with various county and city representatives, developers, and other interest groups is to hopefully learn more about their short and long term development plans for the area. The information gathered will be shared with the CAG, PSG, and TAG (if needed) and will be incorporated, as necessary, into the environmental impact statement. He went on to express the importance of CSS and that nothing can be done without considering the community's context as part of the CSS process.

Q: NAG – The Feasibility Study pushed for a four lane highway, will the study team consider that to be the end result?
A: Team Response – Becky concurred the previous study did propose a possible four lane highway and potential alignments were identified. However, she went on to explain that the study was a preliminary study scoped to determine a need (if any) and examine preliminary data. This phase will take us through detailed analyses to identify alignment location, number of lanes, and environmental impacts. The project team also stressed that the No Action Alternative will be carried throughout this process, and that it is possible to have a Record of Decision that identifies a new alignment through some areas, while leaving the current highway in others.

Q: NAG - How can the public learn more about the process? Who will make the final decision?
A: Team Response – Becky responded, the public can always go to the web site (at the time the site was being revised) to learn more about the project. She also stated that the PSG will make recommendations to the Department for final approval.

Q: NAG - How will the study team decide on consensus?
A: Team Response – It's a nebulous process that requires a lot of monitoring, reviewing, documenting and auditing to check ourselves. This is one of the important elements of CSS.

Q: NAG – Will the Lyndon Prairie Nature Preserve be safe?
A: Team Response – Bridgett responded that the study team considers any alignment that impacts the Lyndon Prairie Nature Preserve to be fatally flawed. The study team will not recommend any alternative that impacts the nature preserve.

Q: NAG – Will global warming have its own category in the environmental impact statement?
A: Team Response – Bridgett stated Energy is the area where global warming will be considered within the Environmental Impact Statement.

Q: NAG – How long is this process?
A: Team Response- Bridgett stated as late as 2010 for the completion of Phase I.

Q: NAG – What are the qualifications of the persons conducting the inventories of natural resources? Are biologists a part of the process?
A: Team Response - The natural resource field investigations are conducted by scientists from the Illinois Natural History Survey (INHS). These scientists include specialists in ornithology, ichthyology and aquatic studies, botany, wetlands, and other areas. Their investigations will be summarized in the environmental impact statement and referenced. The qualifications of each of the contributing scientists are provided on the INHS website.

Q: NAG – Has the study team contacted landowners/ property owners to inform them that their property may be impacted?
A: Team Response – Jon responded yes and no. The project has not reached the point where property impacts have been identified. Once potential alignments have been identified property owners will be contacted. However, during the Feasibility Study and during our first public information meeting the public was informed about the study area boundaries. He also mentioned that teams of archaeologists and biologists completed the environmental inventories for the entire study area this summer, and that property owners were notified of these surveys.

Q: NAG – How is the study team assessing traffic data or determining traffic patterns?
A: Team Response – Jon responded most of the data will come from the Department's Division of Traffic Safety.

Q: NAG – Will the study team consider local fender-bender and commuter accidents in the crash analysis for this project?
A: Team Response – Accident data for the entire study area have been provided by IDOT. The study team will analyze all of these data as part of the project crash analysis.

AGENDA
October 18, 2007
Whiteside County Natural Area Guardians

1. Welcome & Introductions
2. US 30 Project
3. US 30 Corridor Feasibility Study
4. Environmental Impact Statement & Phase I Design Report
5. Project Timeline
6. Context Sensitive Solutions (CSS)
7. Stakeholder Briefings
8. Other Public Outreach Activities

Illinois Department of Transportation

US 30 PRESENTATION

Whiteside County
Natural Area Guardians

Odell Community Center
Morrison, IL

Thursday, October 18th, 2007

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.

Illinois Department of Transportation

The US 30 Corridor Feasibility Study determined there was a need to:

- ***Improve Regional Mobility***
- ***Accommodate Land Use Planning Goals***
- ***Address Local System Deficiencies and Safety***

Illinois Department of Transportation

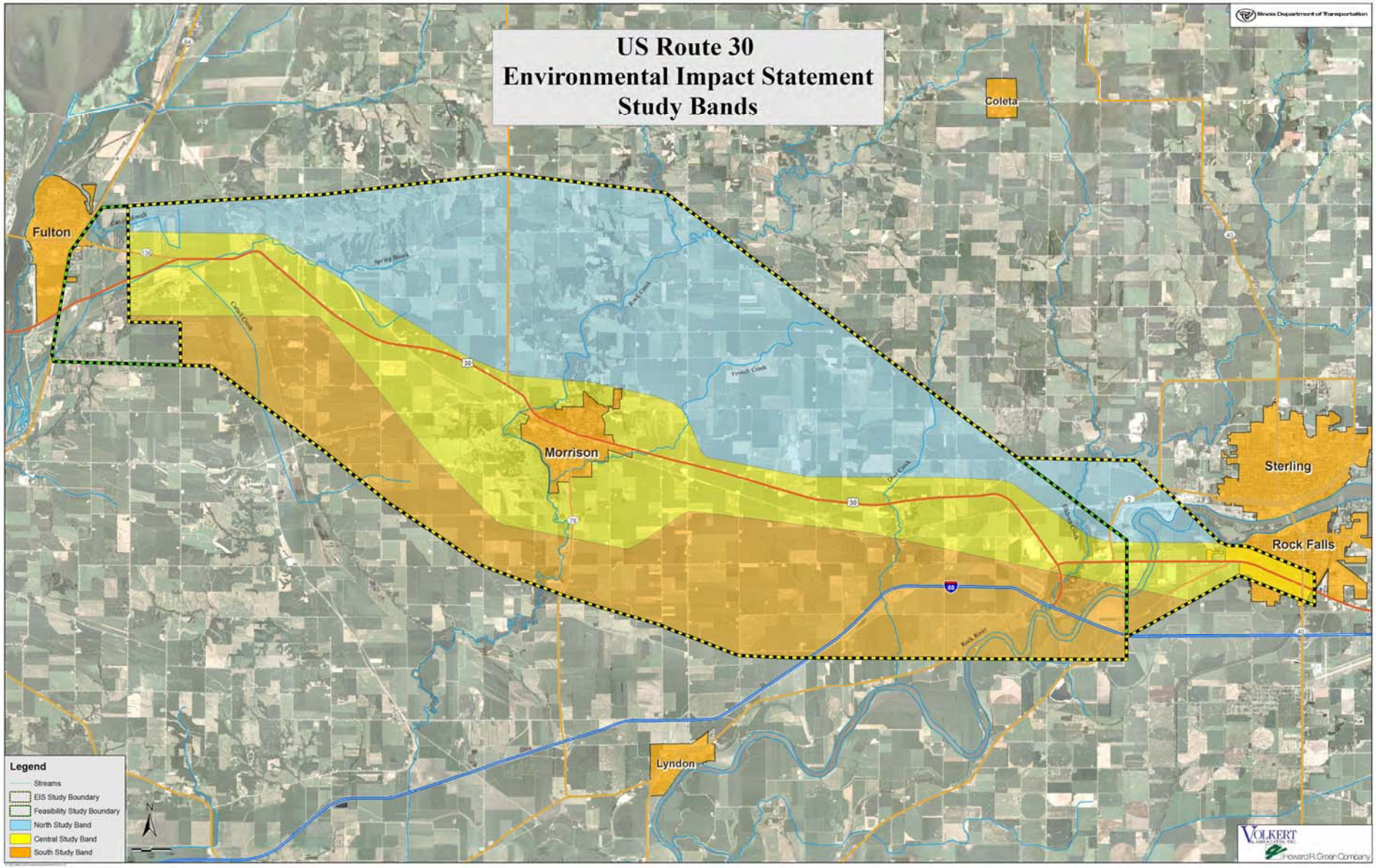
NEXT STEP

ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions Process

Illinois Department of Transportation

US 30 Study Bands



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RECORD OF DECISION
Late 2010

PUBLIC INVOLVEMENT

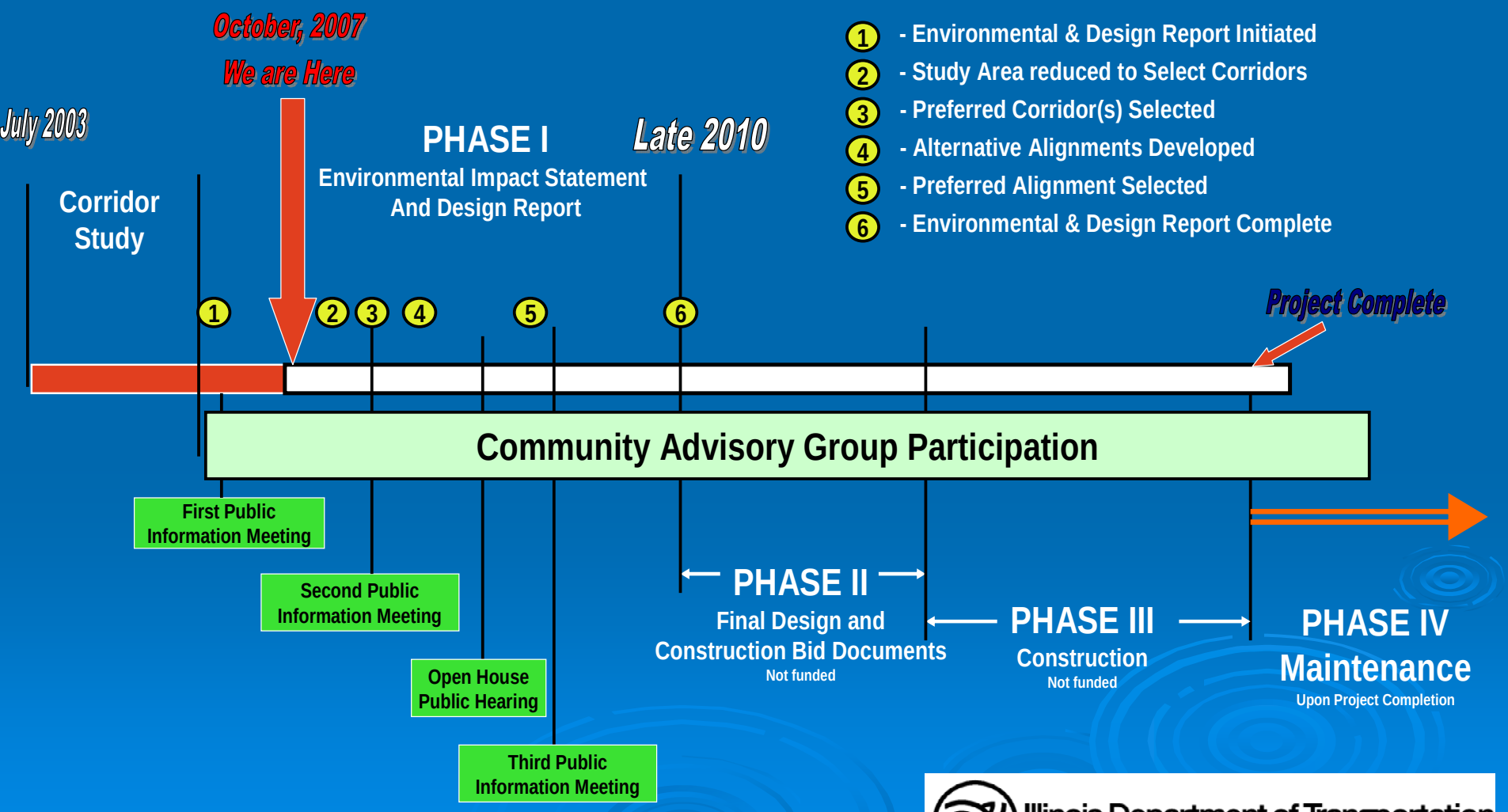
Illinois Department of Transportation

ENVIRONMENTAL CRITERIA

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

Illinois Department of Transportation

Project Timeline



Illinois Department of Transportation

PUBLIC INVOLVEMENT CONTEXT SENSITIVE SOLUTIONS

PROJECT STUDY GROUP'S ROLE

- Identify Stakeholders and assure representation of all entities in the Public Involvement process.
- Utilize the problem statement developed by the Community Advisory Group to develop the Project Purpose and Need Statement.
- Utilize the information gained by the Community Advisory Group along with Environmental and Engineering Data to guide the project decisions.

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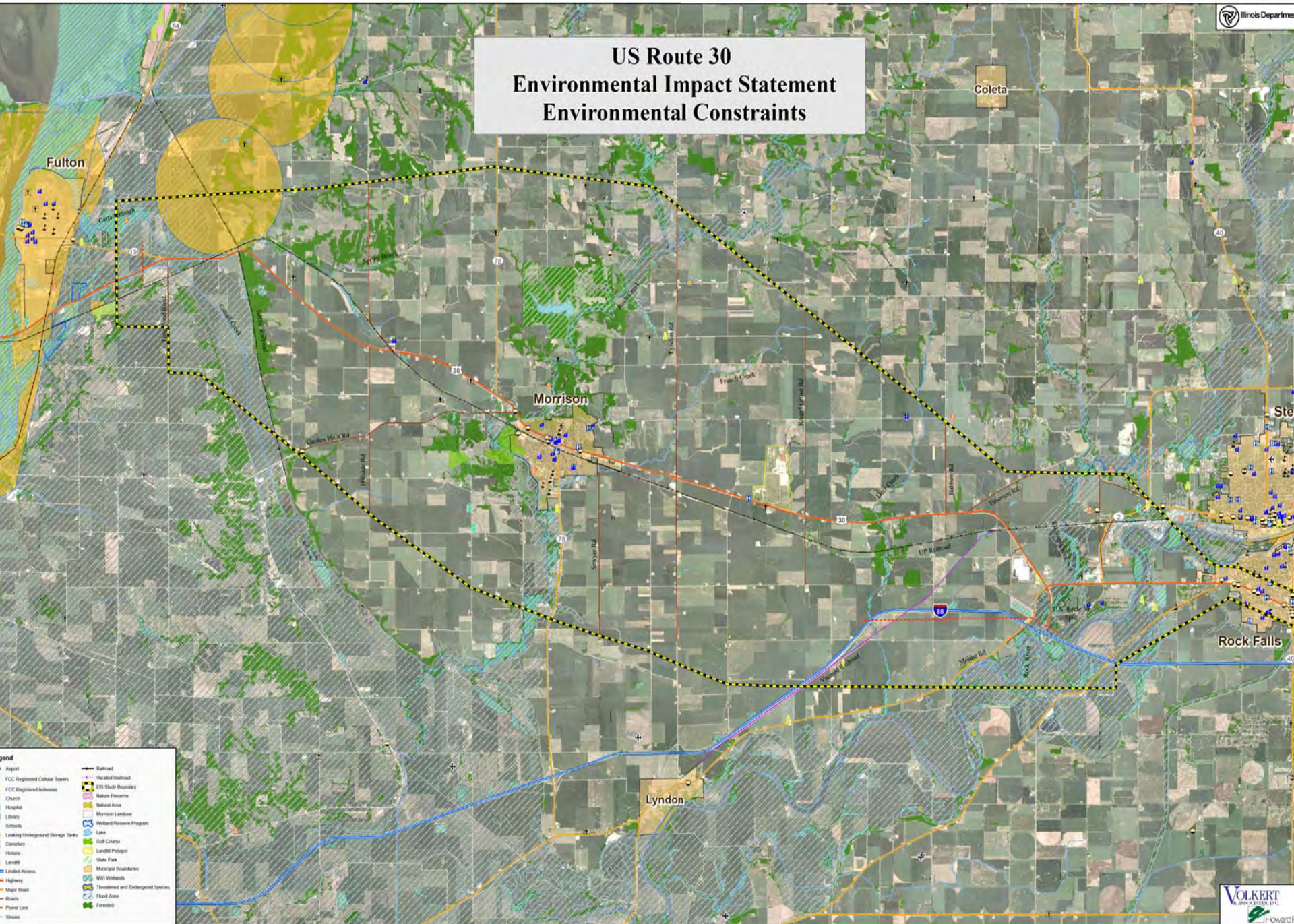
- Identify criteria that reflect the ideas and interests of the community (e.g. safety, agriculture).
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in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

Illinois Department of Transportation

US Route 30
Environmental Impact Statement
Environmental Constraints



CAG & PSG MEETINGS

DEVELOPMENT OF CORRIDORS

- Provided CAG with engineering & environmental criteria in order to develop corridor alternatives
- CAG developed corridor alternatives on blank maps
- PSG will take these corridors and refine based on a Corridor Alternatives Screening Analysis, which includes Critical Flaw Screen & Environmental & Engineering Criteria Screen

Illinois Department of Transportation

STAKEHOLDER BRIEFINGS

- We have met with several groups thus far including US 30 Coalition, Several Legislators, County and Township Personnel, Business Owners, the State Park and City Councils.
- Input Important to Identify Community Concerns
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Illinois Department of Transportation

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Illinois Department of Transportation

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Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Wednesday, November 7, 2007
City of Fulton Safety and Public Works Officials
Fulton, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Chief James Rhodes – Police Department
Chief Steve Myers – Fire Department
David Clark – Director of Public Works
Joseph Michalesen – Fire Department
Dan Damhoff – Fire Department

US 30 Project Team Members:
Dawn Perkins (IDOT)
Gil Janes (HR Green)
Mike Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point- US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose
Members of the Project Study Group (PSG) met with the City of Fulton Safety, Public Works, and Utility Officials to present an overall project status report that included results from the feasibility study; an outline of the next study phase; and highlights of key issues that have come out of our recent stakeholder meetings such as, safety, access, roadway characteristic, and railroad crossings.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role

- Highlights of Advisory Groups
- Project Study Group (Development of Corridors)
- Results from First Round of Stakeholder Meetings/
- Public Outreach Activities

US 30 Team Presentation

Dawn Perkins opened the meeting by thanking the City for agreeing to meet with the team and for their on-going support; introduced the team and highlighted their roles; and highlighted the EIS/CSS process.

Gil Janes and Mike Walton presented the power point presentation. Shelia Hudson closed the meeting by thanking the officials for their time and on-going efforts to support the project.

Comments/ Issues/ Questions

Comments:

Chief Rhodes stated that at the moment there were no immediate concerns about the project. His concern will come after an alignment has been identified and if its location is proximity to their jurisdiction. If so, construction scheduling and access for his officer/fireman to respond to emergency calls will be VERY important.

Gil/Mike explained one of the important requirements for Context Sensitive Solutions (CSS) is that the process for engaging key stakeholders in the project does not stop after the EIS study is complete; it continues through the construction and maintenance phases of the project. With that being said, please note the CAG and TAG groups will be involved through the life time of the potential new roadway.

Dawn added that the department will also look at staging the project if/when that time comes.

Questions:

Q- Don Clark asked if the team had any ideas about handling the railroad crossings along the corridor?

A- Gil responded that the team was investigating many alternatives at this time. We will try to avoid the railroad whenever possible, but when we do have to cross, it will most likely be via an overpass because of clearance and drainage issues.

Q- Don Clark wanted to know how will the consultant team handle the traffic on 84? Chief Rhodes added his concern would be the wide loads that pass through on 84. On average they may have 200 wide loads crossing the bridges in a year.

A- Mike mentioned we are starting to investigate the traffic data or ADT along the corridor. He went on to explain the ADT data would be considered when making a recommendation.

Q- Chief Rhodes wanted to know if there was going to be a new bridge built at 136 and 84?

A- Gil responded by stating that new bridges are not in this project's scope of work. In another study performed by HR Green, it was determined that a four lane bridge would not be needed for another 20 years.

Illinois Department of Transportation

US 30 PRESENTATION

City of Fulton

Safety and Public Works

Fire Department Headquarters
Fulton, IL

Wednesday, November 7th, 2007

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

US 30 Project

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Illinois Department of Transportation

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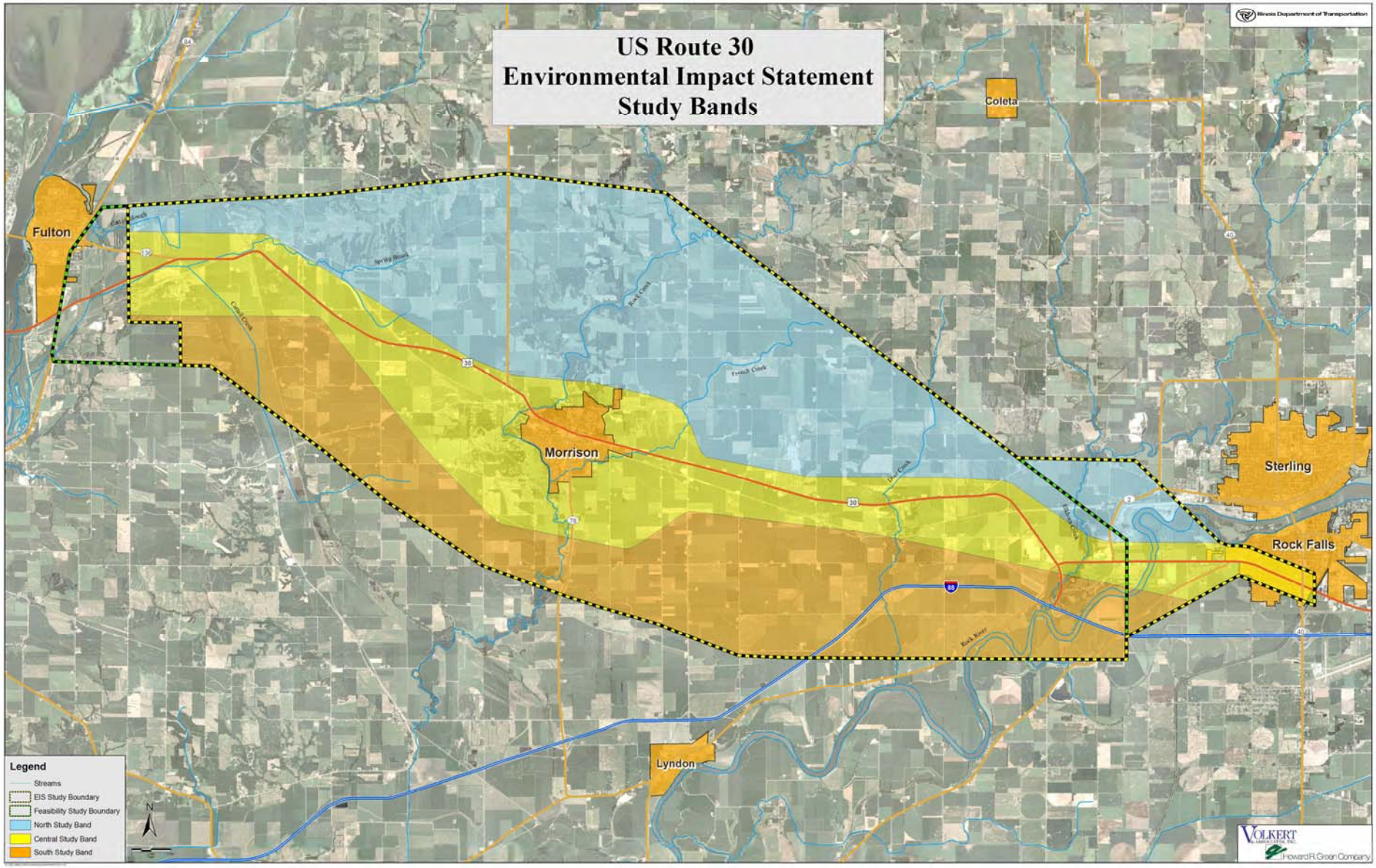
Illinois Department of Transportation

US 30 Study Bands



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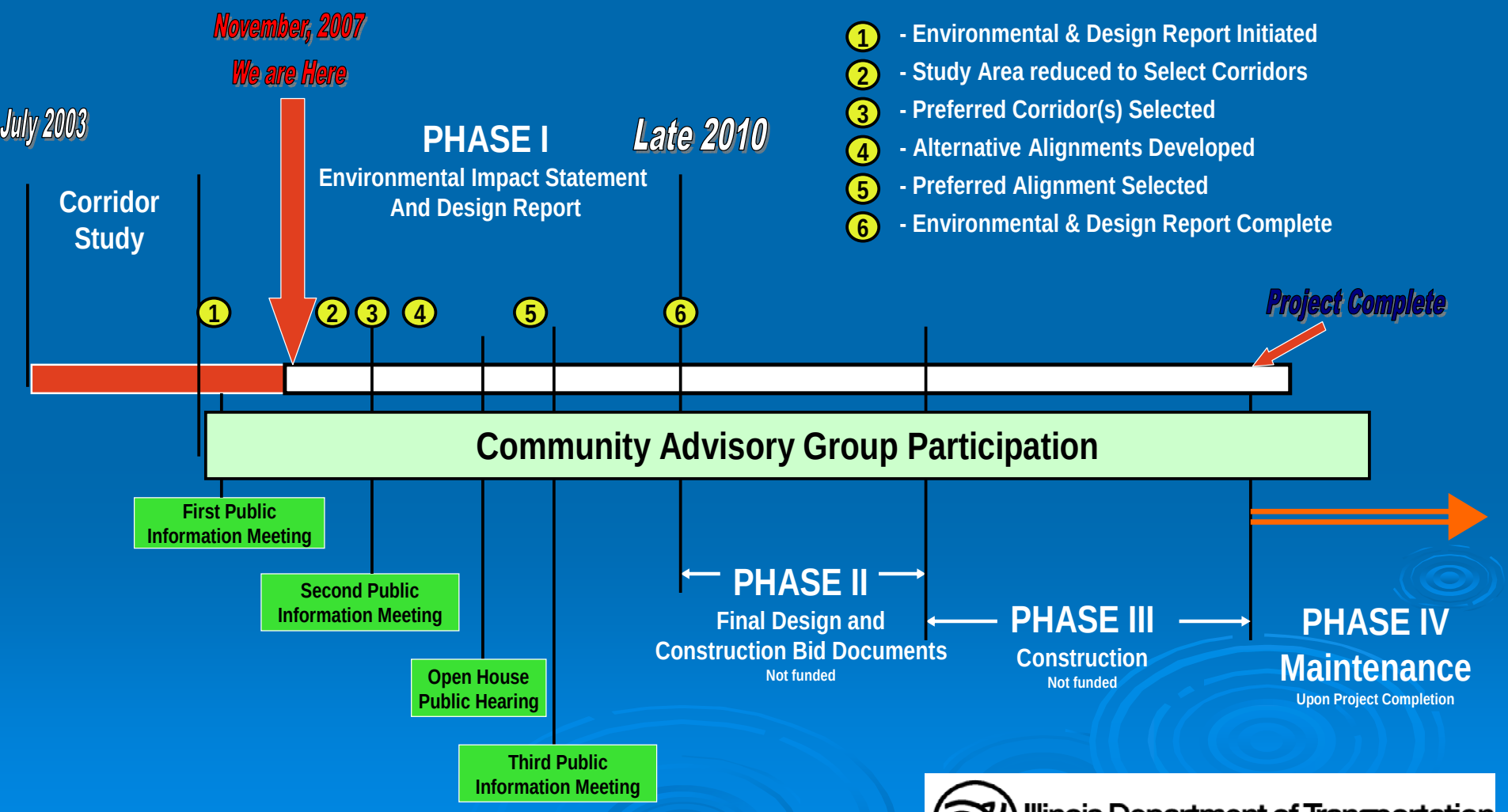
RECORD OF DECISION
Late 2010

PUBLIC INVOLVEMENT

Illinois Department of Transportation

Project Timeline



Illinois Department of Transportation

PUBLIC INVOLVEMENT CONTEXT SENSITIVE SOLUTIONS

- STAKEHOLDERS
- COOPERATING AND PARTICIPATING AGENCIES
  - PROJECT STUDY GROUP
  - COMMUNITY ADVISORY GROUP
  - TECHNICAL ADVISORY GROUPS

PROJECT GROUP MEETINGS

DEVELOPMENT OF CORRIDORS

- Provided CAG with engineering & environmental criteria in order to develop corridor alternatives
- CAG developed corridor alternatives on blank maps
- PSG will take these corridors and refine based on a Corridor Alternatives Screening Analysis, which includes Critical Flaw Screen & Environmental & Engineering Criteria Screen
- TAGs will be formed to provide expert advise on technical issues identified as the project proceeds

STAKEHOLDER BRIEFINGS

- We have met with numerous groups thus far including Several Legislators, County and Township Personnel, State and Federal Agencies, the US 30 Coalition, Business Owners, the Morrison-Rockwood State Park, City Councils throughout the study area and various community organizations.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project

Illinois Department of Transportation

Key Issues from Meetings

- Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- Did this backtrack?
- Effects on Businesses

Other Public Outreach Activities:

- *Public Information Meetings*
- *New Project Web Site*
- *New Project Hotline 1-866-ROUTE30*
- *Project Newsletters and Fact Sheets*

Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

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Howard R. Green Company

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Howard R. Green Company
www.hrgreen.com

Stakeholder Meeting Summary

Thursday, November 8, 2007
City of Rock Falls Safety and Public Works Officials
Rock Falls, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
David Blanton – Mayor (CAG Member)
Richard Downey – City Manager
Mike Kurller -Police Commander
Beto Perez – Chief of Police
Mark Searing – Building Department
Ed Cox – Sewer Department
Jim White – Street Department
J.W. Larson – Fire Department
Paul Jahumczak – Electric
Bob Gasper – City Engineer
Ted Padilla – City of Rock Falls

Project Study Group:
Dawn Perkins (IDOT)
Rebecca Marruffo (IDOT)
Jon Estrem (HR Green)
Mike Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point- US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose
Members of the Project Study Group (PSG) met with the City of Rock Falls Safety, Public Works, and Utility Officials to present an overall project status report that included results from the feasibility study; an outline of the next study phase; and highlights of key issues that have come out of our recent stakeholder meetings such as, safety, access, roadway characteristic, and railroad crossings.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role
- Highlights of Advisory Groups
- Project Study Group (Development of Corridors)
- Results from First Round of Stakeholder Meetings/
- Public Outreach Activities

Study Team Presentation
Rebecca Marruffo opened the meeting by thanking the City for agreeing to meet with the team and for their on-going support; introduced the team and highlighted their roles; and highlighted the EIS/CSS process.

Jon Estrem and Mike Walton presented the power point presentation. Shelia Hudson closed the meeting by thanking the officials for their time and on-going efforts to support the project.

Comments/ Issues/ Questions

Comment:

Mayor Blanton shared with the team the City's plan to build a new sewer plant. He went on to say accessibility in and out of the industrial park is a concern of the City's. Mayor Blanton went on to say he realizes the project may be built before the new roadway system so for now should his staff be concerned about the future planning of the project? Both Rebecca and Jon suggested they continue with their plans to build the plant and industrial park. At the point when the project reaches a milestone of identifying a potential roadway that will be the critical time for his staff's input. Jon went on to express the importance of the City's staff / PE working in coordination with IDOT staff now regarding permits, ROW, and utilities needs.

Shelia stressed the role of TAG, and why the PSG will be forming a Technical Advisory Group (TAG). Mike Walton went on to elaborate more on the role and responsibility of the TAG and why PSG will be reaching out to them for technical assistance.

After the meeting, Jon Estrem and Mike Walton met with Richard Downey and Ed Cox, who presented Jon with a map which highlighted the site plans for the new sewer plant.

Illinois Department of Transportation

US 30 PRESENTATION

City of Rock Falls
Safety and Public Works

City Hall/Admin Building
Rock Falls, IL

Thursday, November 8th, 2007

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.

Illinois Department of Transportation

The US 30 Corridor Feasibility Study determined there was a need to:

- ***Improve Regional Mobility***
- ***Accommodate Land Use Planning Goals***
- ***Address Local System Deficiencies and Safety***

Illinois Department of Transportation

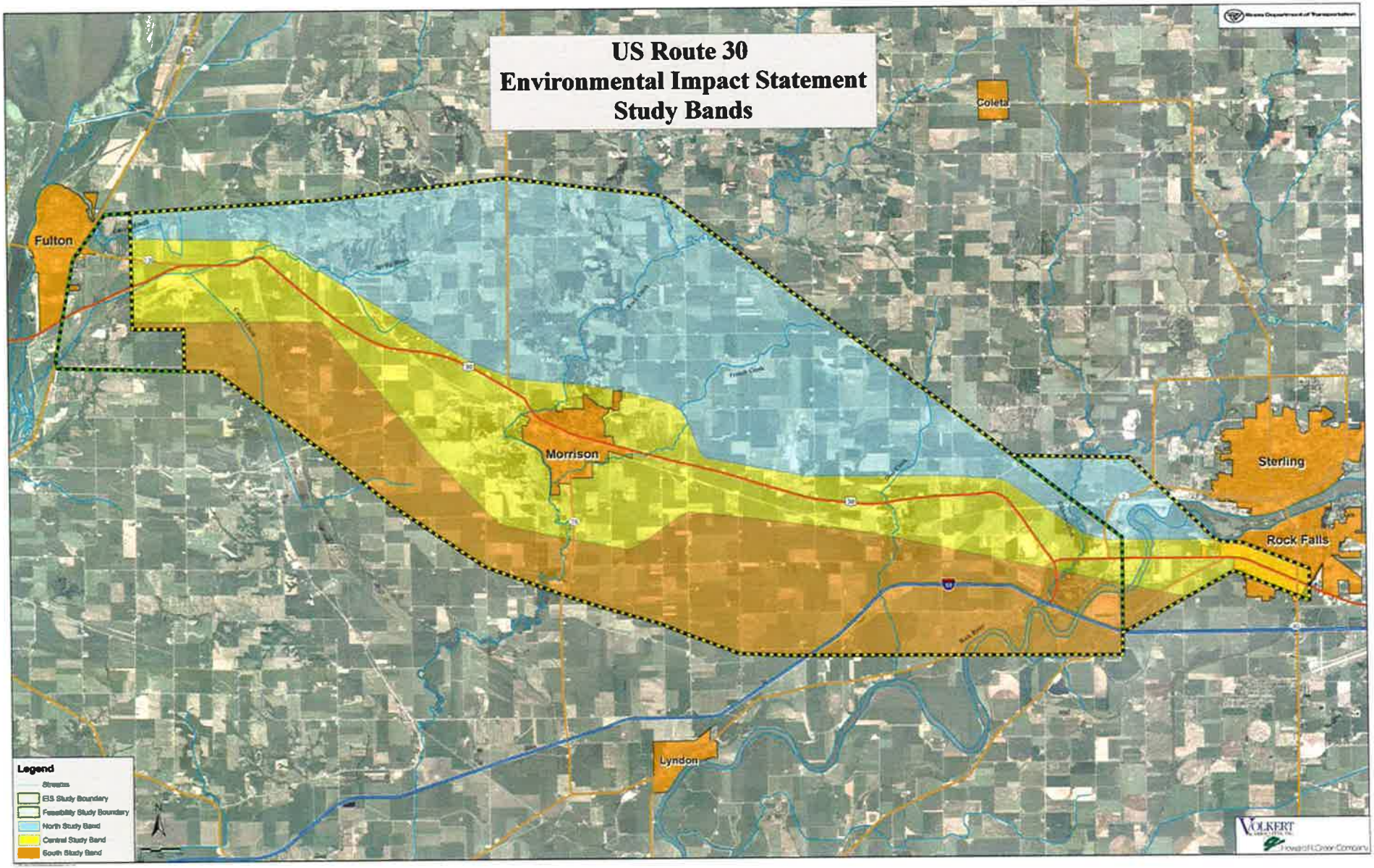
NEXT STEP

ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

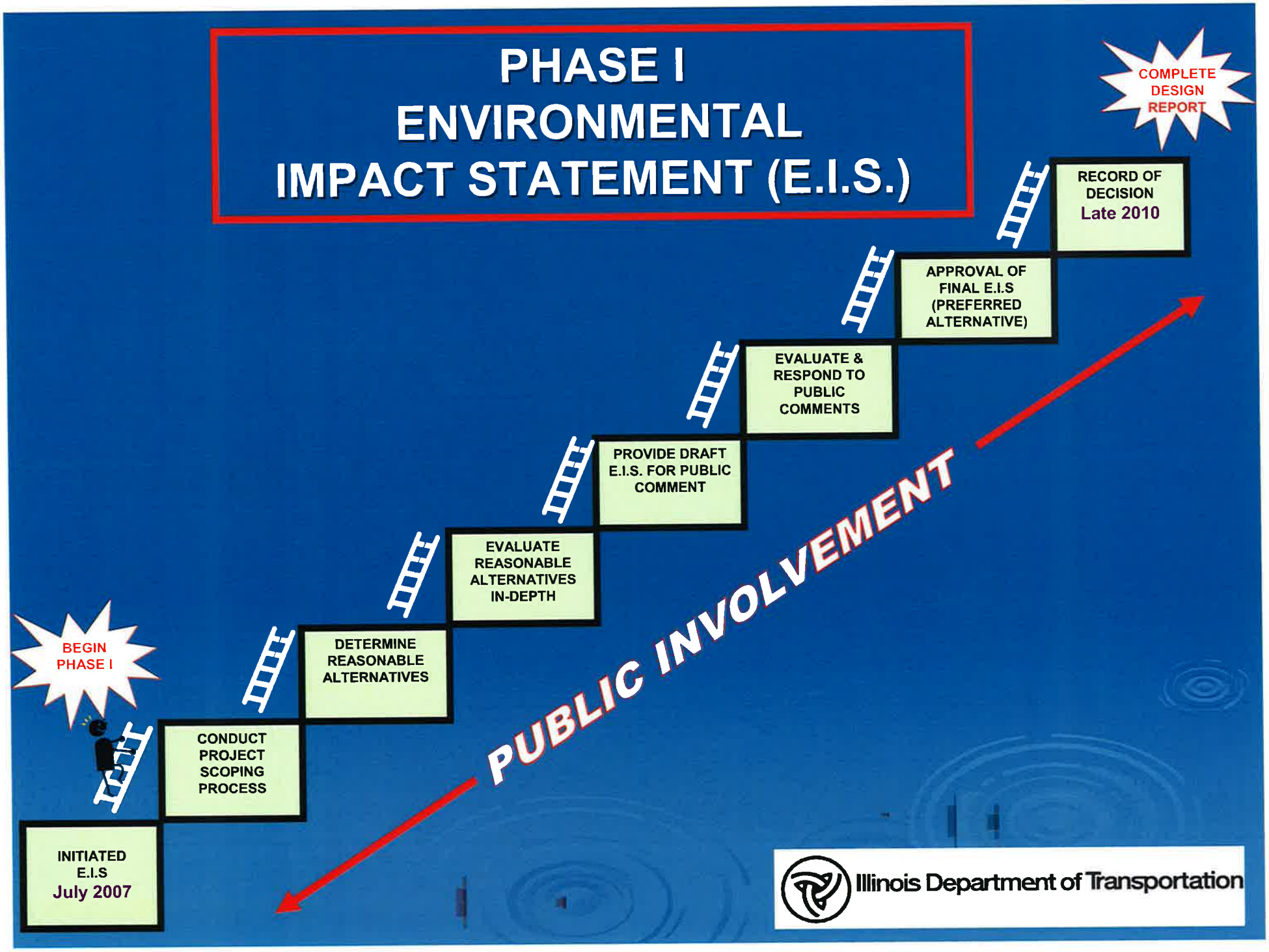
Using Context Sensitive Solutions Process

Illinois Department of Transportation

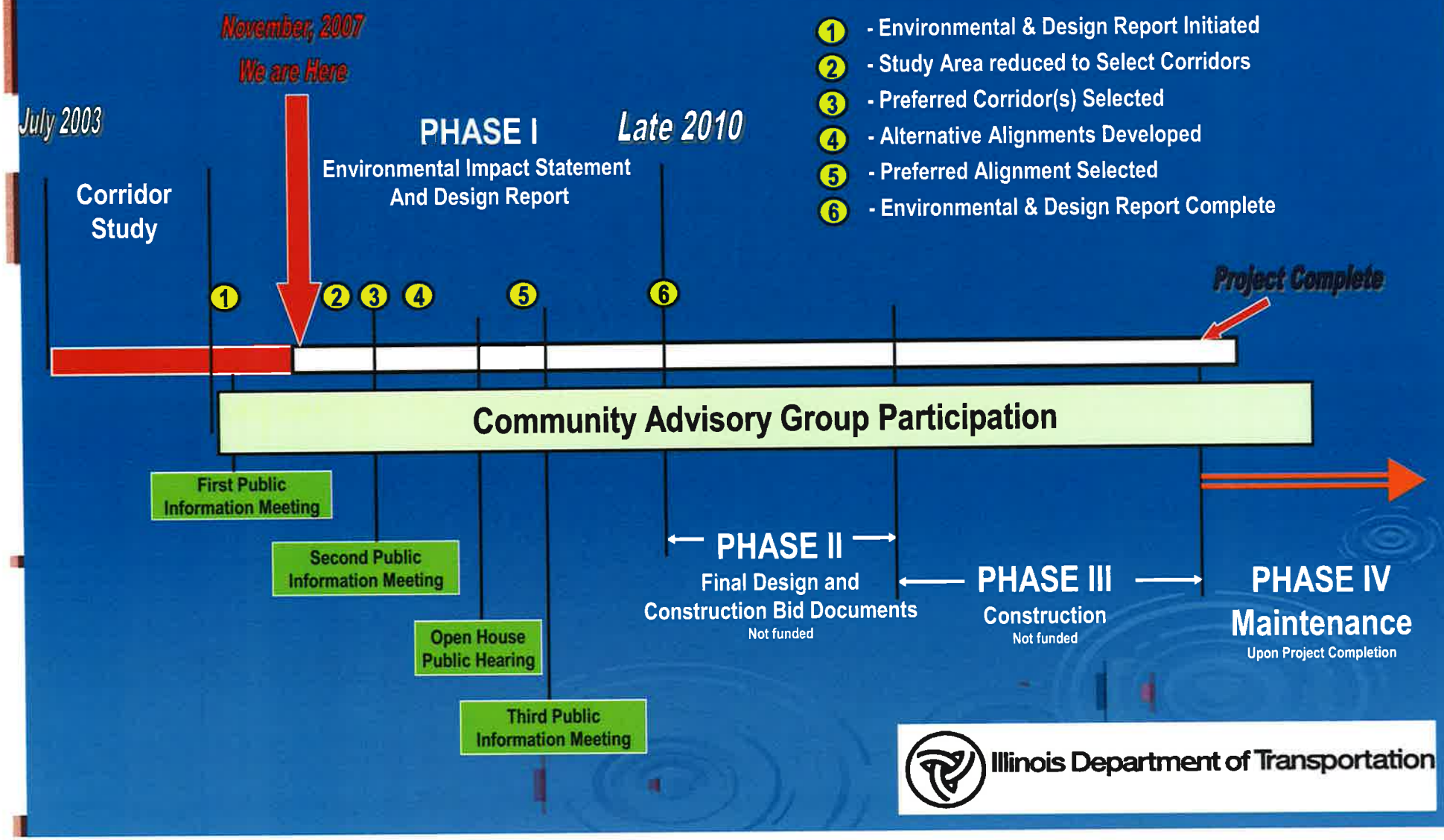
US 30 Study Bands



PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)



Project Timeline



PUBLIC INVOLVEMENT CONTEXT SENSITIVE SOLUTIONS

- STAKEHOLDERS
- COOPERATING AND PARTICIPATING AGENCIES
  - PROJECT STUDY GROUP
  - COMMUNITY ADVISORY GROUP
  - TECHNICAL ADVISORY GROUPS

PROJECT GROUP MEETINGS

DEVELOPMENT OF CORRIDORS

- Provided CAG with engineering & environmental criteria in order to develop corridor alternatives
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STAKEHOLDER BRIEFINGS

- We have met with numerous groups thus far including Several Legislators, County and Township Personnel, State and Federal Agencies, the US 30 Coalition, Business Owners, the Morrison-Rockwood State Park, City Councils throughout the study area and various community organizations.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project

Illinois Department of Transportation

Key Issues from Meetings

- Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- Did this backtrack?
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Other Public Outreach Activities:

- *Public Information Meetings*
- *New Project Web Site*
- *New Project Hotline 1-866-ROUTE30*
- *Project Newsletters and Fact Sheets*

Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Thursday, November 29, 2007
City of Morrison Safety and Public Works Officials
Morrison, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Tim Long (City Administrator)
Chief Ernie Ewing (Police Department)
Gary Tresenriter (Superintendent of Public Services)

US 30 Project Team Members :
Dawn Perkins (IDOT)
Jon Estrem (HR Green)
Mike Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):
Power Point- US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose
Members of the US 30 Project Team met with the City of Morrison's Administrator, Police Chief and Superintendent of Public Services to present an overall project status report that included progress to date; an outline of the next study phase; highlights of the CAG meeting and key issues expressed during the first round of stakeholder meetings.

The following information was presented:

- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role
- Highlights of Advisory Groups
- Project Study Group (Development of Corridors)
- Results from First Round of Stakeholder Meetings/
- Public Outreach Activities

US 30 Team Presentation

Dawn Perkins opened the meeting by thanking the City for agreeing to meet with the team and for their on-going support; introduced the consultant team; and highlighted the EIS/CSS process.

Jon Estrem and Mike Walton gave a US 30 power point presentation and asked the group to share with the team any comprehensive planning efforts the City is considering. Shelia Hudson later closed the meeting by thanking the officials again for their time and on-going commitment to support the project.

Comments/ Issues/ Questions

Comment:

Tim Long expressed that the City had several areas of interest as it relates to the US 30 project, they are as follows:

1) The City's Comprehensive Plan targets the north end of the City for residential development. The concern is by the time the highway is built there could be major impacts to communities that may oppose the project, especially if it's a 4-lane highway.
2) The City is conducting an Overpass Study to determine if it's feasible to build an over/underpass at Sawyer Road near the railroad track to handle the delay time when the trains stop traffic. The City questions whether building an over/underpass is necessary if the State is going to build a new highway system. Another related issue is the City's desire to provide connectivity to the over/underpass either through IL 78 or directly to US 30.
3) The City is planning to build a new Public Works Building and Water System, therefore access to both facilities will be critical.
4) The City desires a US 30 bypass that is located as close to the City as possible.

Jon requested a copy of the City's comprehensive plan. He went on to express the importance of involving the consultant team during the early phases of the City's planning and future planning throughout the entire EIS/CSS process. Jon then recaptured the purpose of CAG's second exercise in which CAG members were required to identify potential corridors on a map. He did state according to his recollection only one alignment was identified north of the City. Jon also stated that in his opinion there would be value for an over/underpass even if a US 30 bypass is constructed. It would alleviate the traffic delays caused by the railroads.

Dawn reiterated that the PSG is considering all options. She went on to say that the study is in the early stages and that funding will be a critical factor in Phase II and Phase III construction.

Questions:

Q- Tim Long asked will the team look at 30 being close to town? Or will you look further east?
A- Dawn responded all options are on the table.

Q- Chief Ewing asked whether the change to US 30 will require close enough to the City that reduced speed limits through Morrison.
A- Mike explained there are engineering and safety concerns associated with lowering the speed limit for a new facility. While all options are possible, it is more likely that the team will attempt to maintain consistent speed zones throughout the corridor alignment.

Q- Tim asked when will the team begin selecting TAG members; and how many members are you selecting to serve?
A- Shelia explained that the PSG has a process for identifying TAG members based on the need and skilled expertise. The PSG will have the final say. Timing will depend on when the need is identified.

Q- Chief Ewing asked if the facility will be a divided highway?
A- Mike stated the team will look at a four lane facility if traffic and safety needs warrant additional capacity. However, this would be an expressway type of design rather than an interstate, so access would be via a combination of driveways, intersections and interchanges. Much of this will be dependent on future traffic needs.

Action Items:

Tim Long (City Administrator) provided several team members with a copy of the City's map that identified all proposed capital projects in the area.

Illinois Department of Transportation

US 30 PRESENTATION

City of Morrison
Safety Officials

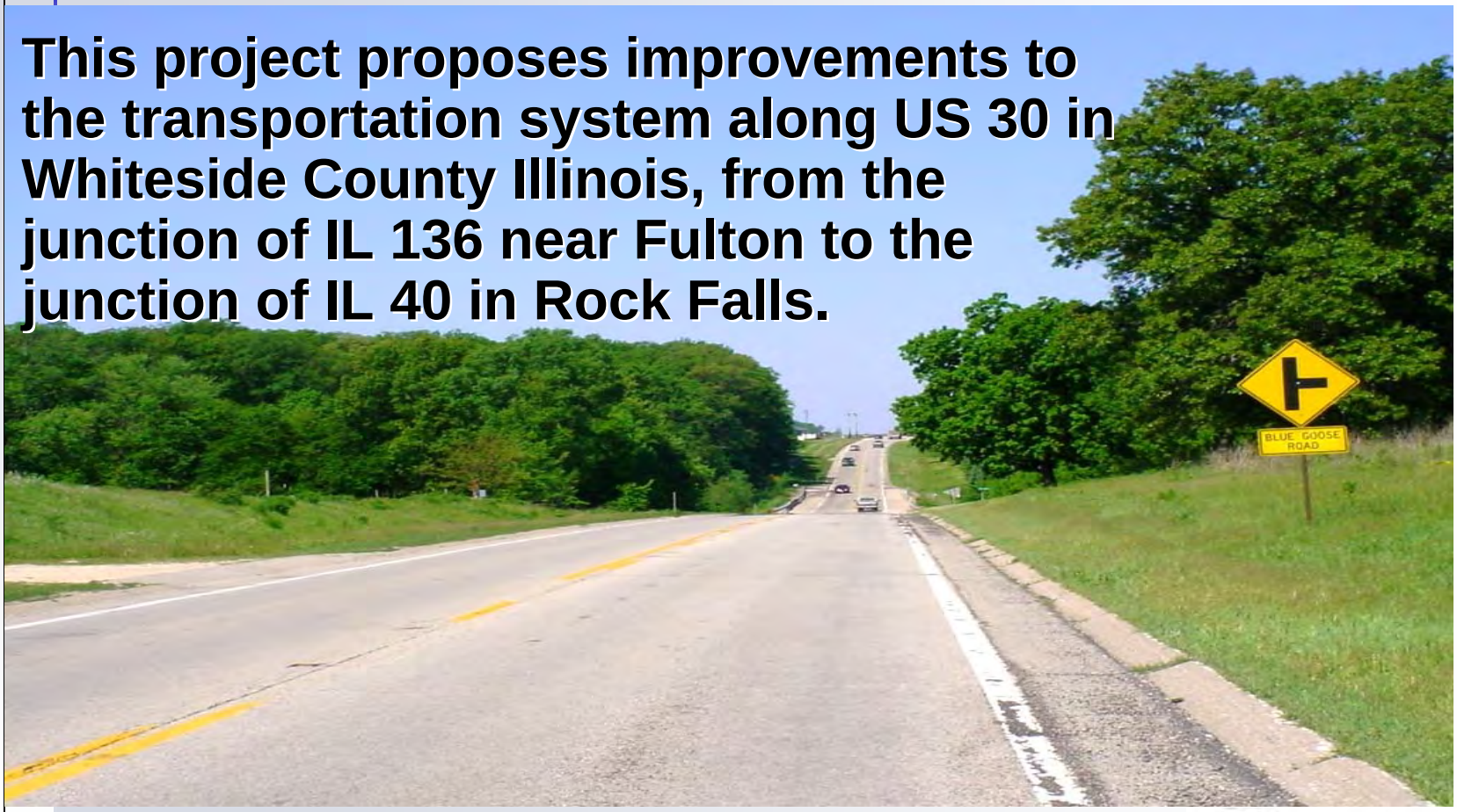
City Hall
Morrison, IL

Thursday, November 29th, 2007

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

US 30 Project



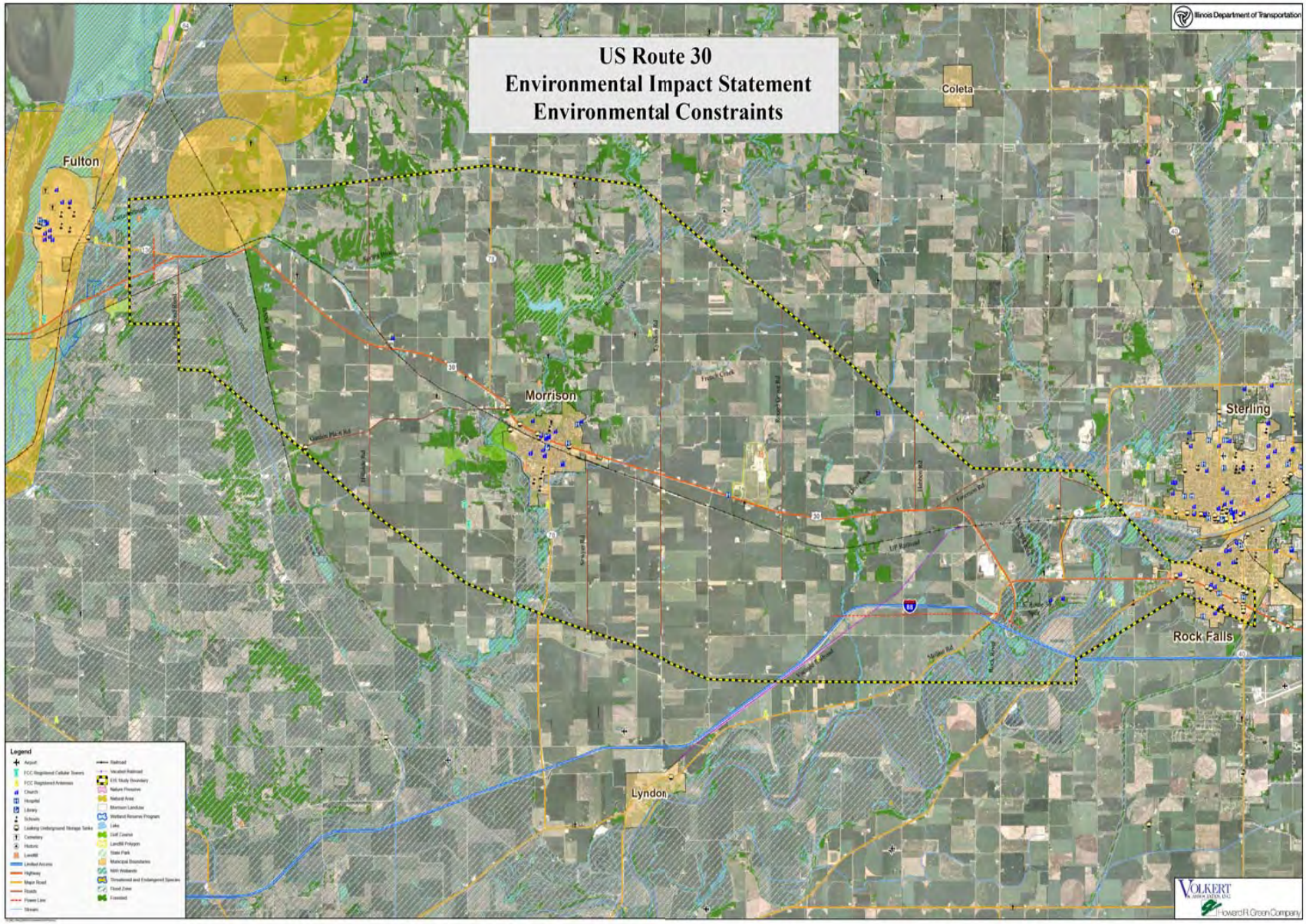
This project proposes improvements to the transportation system along US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.

Illinois Department of Transportation

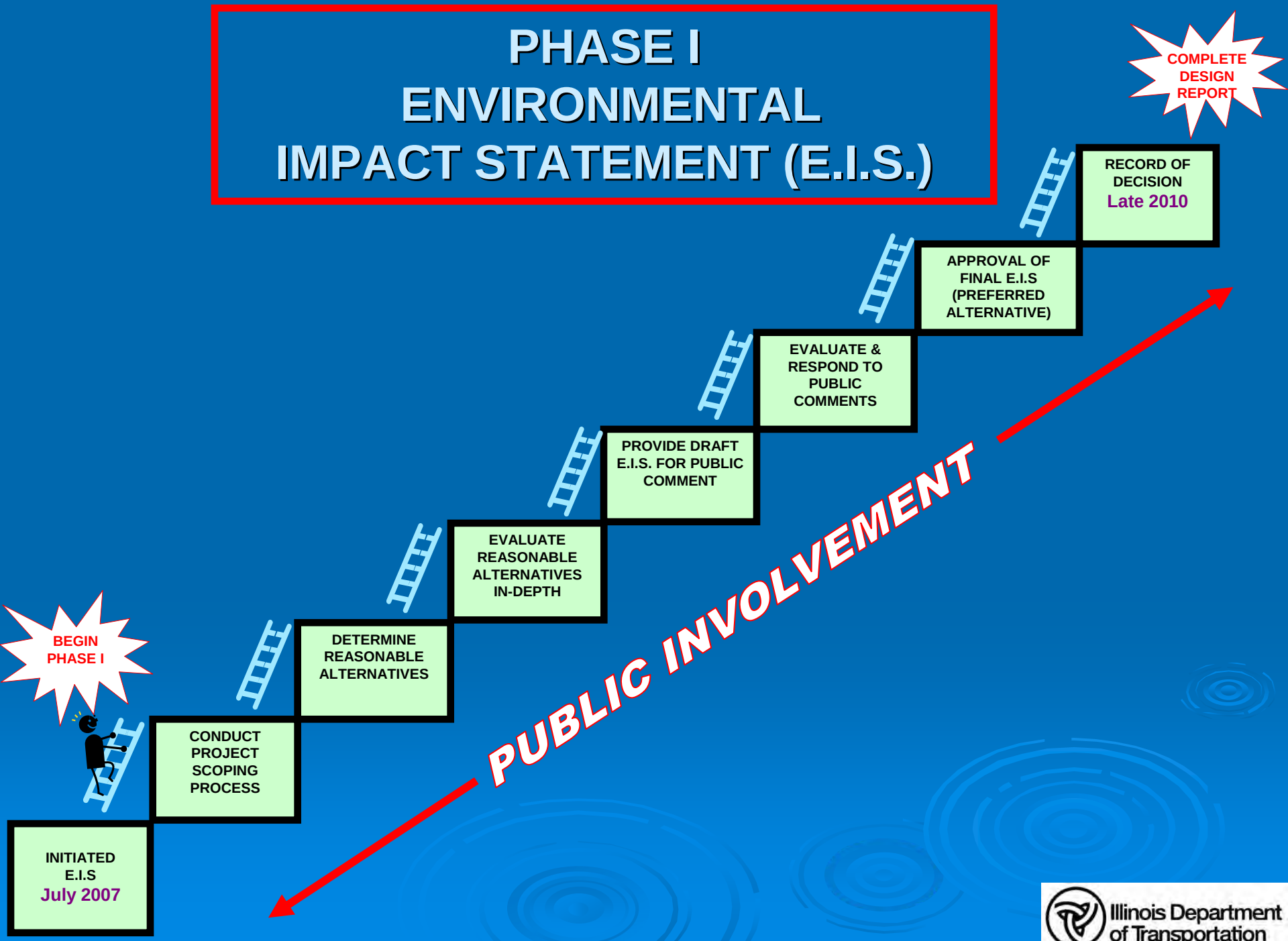
ENVIRONMENTAL IMPACT STATEMENT
&
PHASE I DESIGN REPORT

Using Context Sensitive Solutions Process

Illinois Department of Transportation

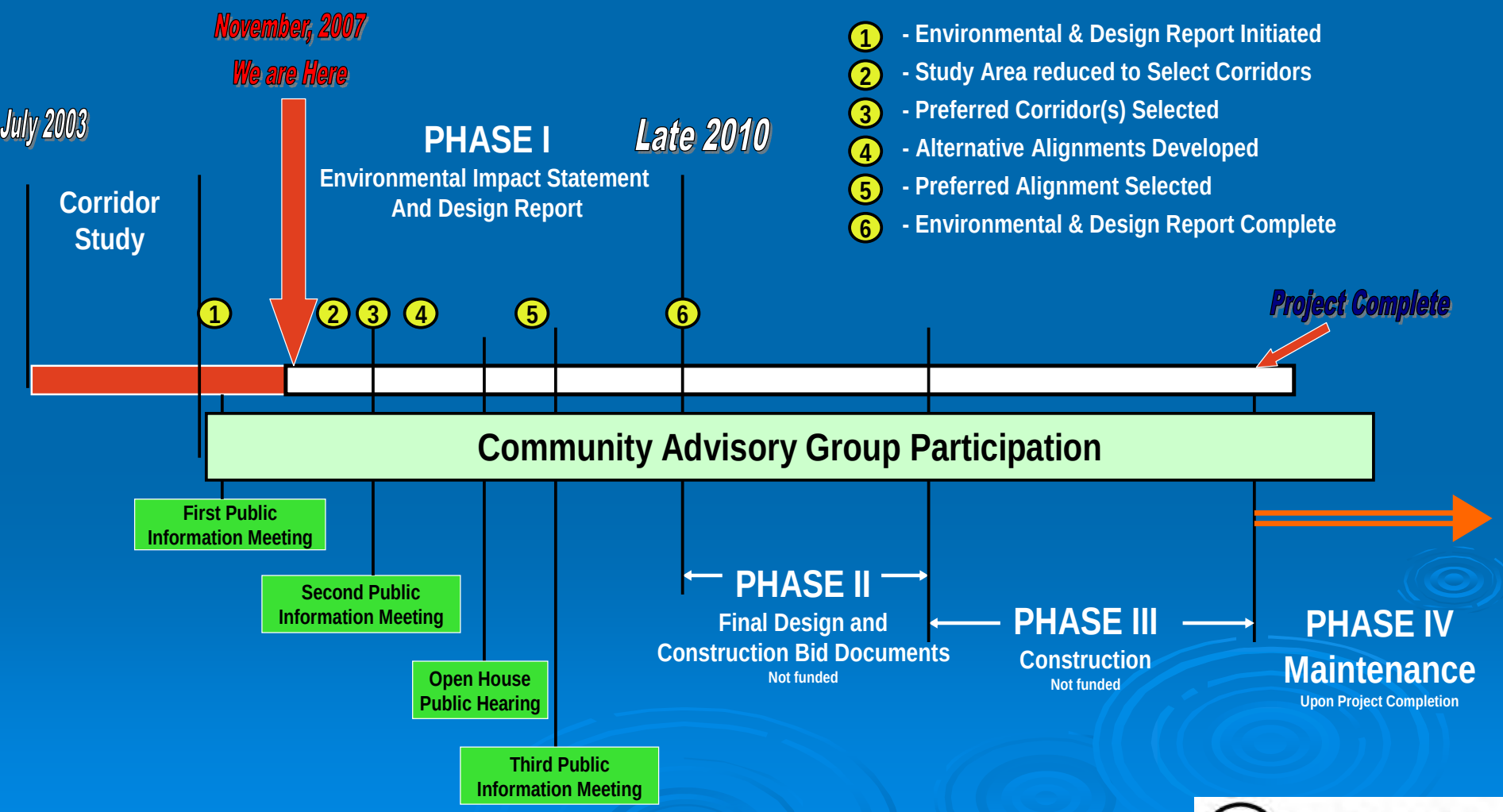

US Route 30
Environmental Impact Statement
Environmental Constraints
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Legend
VOLKERT
Howard R. Green Company

PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)



Illinois Department of Transportation

Project Timeline



Illinois Department of Transportation

Context Sensitive Solutions (CSS)

- Stakeholders
- Cooperating & Participating Agencies
- Project Study Group (PSG)
- Community Advisory Group (CAG)
- Technical Advisory Group (TAG)

Illinois Department of Transportation

STAKEHOLDER BRIEFINGS

- We have met with numerous groups thus far including Several Legislators, County and Township Personnel, State and Federal Agencies, the US 30 Coalition, Business Owners, the Morrison-Rockwood State Park, City Councils throughout the study area and various community organizations.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project

Illinois Department of Transportation

1st CAG Meeting
September 12, 2007

Key Issues Identified by CAG:

- Economic Development
- Property Loss
- Safety
- Access
- Agriculture

Illinois Department of Transportation

2nd CAG Meeting

October 17, 2007

PROBLEM STATMENT

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.

Illinois Department of Transportation

2nd CAG Meeting....

DEVELOPMENT OF CORRIDOR ALTERNATIVES

- Provided CAG with engineering & environmental criteria in order to develop corridor alternatives
- CAG developed corridor alternatives on blank maps
- PSG will take these corridor alternatives and refine based on a Corridor Alternatives Screening Analysis, which includes Critical Flaw Screen & Environmental & Engineering Criteria Screen
- TAGs will be formed to provide expert advise on technical issues identified as the project proceeds

Illinois Department of Transportation

NEXT STEPS

- Meet with the PSG to go through and discuss each corridor alternative produced by the CAG.
- Put each corridor alternative through a screen analysis in order to begin to narrowing the alternatives.
- The screen analysis will consist of environmental survey information, engineering criteria, and critical flaws.

Illinois Department of Transportation

Other Public Outreach Activities:

- ***Public Information Meetings***

- ***Project Web Site*** http://www.dot.state.il.us/us30/index1.html
- ***Project Hotline*** ***1-866-ROUTE30***
- ***Project Newsletters***

Illinois Department of Transportation

Illinois Department of Transportation

THANK YOU FOR YOUR ONGOING SUPPORT !

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Wednesday, January 21, 2009
Whiteside County Highway Department

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Harlan J. Vegter (Union Grove Township)
Arnold Vegter (Union Grove Township)
David Dykstra (Mount Pleasant Township)
Arlyn Folkers (Hopkins Township)
John Bauscher (Whiteside County Highway Department)

Project Study Group:
Dawn Perkins (IDOT)
Rebecca Marruffo (IDOT)
Jon Estrem (HR Green)
Victor Modeer (Volkert)

Handouts (see attachment):
Power Point- US 30 Fulton to Rock Falls, Illinois Project Update

Meeting Purpose
Members of the US 30 Project study team met at the Whiteside County Highway Department to present a project update.

The presentation included a summary of the project update:

- Project Initiation & Public Informational Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need (P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors identified to focus Study of Alignments

Listed below is an outline of the power point presentation:

- Development of the Corridors by the Community Advisory Group
- Screening Process
- Summary of CAG Input & Recommendations
- Project Timeline
- Next Steps

Study Team Presentation

Rebecca Marruffo opened the meeting by introducing the US 30 study team and thanking everyone for agreeing to meet with the team. She stated the purpose of the meeting was to update the Whiteside County Highway Department on the project status before the upcoming public information open house.

Victor Modeer presented an overview of the project update and a summary of the CAG meetings. Jon Estrem reviewed the screening process and methods used to obtain the current corridors that will be studied further.

The study team closed the meeting by thanking everyone again for their time and ongoing commitment to support the project.

Comments/ Issues/ Questions

Comments:

The commissioners requested that the northern corridor not be studied further.
Jon Estrem responded that the northern corridor must remain a part of the study for the sake of completeness and because the environmental resources have not yet been fully identified for that area.

Bypasses seem to kill towns.
This depends on the circumstances. One can find examples where the bypass has been beneficial to a community. The bypass can make it possible to develop areas that otherwise would not have that opportunity. Dewitt, Iowa is a good example of a community that was not hurt by the bypass.

Must keep the bypass close to town.
It was agreed that proximity of a bypass to a community will have an effect on the resulting impacts.

Questions:

Q: Currently the underpass has 3' of water during heavy rains. Would a RR overpass or underpass be designed on the west side?

A: The design is still under consideration and depends on final alignment.

Q: How much ROW will be needed?

A: If the design is a 4 lane, the right-of-way width will be 200' to 250'. However, it is still to be determined how many lanes will be required to meet the projected traffic needs.

Q: When would construction begin?

A: Timing for final design, land acquisition & construction are all dependent on availability of funding. It is likely that the project will be constructed in phases since the overall project may be deemed too costly to build as a single construction project. As a part of the study, segments of independent utility will be identified.

Q: The feasibility study said one thing regarding what corridors were viable. Why did we come in and start over?

A: The purpose of the feasibility study was to determine whether a need existed and if so, could the need be addressed? That study accomplished those things. However, it does not take the place of an Environmental Impact Statement. Federal guidelines require an EIS which involves several steps that are currently being followed.

Q: Will US 30 be closed when it is built?

A: The concept of segments of independent utility was explained again. In addition, it was explained that decisions have not been made regarding specific issues such as construction staging.

Q: What side roads will be closed?

A: This has not yet been determined. It was suggested that concerns along these lines be submitted in writing to help ensure they are documented as a part of the study.

Illinois Department of Transportation

U.S. 30

Fulton to Rock Falls, Illinois

Project Update

Morrison City Council

& Whiteside County Highway Dept.

Wednesday, January 21, 2009

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Project Update

- Project Initiation & Public Open House June 2007
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- Community Advisory Group (CAG) was formed to represent the community interests
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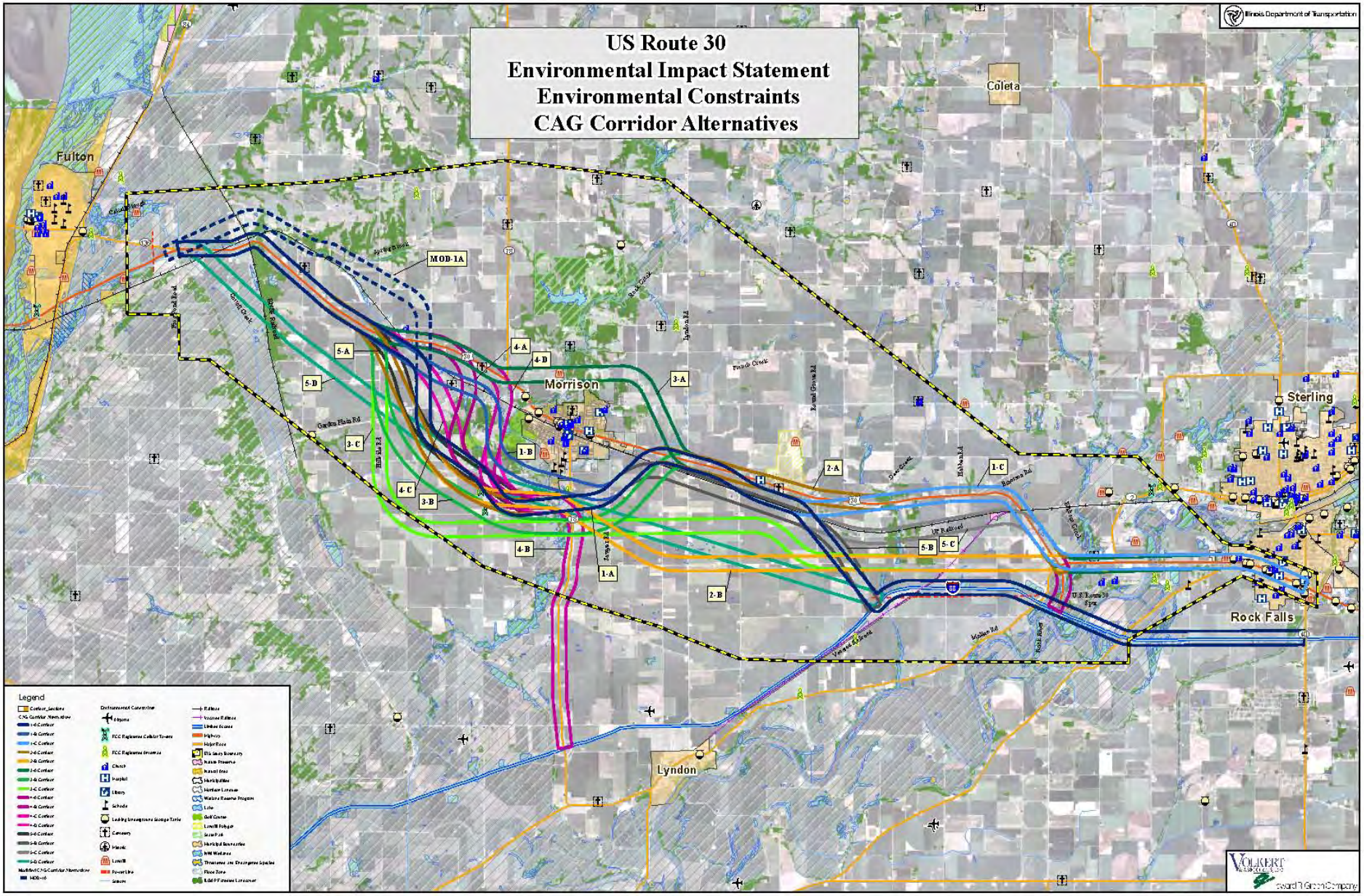
Development of the Corridors by the Community Advisory Group (CAG)


US Route 30
Environmental Impact Statement
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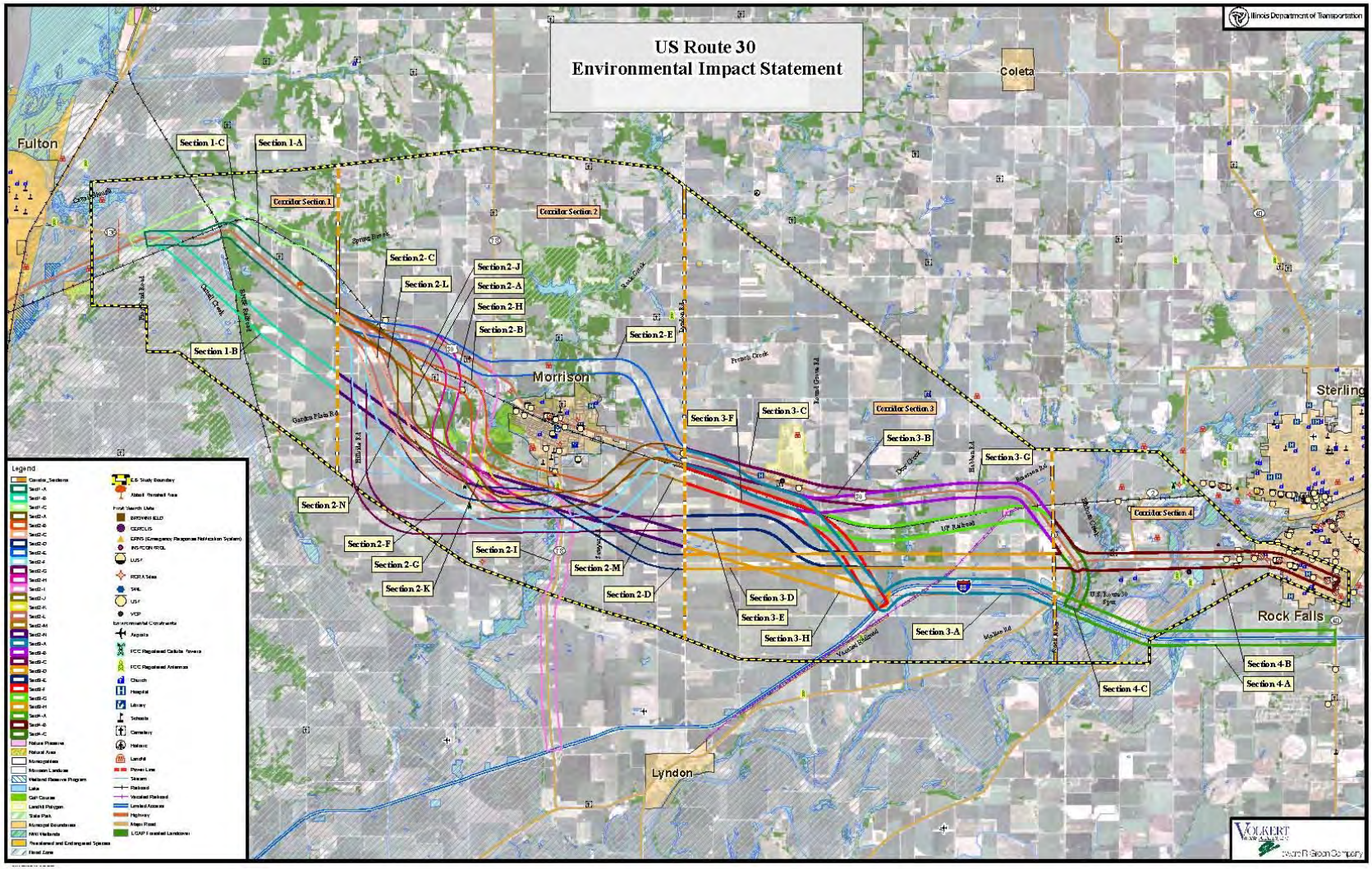
CAG Corridor Alternatives
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
MOD-1A
1-A
1-B
1-C
2-A
2-B
3-A
3-B
3-C
4-A
4-B
4-C
4-D
5-A
5-B
5-C
5-D
Legend
Volkert
Wisconsin Green Company

Screening Process

(Result of Steps 1, 2, & 3)

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



Screening Process

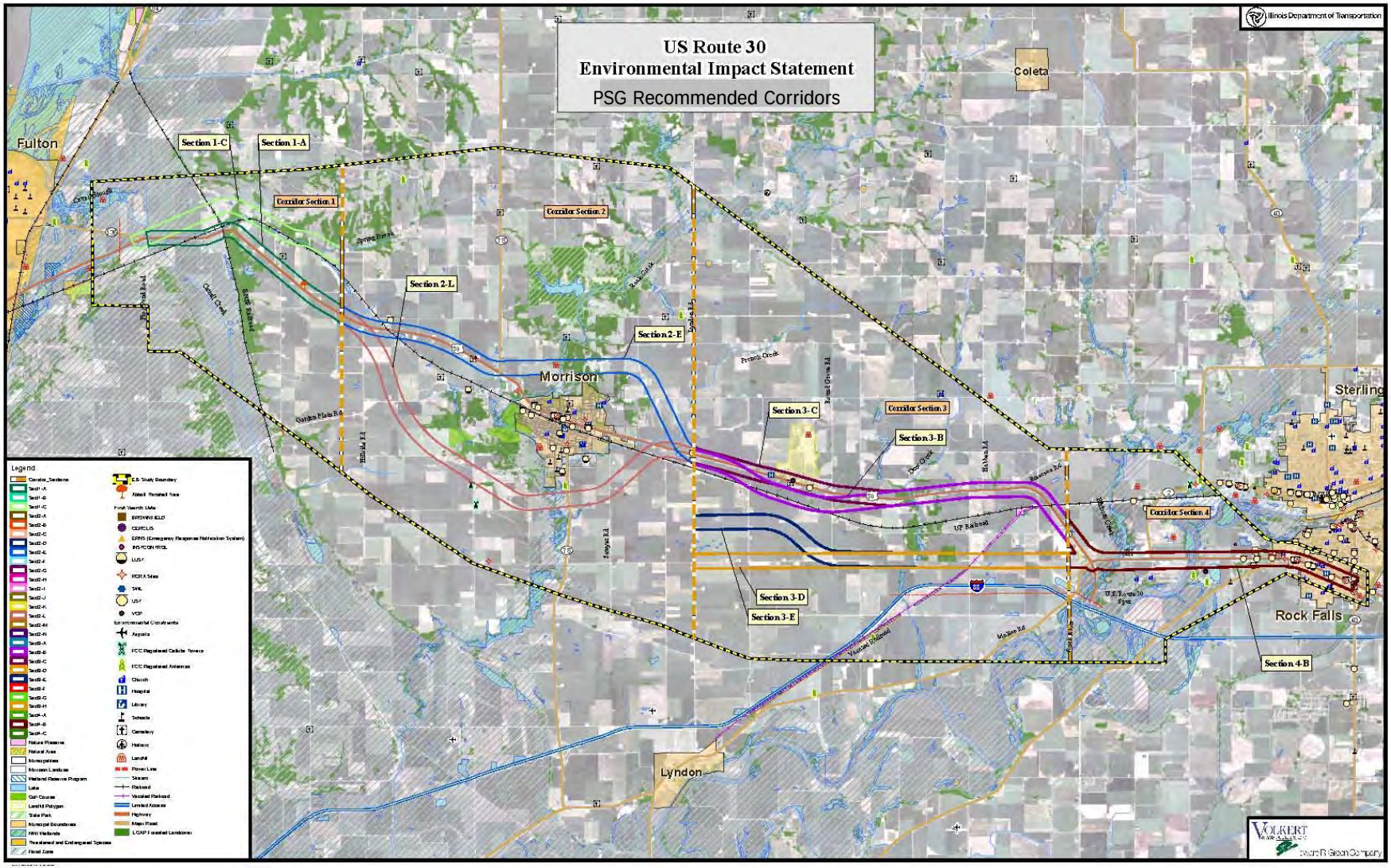
(Step 4 – Screen against the Purpose & Need Statement)

- Reduce Traffic Congestion
- Improve Traffic Capacity
- Improve Safety
- Accommodate Freight
- Establish Roadway Continuity

Screening Process

(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



Summary of CAG Input & Recommendations

Section 1 – CAG Consensus : Recommend **1A**

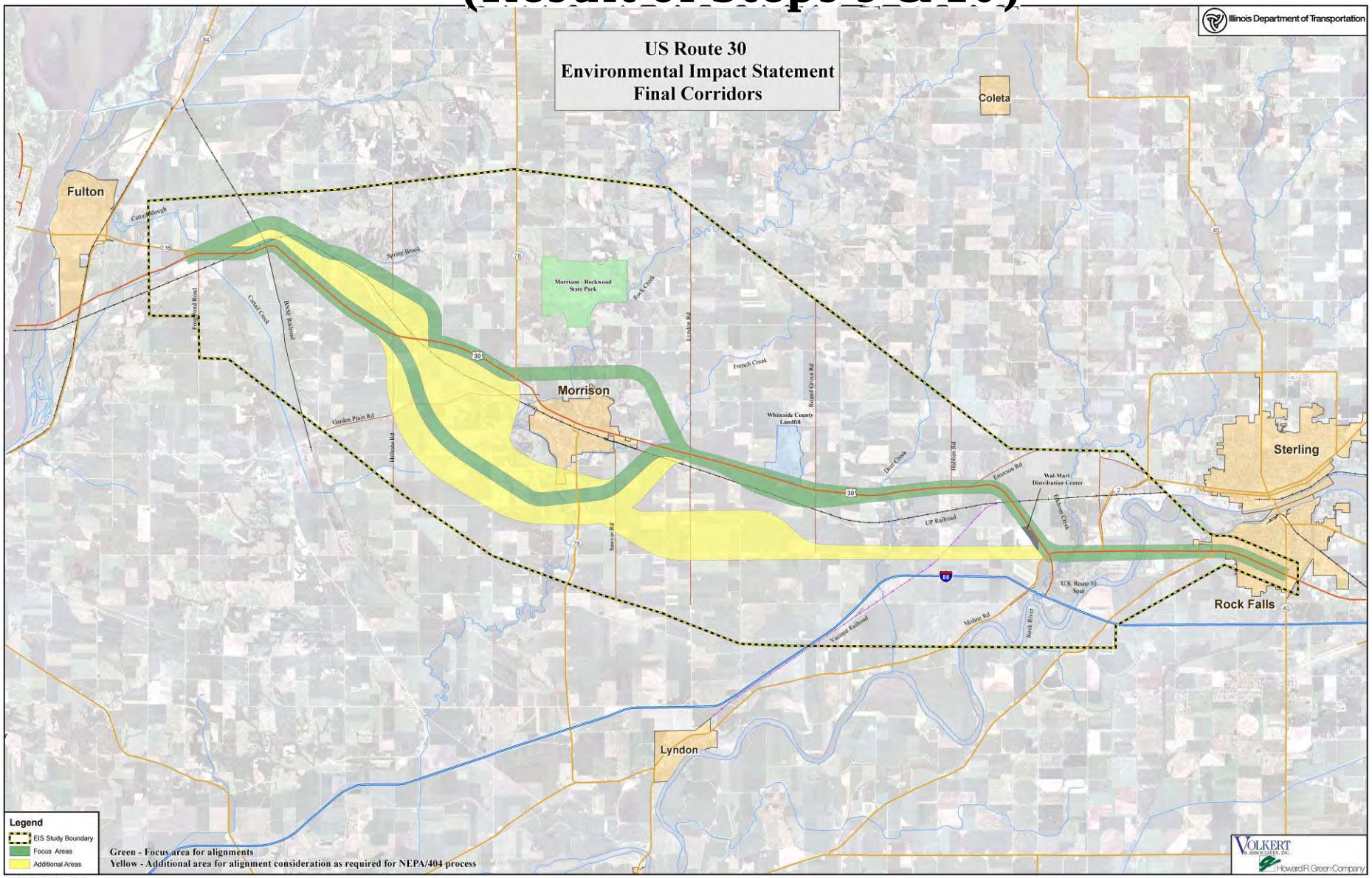
Section 2 –CAG Consensus : Recommend **2L**

Section 3 – No Consensus - **3B & 3C** generally accepted

Section 4 – No Consensus - **4B**

Screening Process

(Result of Steps 9 & 10)



Project Timeline

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

July 2003

Corridor Study

January 2009
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 Open House June 2007

Second Public Informational Open House January 2009

Third Public Informational Open House Late 2009

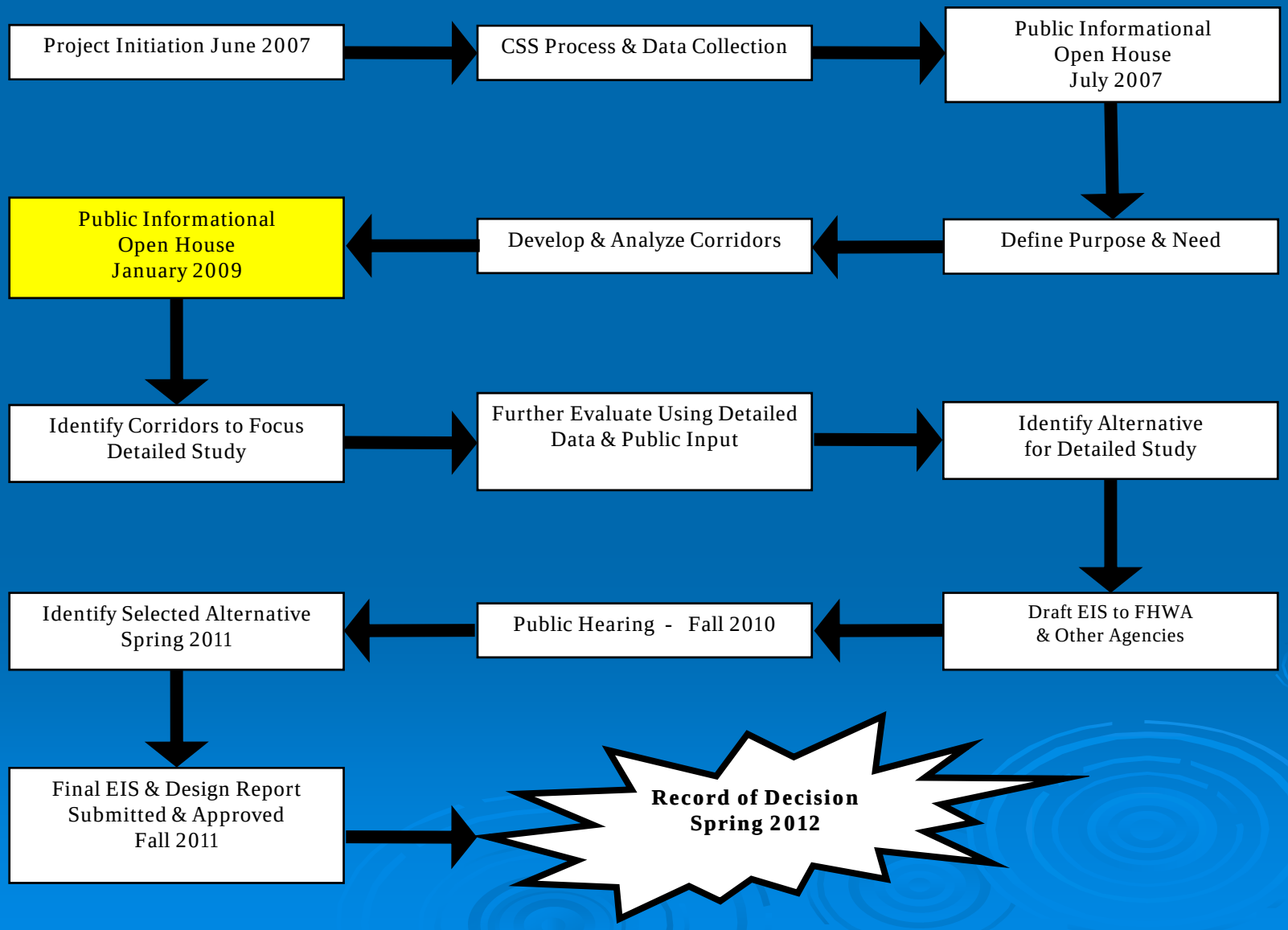
Open House Public Hearing Mid 2010

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

PHASE III
Construction
Not – yet funded

PHASE IV
Maintenance
Upon Project Completion

Next Steps


Project Initiation June 2007
CSS Process & Data Collection
Public Informational Open House July 2007
Define Purpose & Need
Develop & Analyze Corridors
Public Informational Open House January 2009
Identify Corridors to Focus Detailed Study
Further Evaluate Using Detailed Data & Public Input
Identify Alternative for Detailed Study
Draft EIS to FHWA & Other Agencies
Public Hearing - Fall 2010
Identify Selected Alternative Spring 2011
Final EIS & Design Report Submitted & Approved Fall 2011
Record of Decision Spring 2012

Illinois Department of Transportation

THANK YOU
FOR YOUR
CONTINUED SUPPORT

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Wednesday, January 21, 2009
City of Morrison City Council
Morrison, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Melanie Schroeder (City of Morrison-City Clerk)
Roger Drey (City of Morrison-Mayor)
Tim Long (City of Morrison)
Scott Connelly (City of Morrison-Alderman)
Gary Hayenga (City of Morrison-Alderman)
Patricia Zuidema (City of Morrison-Alderman)
Barb Bees (City of Morrison)
Bob Snodgrass (City of Morrison)
Ann Slavin (City of Morrison)
Jim Blakemore (City of Morrison)
Robert Wood (City of Morrison-CEDC)
Tony Graff (City of Morrison-Police Department)
Arlyn Zuidema (Visitor)

Project Study Group:
Dawn Perkins (IDOT)
Rebecca Marruffo (IDOT)
Jon Estrem (HR Green)
Victor Modeer (Volkert)

Handouts (see attachment):
Power Point- US 30 Fulton to Rock Falls, Illinois Project Update

Meeting Purpose
Members of the US 30 Project study team met with the Morrison City Council to present a project update.

The presentation included a summary of the project update:

- Project Initiation & Public Informational Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
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- Next Steps

Study Team Presentation

Rebecca Marruffo opened the meeting by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. She stated the purpose of the meeting was to update the City of Morrison on the project status before the upcoming public information open house.

Victor Modeer presented an overview of the project update and a summary of the CAG meetings. Jon Estrem reviewed the screening process and methods used to obtain the current corridors that will be studied further.

The study team closed the meeting by thanking the officials again for their time and ongoing commitment to support the project.

Comments/ Issues/ Questions

Comments:

The council asked that IDOT consider upgrading IL 78 as a part of this project.
The study team explained that the focus of the project is US 30. While the desire for a connection from a southerly bypass to IL 78 (N) is understandable, it would represent a significant addition to the scope of this project. As such, it may be necessary for it to be addressed by a separate documented study. Rebecca Marruffo stated input relative to IL 78 is important and should be sent to IDOT.

There has been cooperation between Illinois and Iowa on the US 30 project.

Questions:

Q: Why is the terminus at IL 40?

A: Rebecca Marruffo responded that a necessary element in projects such as this is the establishment of "logical termini". Typically, when studying a state route the logical termini must be state or US routes. In this case it was deemed necessary to carry the study all the way to IL 40 to meet this requirement even though the need for improvements may not extend into the five-lane section which begins at Prophetstown Road.

Q: What determined the yellow and green areas on the corridors map?

A: Green areas scored best in the decision matrix and will therefore be focused upon during upcoming analysis. Yellow areas are the remaining corridors. While the primary focus will be in the green areas, the yellow areas will be retained in case they are needed. This will allow the study team to keep options open for further study.

Q: What will be built first?

A: Timing for construction will be dependent on availability of funding. It is likely that the project will be constructed in phases since the overall project may be deemed to costly to build as a single construction project. As a part of the study, segments of independent utility will be identified so that the most important segments can be constructed first. These segments have not been identified at this time. It will not be possible to do so until the preferred alignment is identified.

Q: What is the best form of communication from the city to the study team regarding likes/dislikes?

A: Submitting concerns and requests in writing is typically the best. A resolution letter is probably the best form of written communication.

Illinois Department of Transportation

U.S. 30

Fulton to Rock Falls, Illinois

Project Update

Morrison City Council

& Whiteside County Highway Dept.

Wednesday, January 21, 2009

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Project Update

- Project Initiation & Public Open House June 2007
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- Corridors analyzed using P&N, Engineering & Environmental Issues
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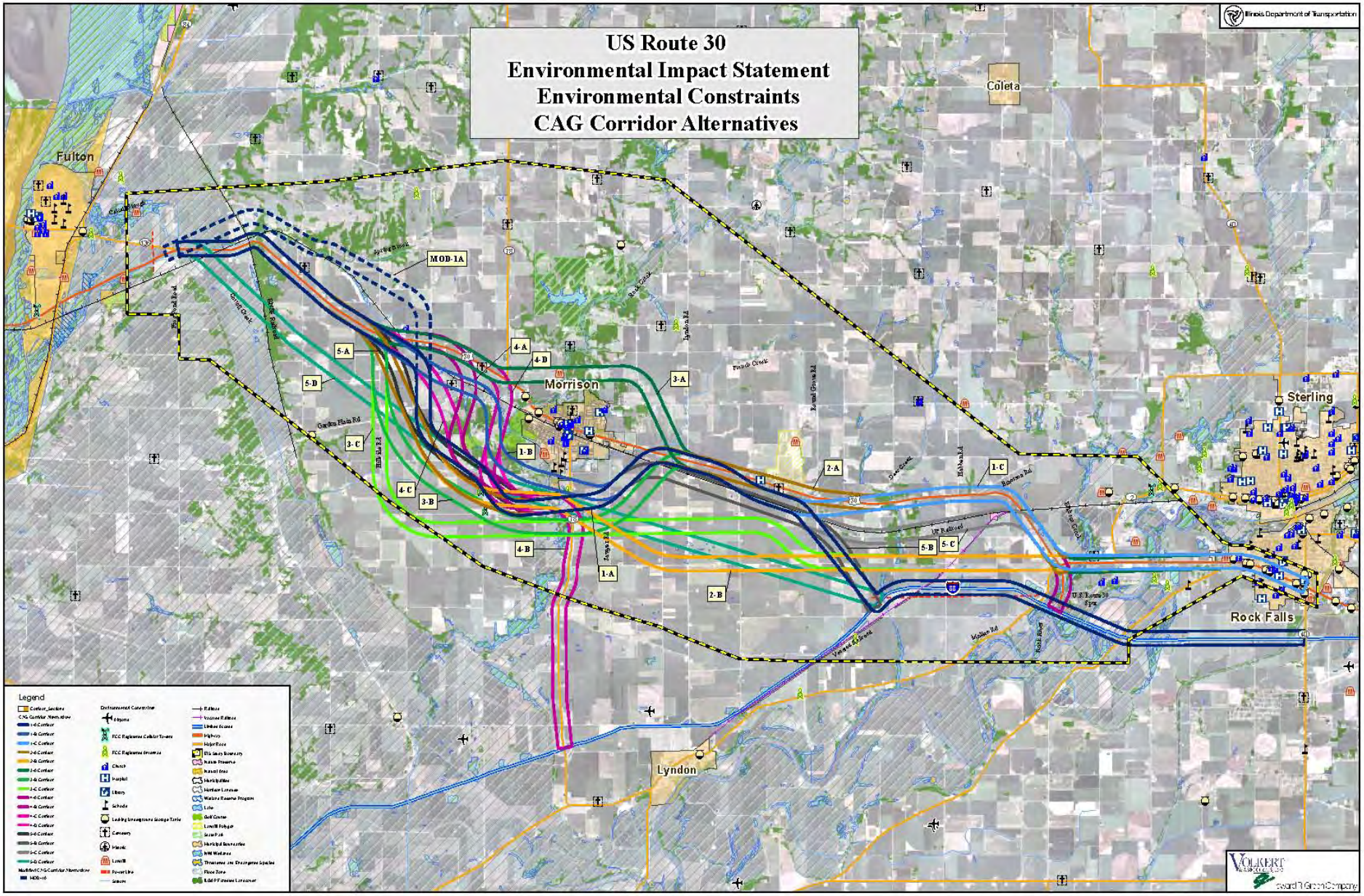
Development of the Corridors by the Community Advisory Group (CAG)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4-C
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5-B
5-C
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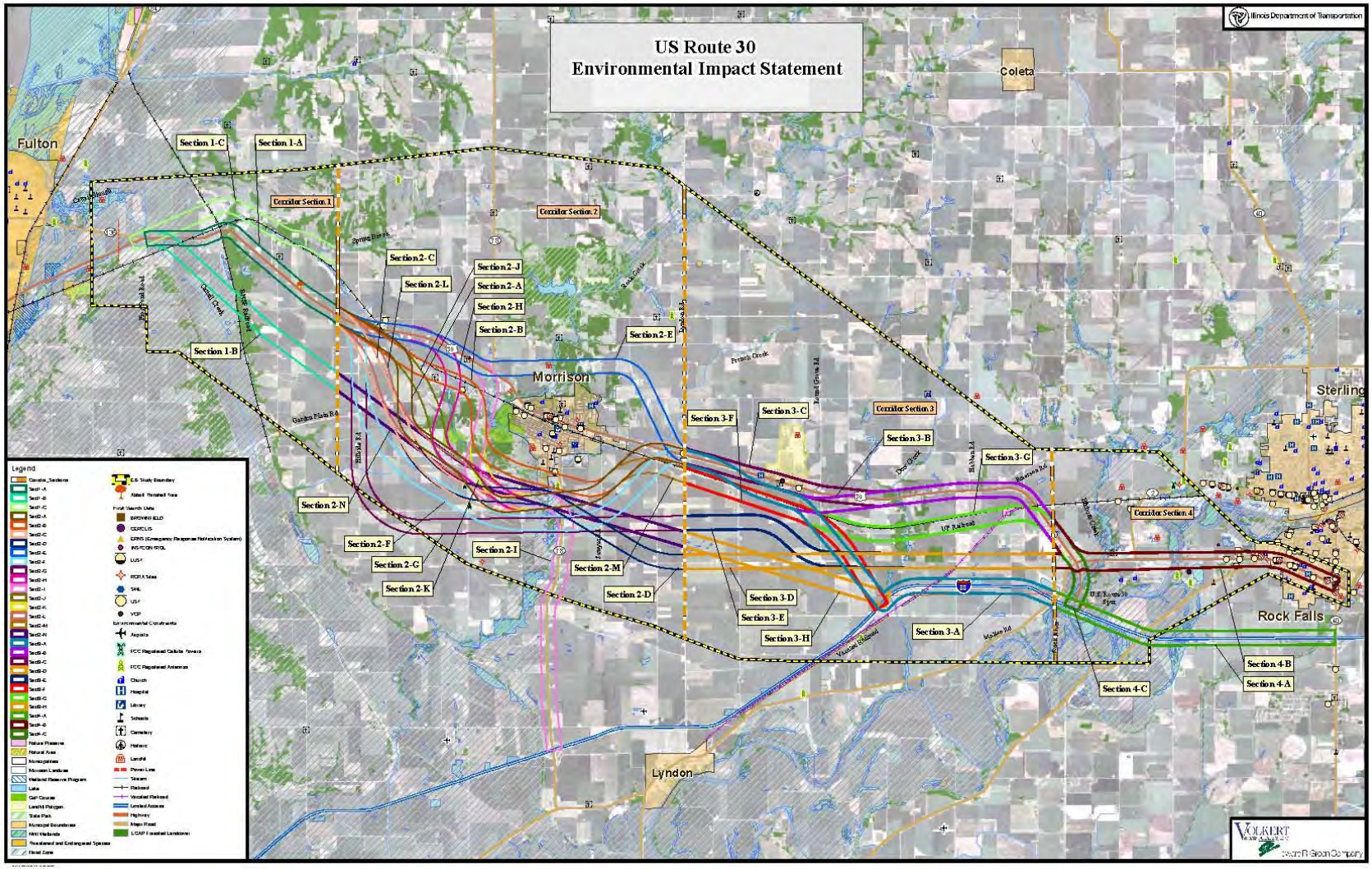
Legend
Volkert
Wisconsin Green Company

Screening Process

(Result of Steps 1, 2, & 3)

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



Screening Process

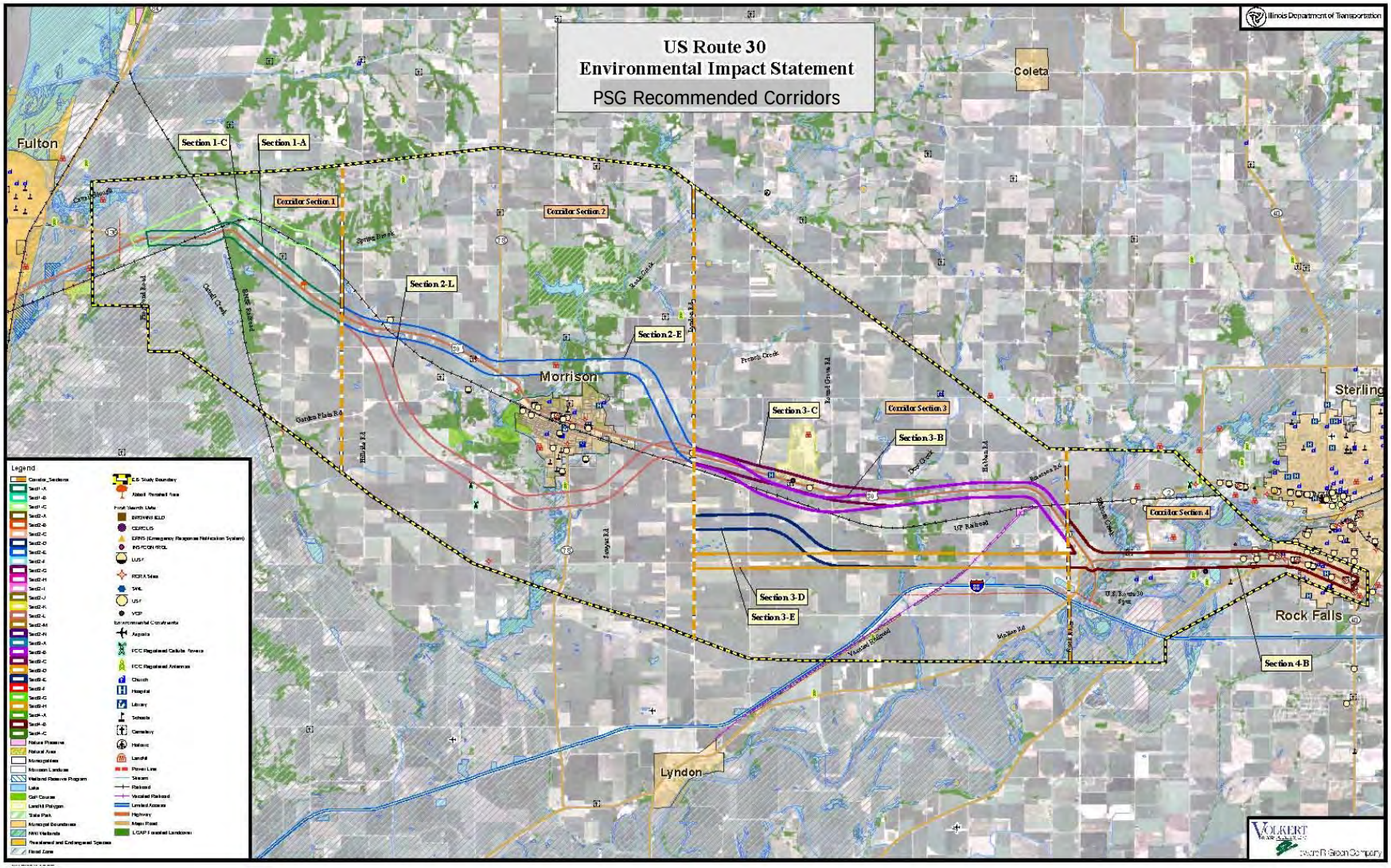
(Step 4 – Screen against the Purpose & Need Statement)

- Reduce Traffic Congestion
- Improve Traffic Capacity
- Improve Safety
- Accommodate Freight
- Establish Roadway Continuity

Screening Process

(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



Summary of CAG Input & Recommendations

Section 1 – CAG Consensus : Recommend **1A**

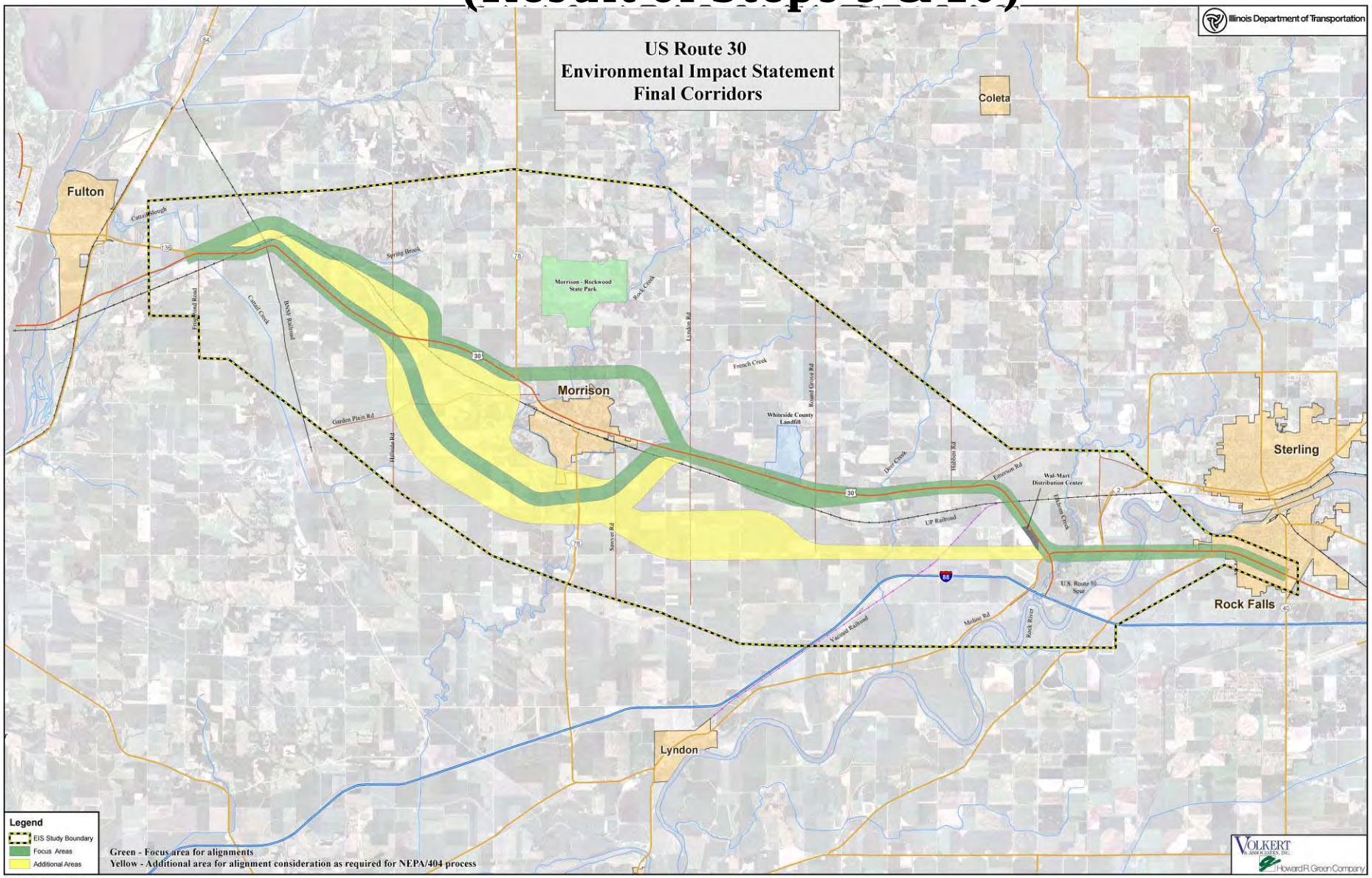
Section 2 –CAG Consensus : Recommend **2L**

Section 3 – No Consensus - **3B & 3C** generally accepted

Section 4 – No Consensus - **4B**

Screening Process

(Result of Steps 9 & 10)



Project Timeline

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

July 2003

Corridor Study

January 2009
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 Open House June 2007

Second Public Informational Open House January 2009

Third Public Informational Open House Late 2009

Open House Public Hearing Mid 2010

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Final Design and Construction Bid Documents
Not – yet funded

PHASE III
Construction
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PHASE IV
Maintenance
Upon Project Completion

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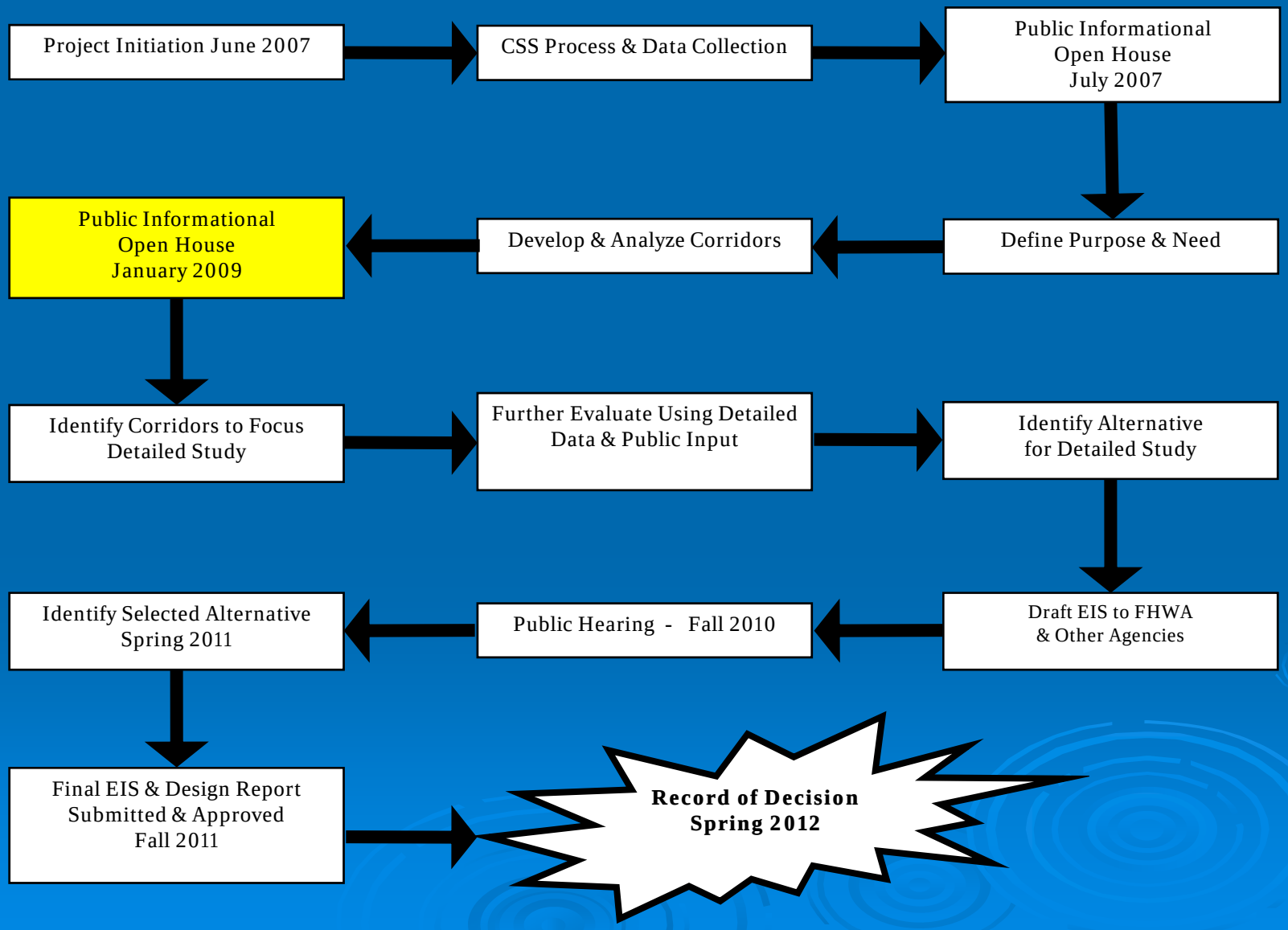
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Record of Decision Spring 2012

Illinois Department of Transportation

THANK YOU
FOR YOUR
CONTINUED SUPPORT

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Monday, January 26, 2009
City of Rock Falls City Council
Rock Falls, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Bob Thurm (City of Rock Falls-Alderman)
Lee Folsom (City of Rock Falls-Alderman)
Mark Vandersnick (City of Rock Falls-Alderman)
David Blanton (City of Morrison-Mayor)
Daehle Reitzel (City of Rock Falls-Alderman)
Brian Snow (City of Rock Falls-Alderman)
Mark Searing (City of Rock Falls)
Richard Downey (City of Rock Falls-City Administrator)
Sylvia Frey (City of Rock Falls-Secretary)

Project Study Group:
Dawn Perkins (IDOT)
Rebecca Marruffo (IDOT)
Gil Janes (HR Green)

Handouts (see attachment):
Power Point- US 30 Fulton to Rock Falls, Illinois Project Update

Meeting Purpose
Members of the US 30 Project study team met with the Rock Falls City Council to present a project update.

The presentation included a summary of the project update:

- Project Initiation & Public Informational Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need (P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors identified to focus Study of Alignments

Listed below is an outline of the presentation:

- Development of the Corridors by the Community Advisory Group
- Screening Process
- Summary of CAG Input & Recommendations
- Project Timeline
- Next Steps

Study Team Presentation

Dawn Perkins opened the meeting by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. She stated the purpose of the meeting was to update the City of Rock Falls City Council on the project status before the upcoming public information open house.

Gil Janes presented an overview of the project update, summary of the CAG meetings, and reviewed the screening process and methods used to obtain the current corridors that will be studied further.

The study team closed the meeting by thanking the officials again for their time and ongoing commitment to support the project.

Comments/ Issues/ Questions

Questions:

Q: What are the existing traffic counts on US 30 between Rock Falls and Morrison as compared to 1st Avenue across the bridge in Morrison?
A: Follow-up to be provided

Q: What impact will a potential bypass of Morrison have on existing businesses along the present corridor?
A: Studies in other communities have shown that businesses along the existing corridor continue to draw patrons from the local community, and business expands to the new highway corridor.

Q: Where would a north bypass be in relation to the historic covered bridge?
A: The north corridor alternative as it is presently shown is north of the historic covered bridge.

Q: Have you considered the bike trail and trail system north of Morrison?
A: Yes. Information about the bike trail system has been provided to the study team.

Q: What is the typical growth of traffic along the corridor used for planning purposes?
A: For planning purposes, the background traffic trend line was projected to increase in a linear growth rate of ½ of 1 percent per year over the planning period.

Q: Will the route north of Morrison reduce the number of railroad crossings?
A: Yes. This is, in fact, one of the primary advantages of a northerly route.

Q: What is the cost per mile of the proposed roadway?
A: The cost has not been determined at this point. No decision has been made about whether this will be a 2-lane or 4-lane roadway cross-section. There are too many unknowns to respond with any degree of certainty at this time.

Q: Is Moline Road to IL 40 still included in the study?
A: Yes. This portion of the corridor is being evaluated and improvements will be considered consistent with the project purpose and need.

Q: What would happen to US 30 if the alignment changed?
A: The existing alignment would remain open and operational and serve as a local access road to farms, businesses and homes in the local area.

Comments:

- This route is important because of the landfill, future development and the Wal-Mart distribution center.

- At one time, I-88 only had a few cars on it. On some days now it is practically bumper to bumper.

Illinois Department of Transportation

U.S. 30

Fulton to Rock Falls, Illinois
Project Update

Rock Falls City Council

Monday, January 26, 2009

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

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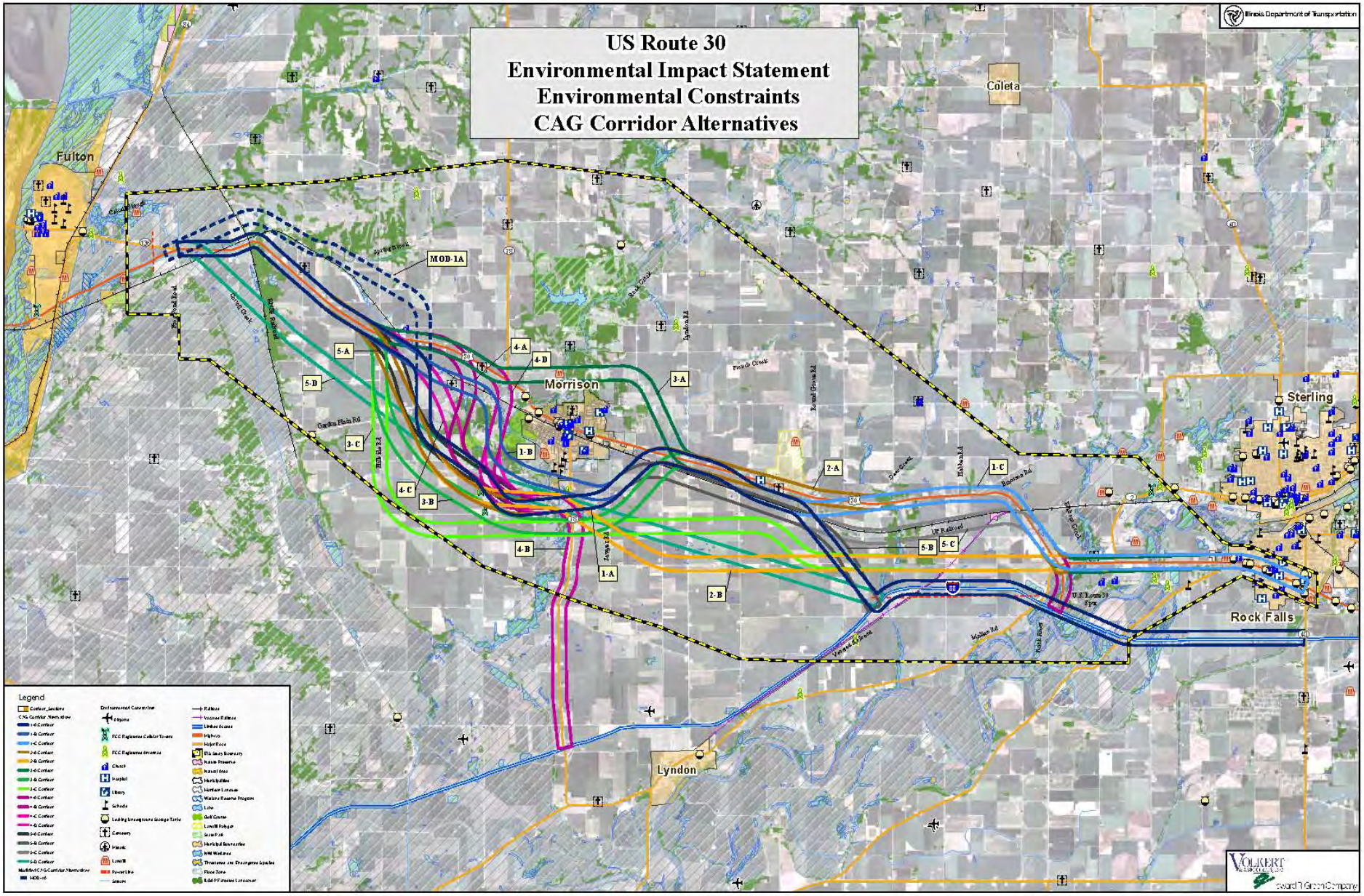
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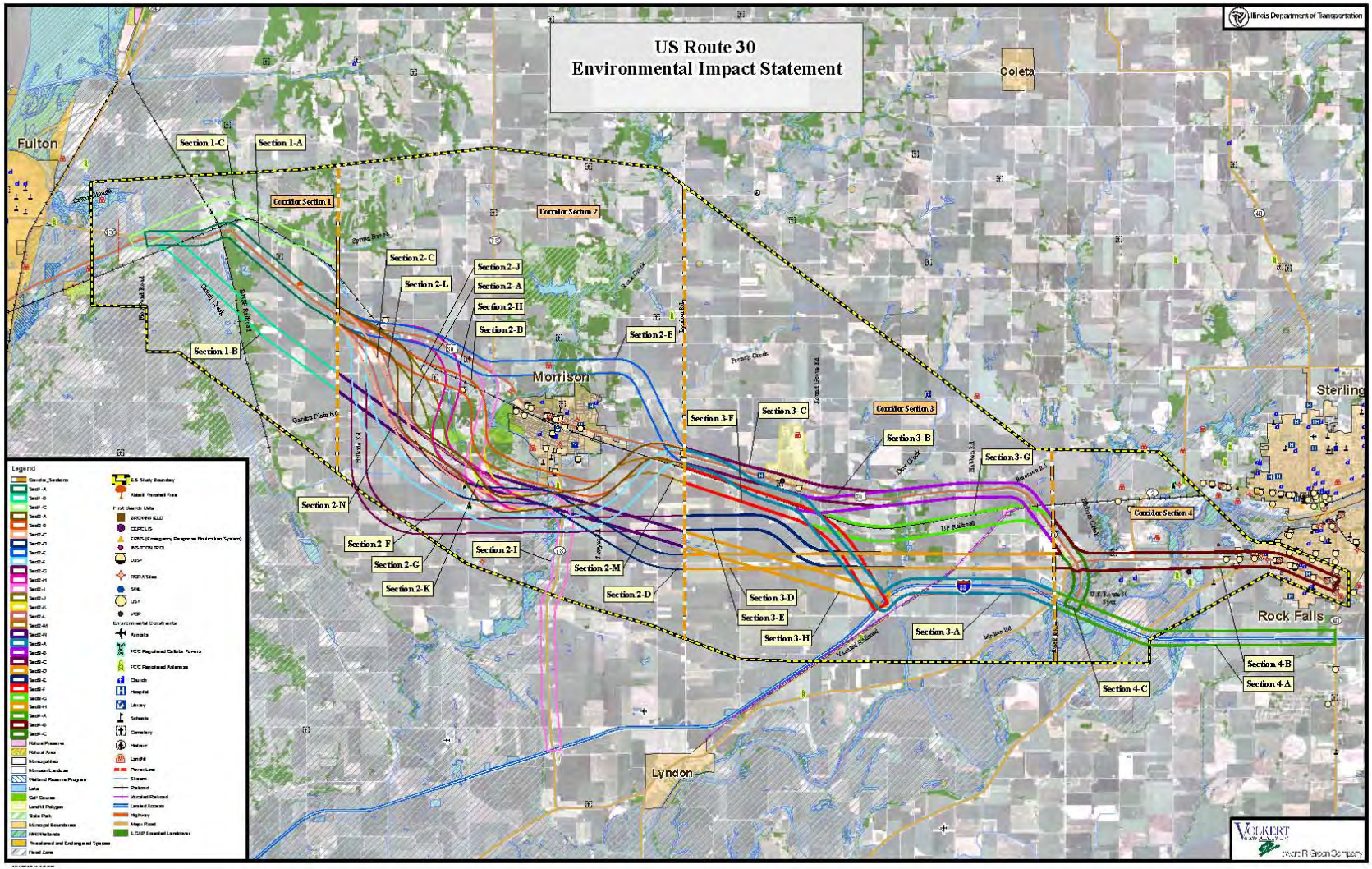
Legend
VOLKERT
Edward T. Gibson Company

Screening Process

(Result of Steps 1, 2, & 3)

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



Screening Process

(Step 4 – Screen against the Purpose & Need Statement)

- Reduce Traffic Congestion
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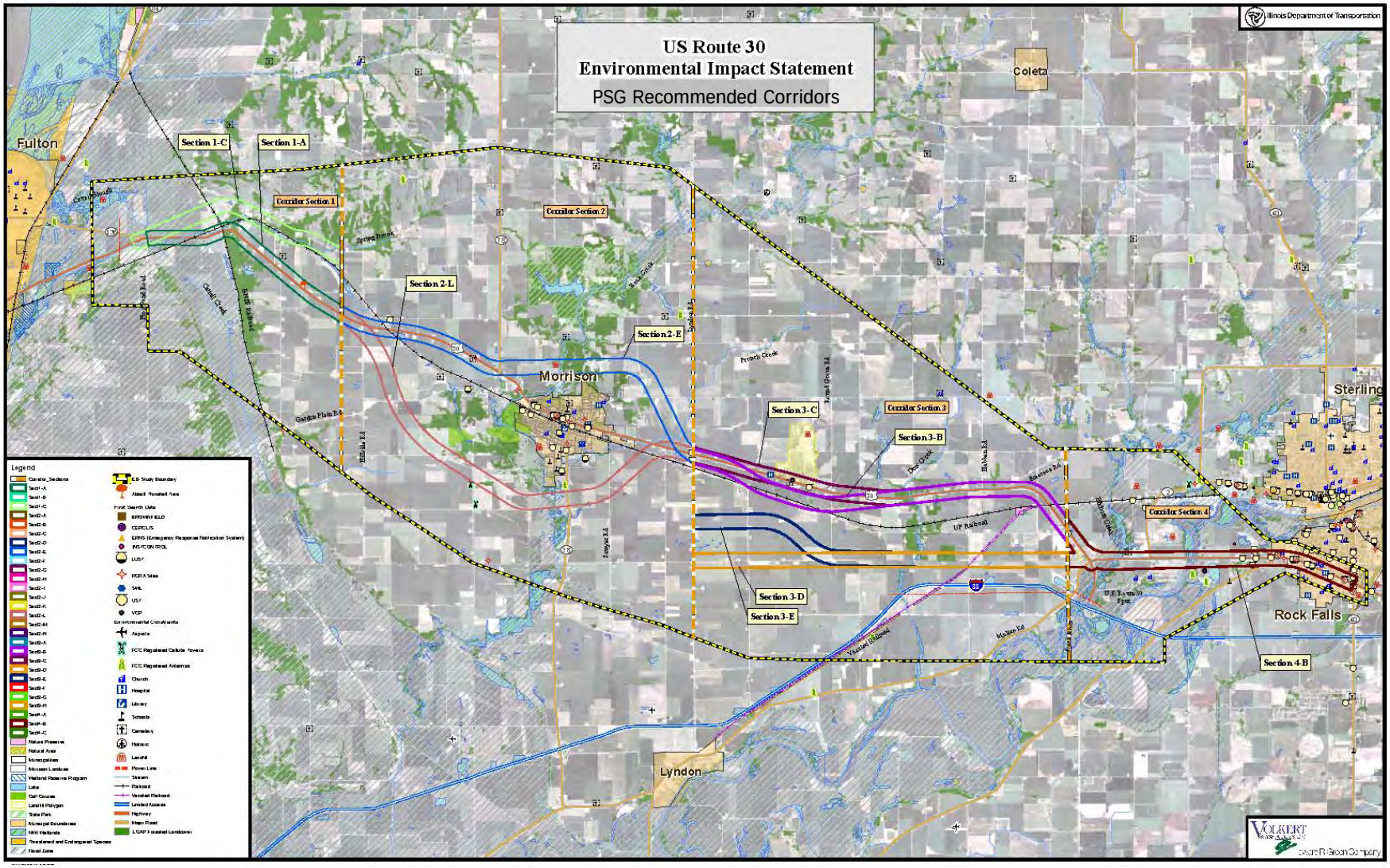
Screening Process

(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



Summary of CAG Input & Recommendations

Section 1 – CAG Consensus : Recommend 1A

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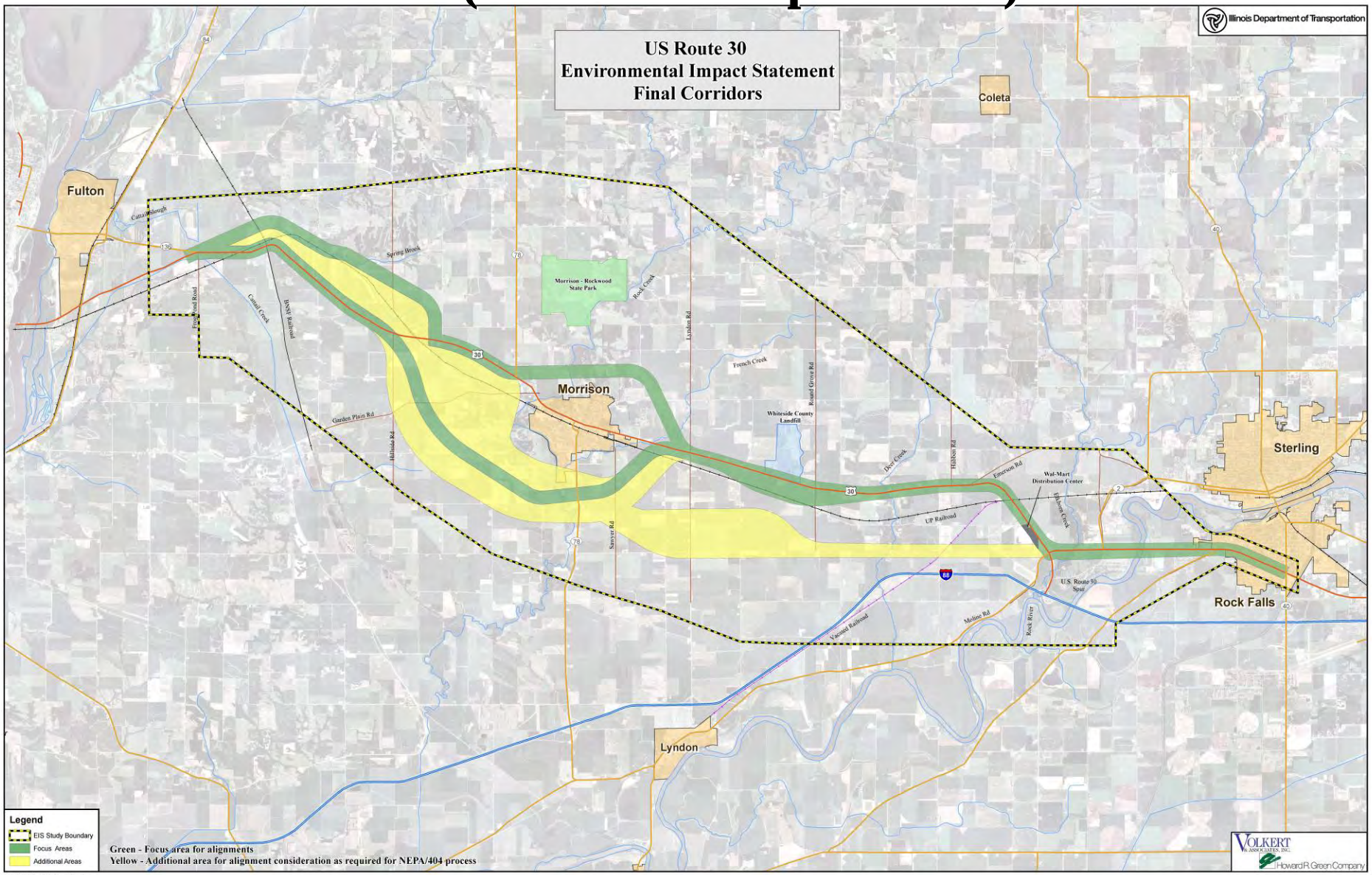
Section 4 – No Consensus - 4B

Screening Process

(Result of Steps 9 & 10)



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July 2003

Corridor Study

January 2009

We are Here

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

March 2012

1 2 3 4 5 6

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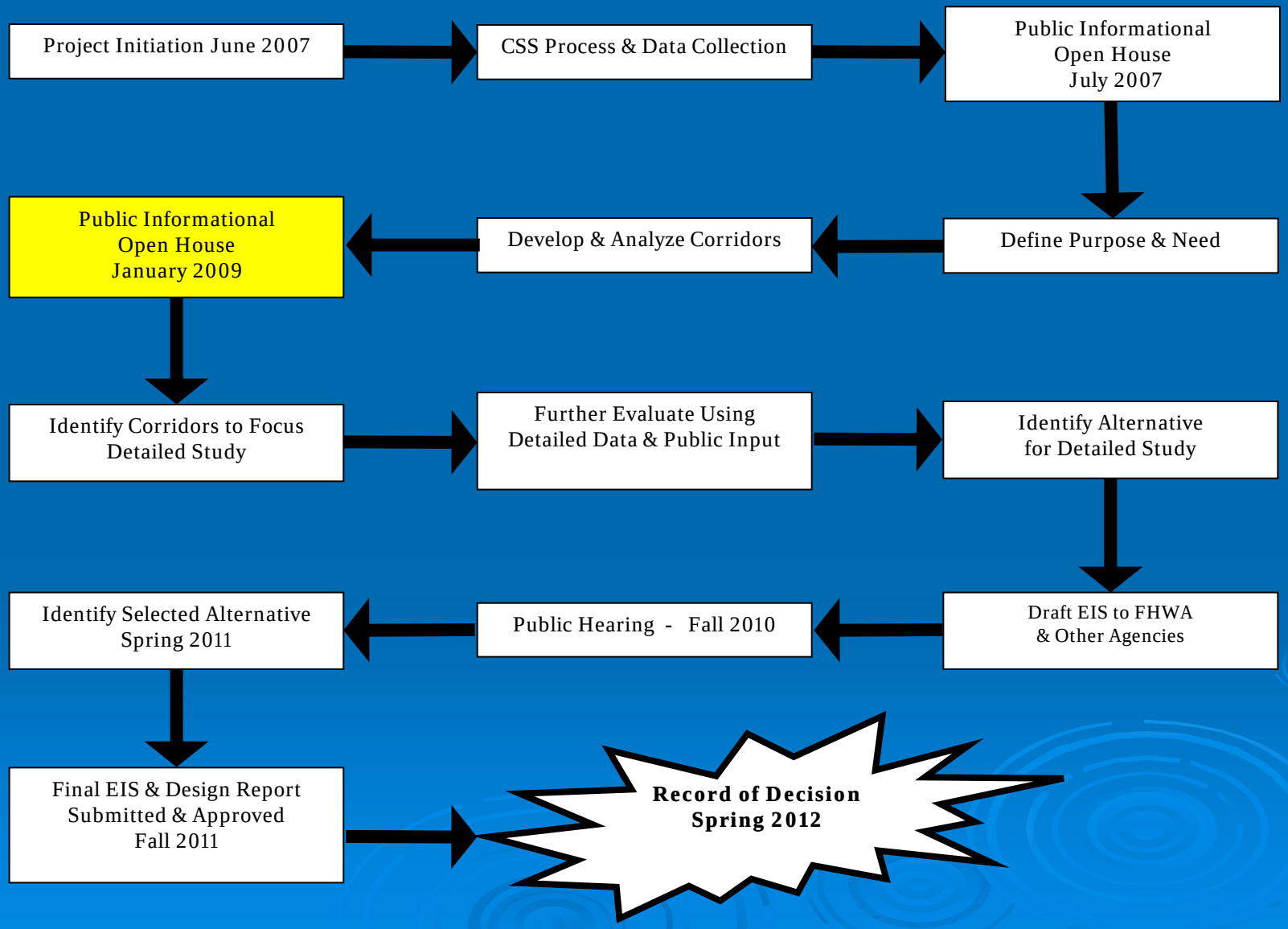
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Illinois Department of Transportation

THANK YOU
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VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Monday, February 2, 2009
US 30 Coalition
Whiteside County Courthouse

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Edith Pfeffer (President)
Tom Determann (IIHP)
Carolyn Tallett (IIHP)
Bill Abbott (Whiteside County Board)
Dave Rose (IIHP)
Glen Kuhlemier (Blackhawk Hills RC&D)
Tim Long (City of Morrison)
Bud Thompson (Mayor of Prophetstown)
Eric Johnson
Heather Bennett (Fulton Chamber)
Scott Shumard (City of Sterling)

Project Study Group:
Rebecca Marruffo (IDOT)
Jon Estrem (HR Green)
Michael Walton (Volkert)

Handouts (see attachment):
Power Point- US 30 Fulton to Rock Falls, Illinois Project Update

Meeting Purpose
Members of the US 30 Project study team met with the US 30 Coalition to present a project update.

Listed below is an outline of the presentation:
- Project Update
- Development of the Corridors by the Community Advisory Group
- Screening Process
- Summary of CAG Input & Recommendations
- Project Timeline
- Next Steps

The project update included the following:
- Project Initiation & Public Informational Open House June 2007
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Study Team Presentation

Becky opened the meeting by introducing the US 30 study team and thanking the group for taking time to meet with the team. She stated the purpose of the meeting was to update the US 30 Coalition on the project status.

Jon Estrem provided an overview of the project update and a summary of the CAG meetings. He also reviewed the screening process and methods used to obtain the current corridors that will be studied further.

Comments/ Issues/ Questions

During the presentation the group had the following comments and questions.

Comments:

Eric Johnson stated he does not agree with the Purpose & Need of the project and wants the alignment to connect with I-88 as a project goal. He also wishes to continue to study the yellow area to the south of existing US 30 in Section 3.

Members of the group stated that their preference is the southern corridor around Morrison.

Tom Determann commented on the need to connect IL 78 N to IL 78 S.

Glen Kuhlmeier stated his viewpoint of the need to connect to Rock Falls. He added that the yellow area in Section 3 was not a lead option due to the preference to minimize land acquisition.

Questions:

Q: Tom Determann asked if the plan is to build a four-lane? Tom and others strongly voiced their preference for a divided four-lane facility. They added that they do not want a Super 2 highway and have been successful at stopping attempts to construct this highway type in Iowa.

A: Jon Estrem stated it has not yet been determined if a four-lane roadway is required. The study process requires that we consider various cross-section alternatives, with a four-lane expressway being one of those alternatives. At this time the study team is proceeding on the assumption that proposed facility will be a four-lane expressway. However, this is subject to change dependent on traffic projections, environmental study and warrant determination. It was evident during this discussion that the group was very concerned about the possibility that the roadway would not be four lanes in width. The project team made an effort to explain that the study process must adhere to NEPA requirements in order to move forward, and that this process requires that we keep alternatives such as a “Super 2” on the table at this stage of the study.

Q: Stimulus funding for this project? If not, the coalition wants the project in the Transportation Bill in 2010.

A: Becky stated the Stimulus Package will not consider the project because it is not"shovel ready."

Q: What is the estimated funding need for the final design phase?

A: Jon answered that it will likely be similar to the cost of the preliminary engineering. As such, the cost is estimated to be approximately $8 million.

The study team closed the meeting by thanking the group again for their time and on-going commitment to support the project.

Illinois Department of Transportation

U.S. 30

Fulton to Rock Falls, Illinois

Project Update

US 30 Coalition

Monday, February 2, 2009

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

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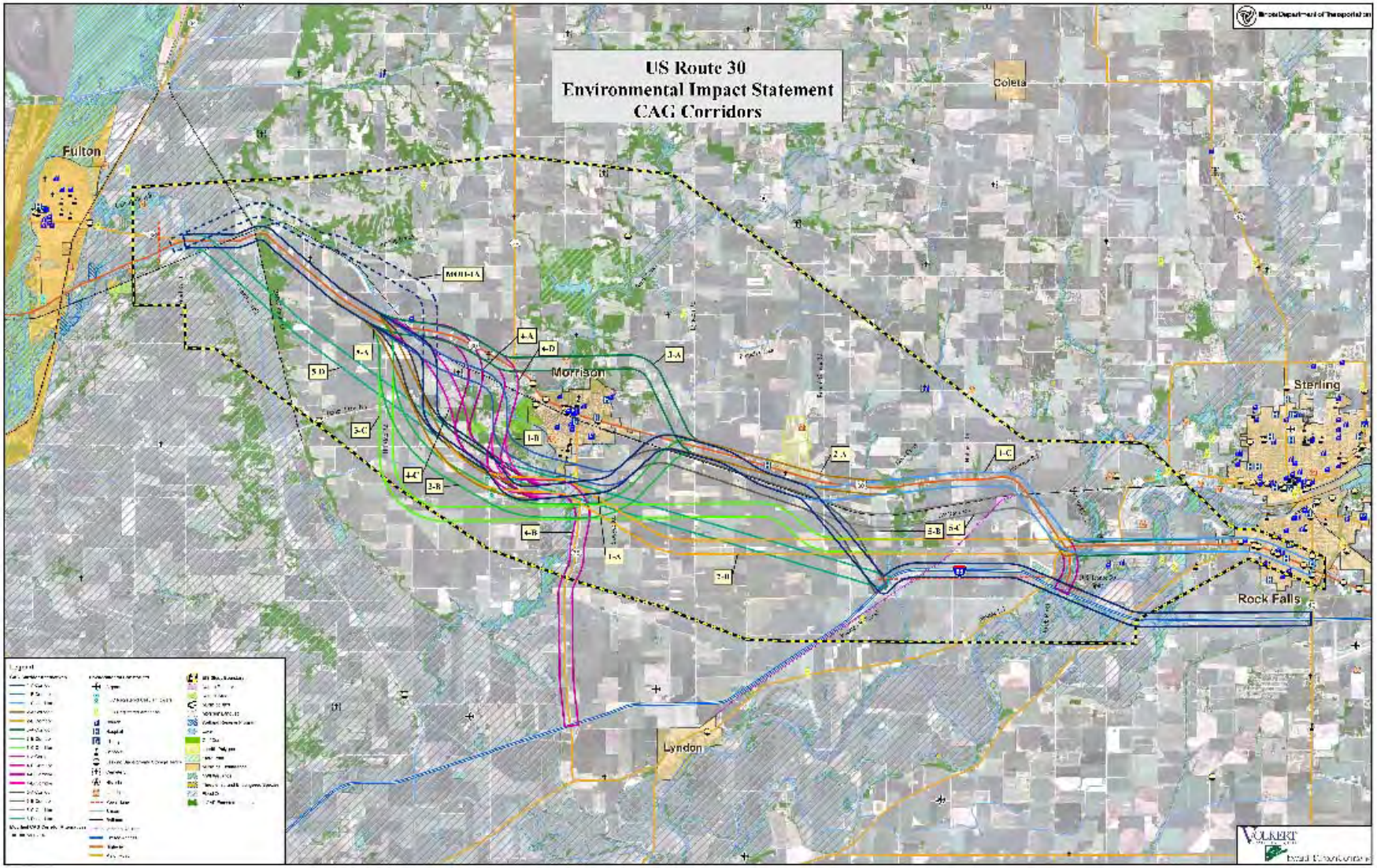
Development of the Corridors by the Community Advisory Group (CAG)

CAG Developed Corridors



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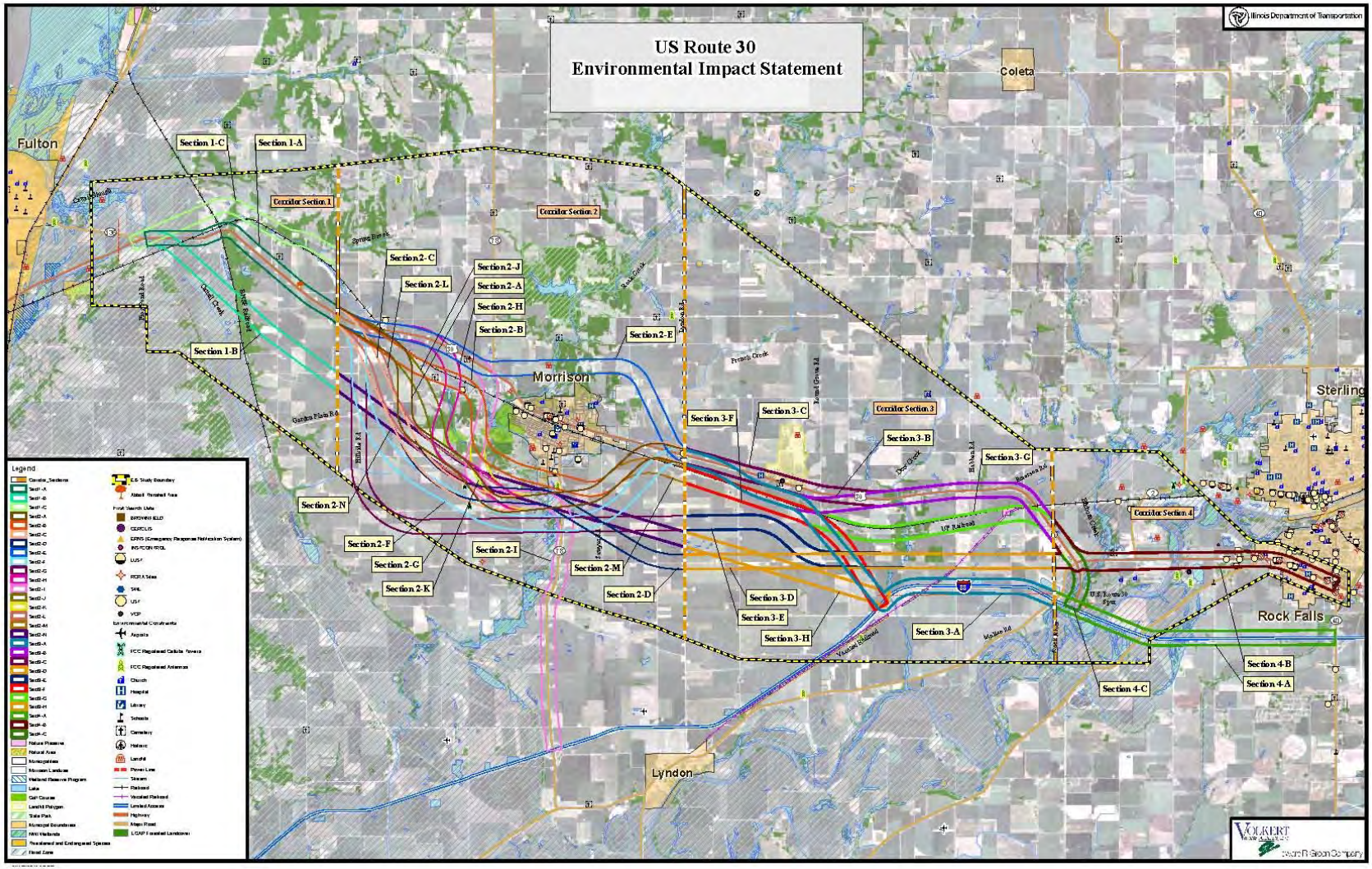

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(Step 4 – Screen against the Purpose & Need Statement)

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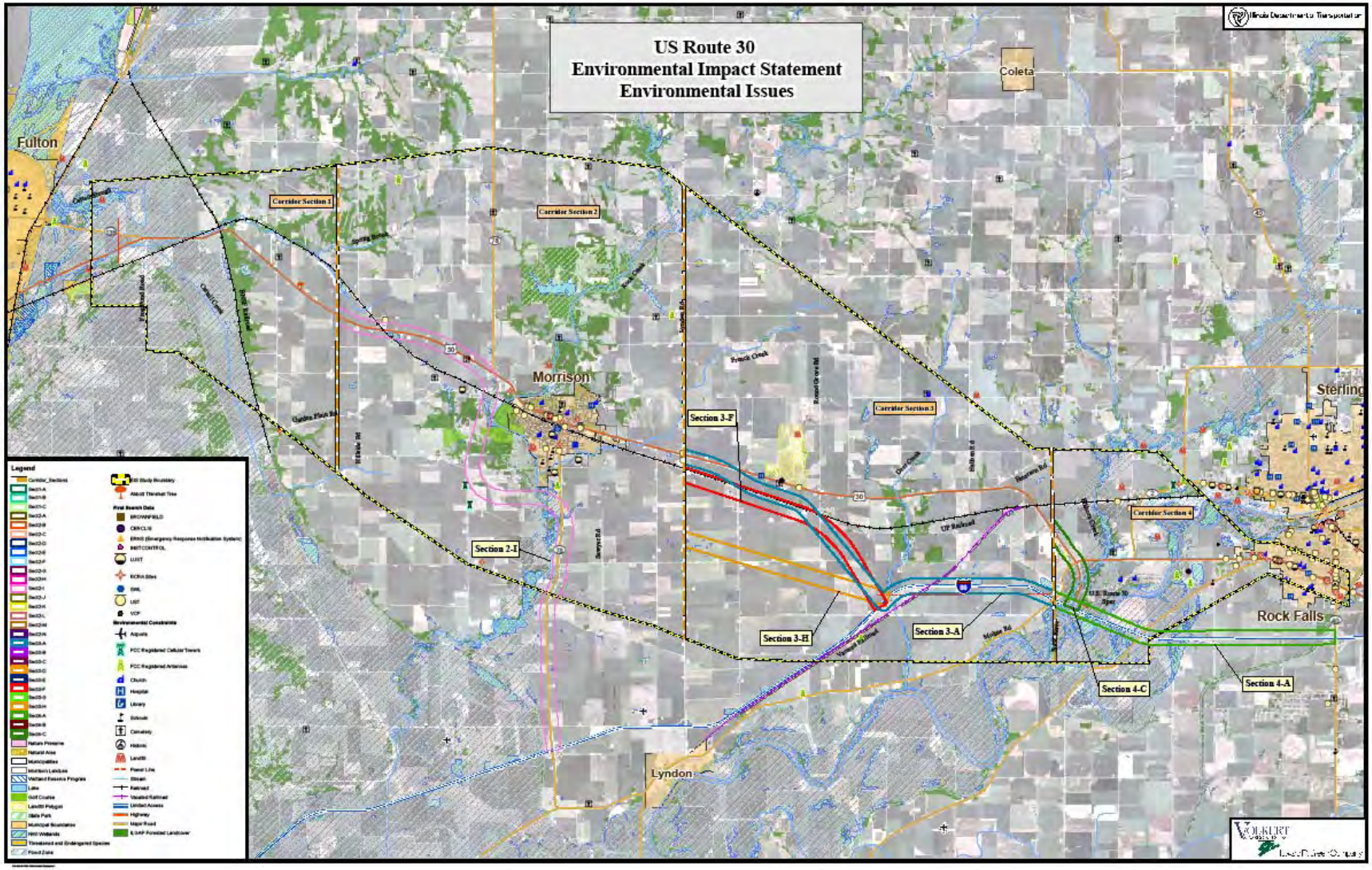
Screening Process

(Step 4 – from P&N
Corridors 2I, 3A, 3F, 3H, 4A & 4C Eliminated)



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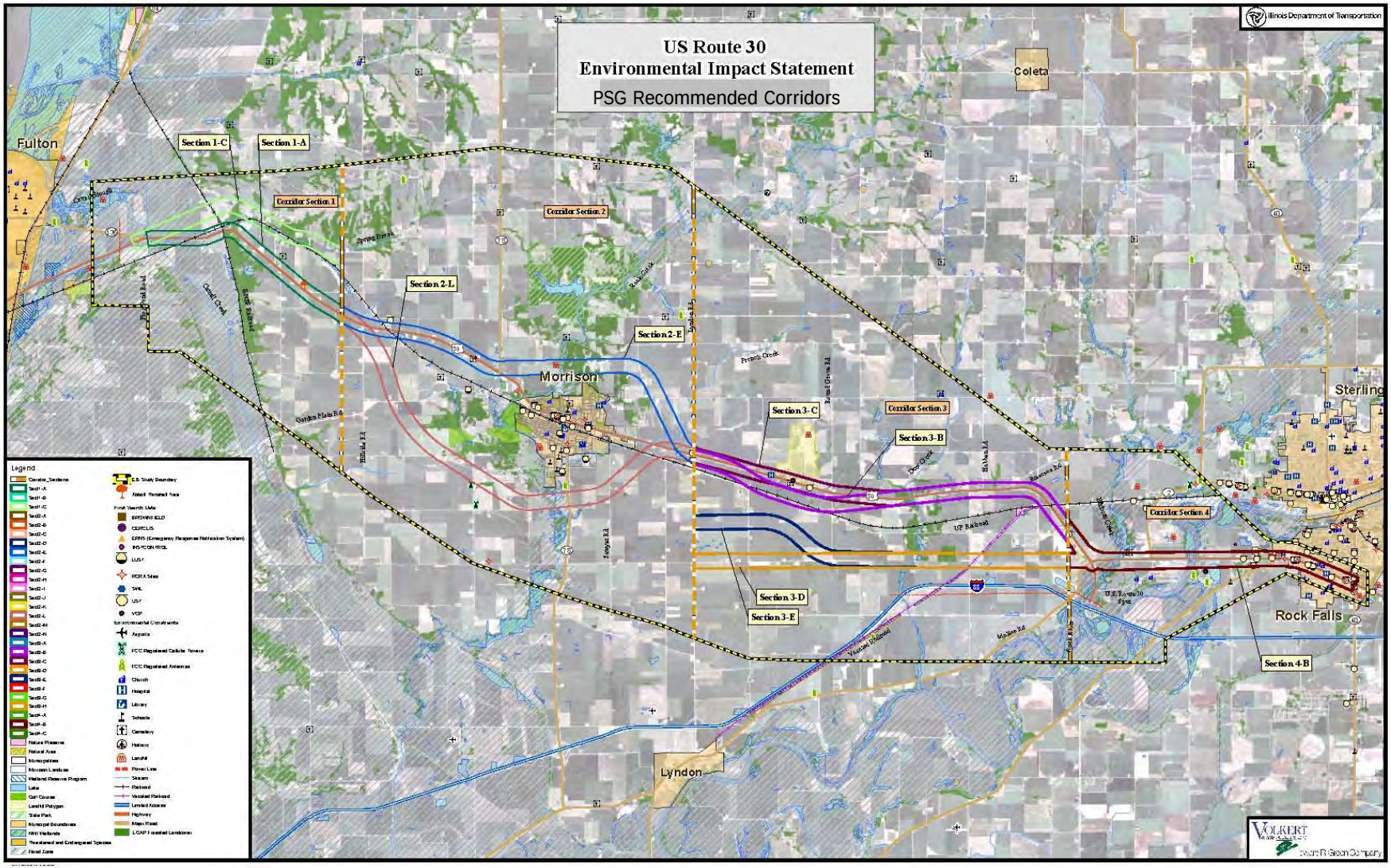

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Section 3 – No Consensus - **3B & 3C** generally accepted

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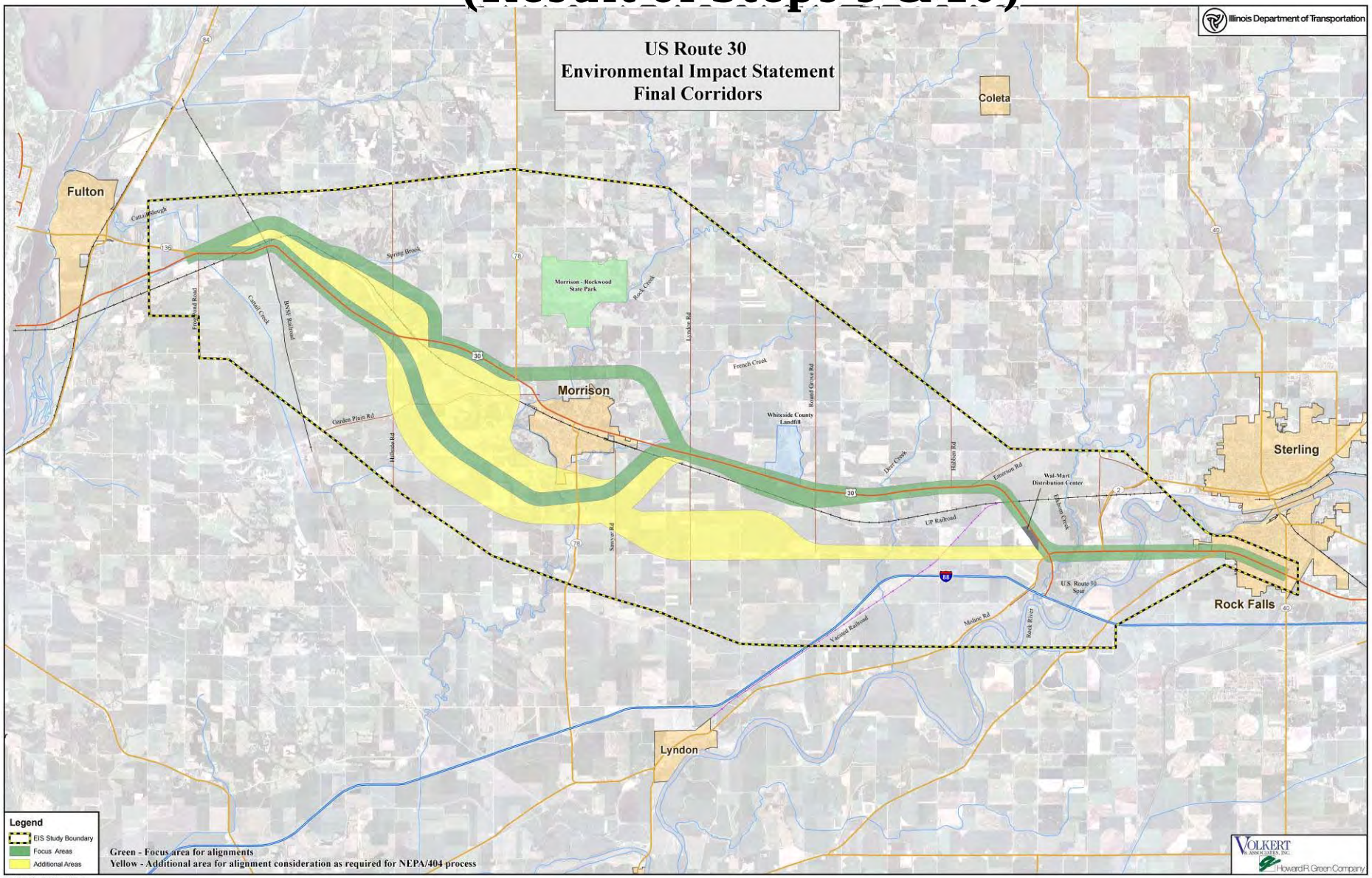
(Result of Steps 9 & 10)



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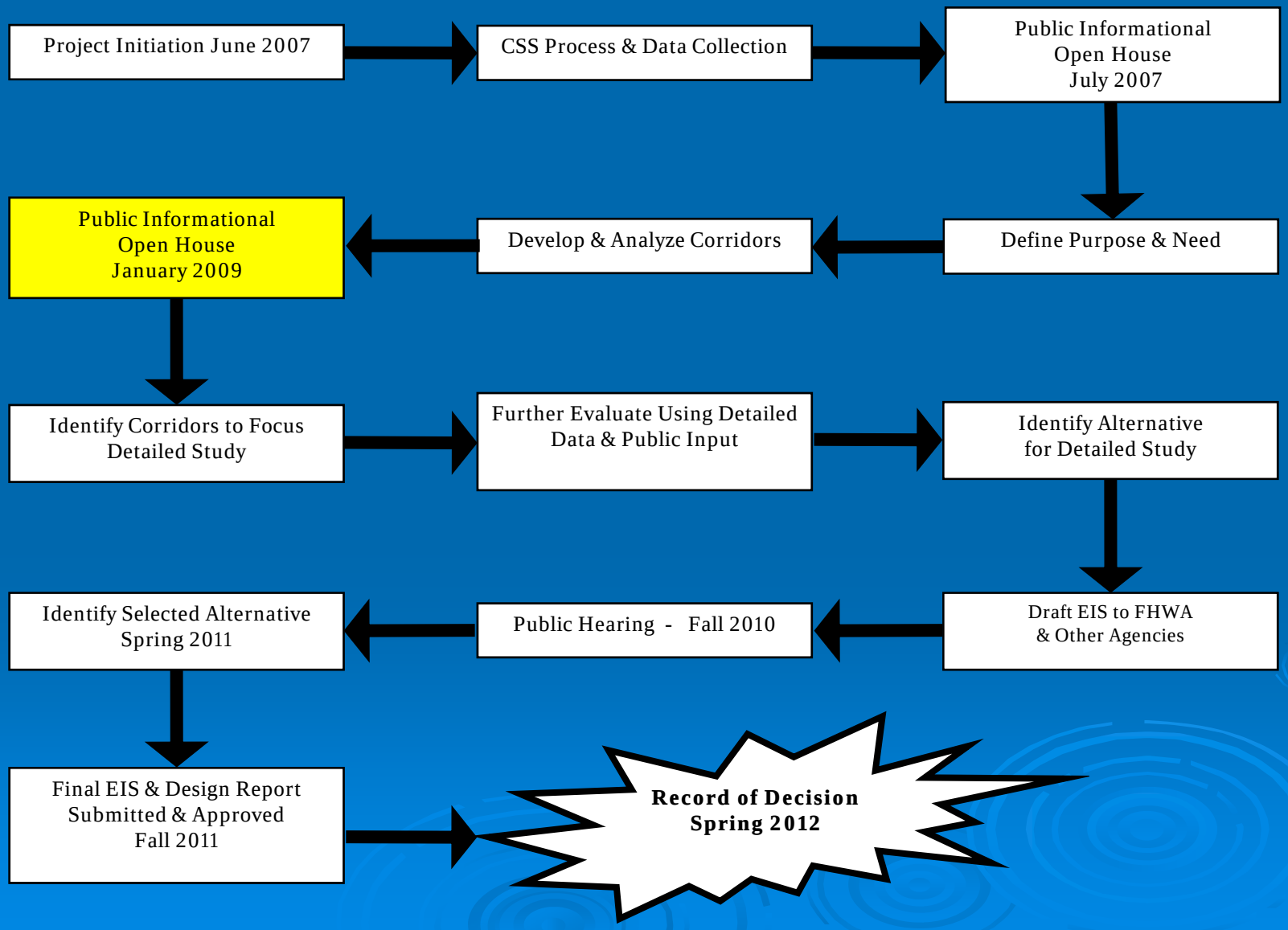
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Howard R. Green Company

Stakeholder Meeting Summary

Monday, February 2, 2009
City of Fulton-City Council
Fulton, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Charles Dykstra (Alderman)
Gene Field (Alderman)
Merle Sterenberg (Alderman)
Charlie Letcher (Alderman)
Wes Letcher (Alderman)
Bill Loerop (Alderman)
Ron Roels (Alderman)
Howard Van Zuiden (Mayor)

Project Study Group:
Rebecca Marruffo (IDOT)
Jon Estrem (HR Green)
Michael Walton (Volkert)

Handouts (see attachment):
Power Point - US 30 Fulton to Rock Falls, Illinois Project Update

Meeting Purpose
Members of the US 30 Project study team met with the City of Fulton-City Council to present a project update.

Study Team Presentation
Michael Walton opened the presentation by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. He stated the purpose of the meeting was to update the City of Fulton on the project status. He then gave an overview of the project and a summary of the progress made to date. The City Council members were given a handout highlighting the information covered and questions were taken.

Presentation

- The Environmental Impact Statement & Design Study was started in June, 2007. Since that time big steps have been taken.
- Surveys performed for environmental resources. Just now finishing that work. This information is important for making location decisions.
- A Project Study Group (PSG) consisting of state & federal staff was formed & has since been active.

- A Community Advisory Group (CAG) consisting of individuals throughout the area was formed. It includes businessmen, farmers, local officials, et al. The CAG has helped provide guidance for the study.
- CAG helped locate potential corridors early in the process.
- A Purpose & Need statement (P&N) was prepared for the project. It is a document that in part dictates the scope of work. The P&N consists of five elements: Traffic Congestion, Traffic Capacity, Safety, Commercial Traffic & Roadway Continuity.
- Screening against the P&N was done. The study area was split into sections & evaluated using key considerations from the P&N. Corridors not meeting the P&N were discarded from further consideration.
- The remaining corridors were analyzed & several issues considered. This involved environmental resources (i.e. wetlands, forest land, etc.) as well as engineering factors (i.e. cost, ability to convey traffic safely, etc.)
- Analysis of the remaining corridors was shared with the PSG & CAG. The thoughts of each group were gathered. The resulting recommendation for focus of further study is shown on the handout that illustrates green & yellow corridors throughout the study area. The green indicates the intended corridors to be focused upon.
- The latest Public Informational Open House was held January 29th in Morrison. A number of displays were shared with the public & several questions were addressed.
- The recommendations will be shared with state & federal agencies February 3rd at a NEPA 404 Merger meeting in Springfield. The study team will be seeking concurrence on the recommendation.
- The next steps will involve generating alternatives within the green areas & perhaps the yellow areas if necessary. Continued analysis of these alternatives will then be done.
- We plan to return with another public informational open house at the end of the year to share the findings of the upcoming work.
- It is anticipated that specific alternative recommendations will be made in 2010 & a Record of Decision received in 2012.

Comments/ Issues/ Questions

Q: Do you plan to use existing US 30? A completely new alignment would still require maintenance of the existing roadway. This would mean additional costs.

A: Use of existing US 30 will be studied as an option & considered against other alternatives. The additional costs such as maintenance will be considered in the decision.

Q: How would last week's Public Informational Open House meeting be summarized?

A: Overall, people were not surprised with what was presented. Several property owners had concerns about the location of the proposed roadway and how it will affect their property. For the most part there is support for the project.

Q: Why is the study taking so long?

A: The steps being followed are mandated by the NEPA process. It is important that the process be followed to ensure the project recommendations can be defended if necessary. It is also important to note that the EIS & Design Study did not commence until June 2007. The previous work of the Feasibility Study was important & confirmed the need for the project. However, it was not a part of the Environmental Impact Statement.

Q: Is it possible that the project will never advance beyond the Record of Decision?

A: Yes, that is possible. It is highly dependent upon funding availability as to whether this project will continue with land acquisition, final design & construction. To date the project has been successful through grass roots efforts to raise funding for the studies.

Illinois Department of Transportation

U.S. 30

Fulton to Rock Falls, Illinois

Project Update

Fulton City Council

Monday, February 2, 2009

VOLKERT & ASSOCIATES, INC.

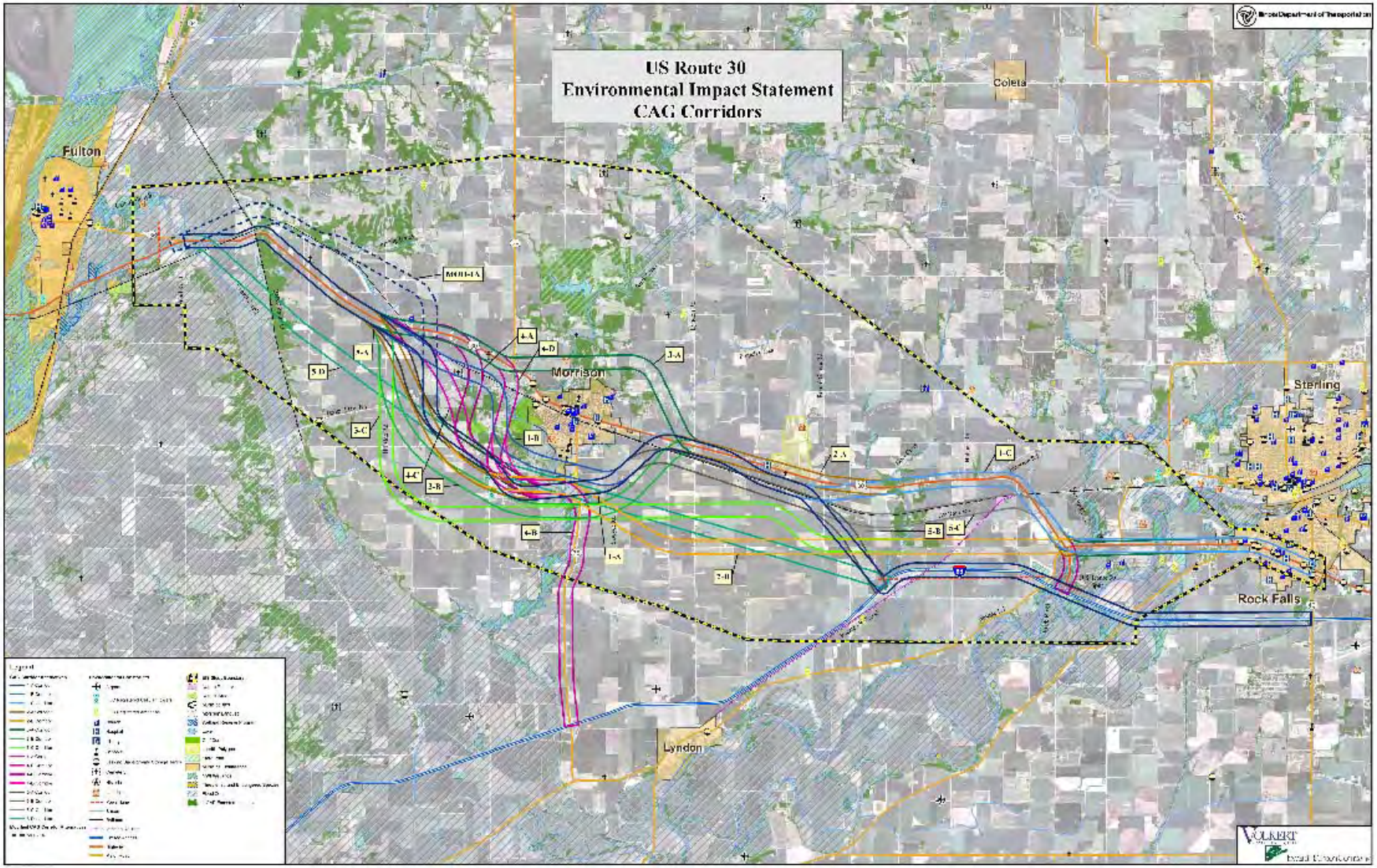
Howard R. Green Company

Project Update

- Project Initiation & Public Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need(P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors Identified to focus Study of Alignments

Development of the Corridors by the Community Advisory Group (CAG)

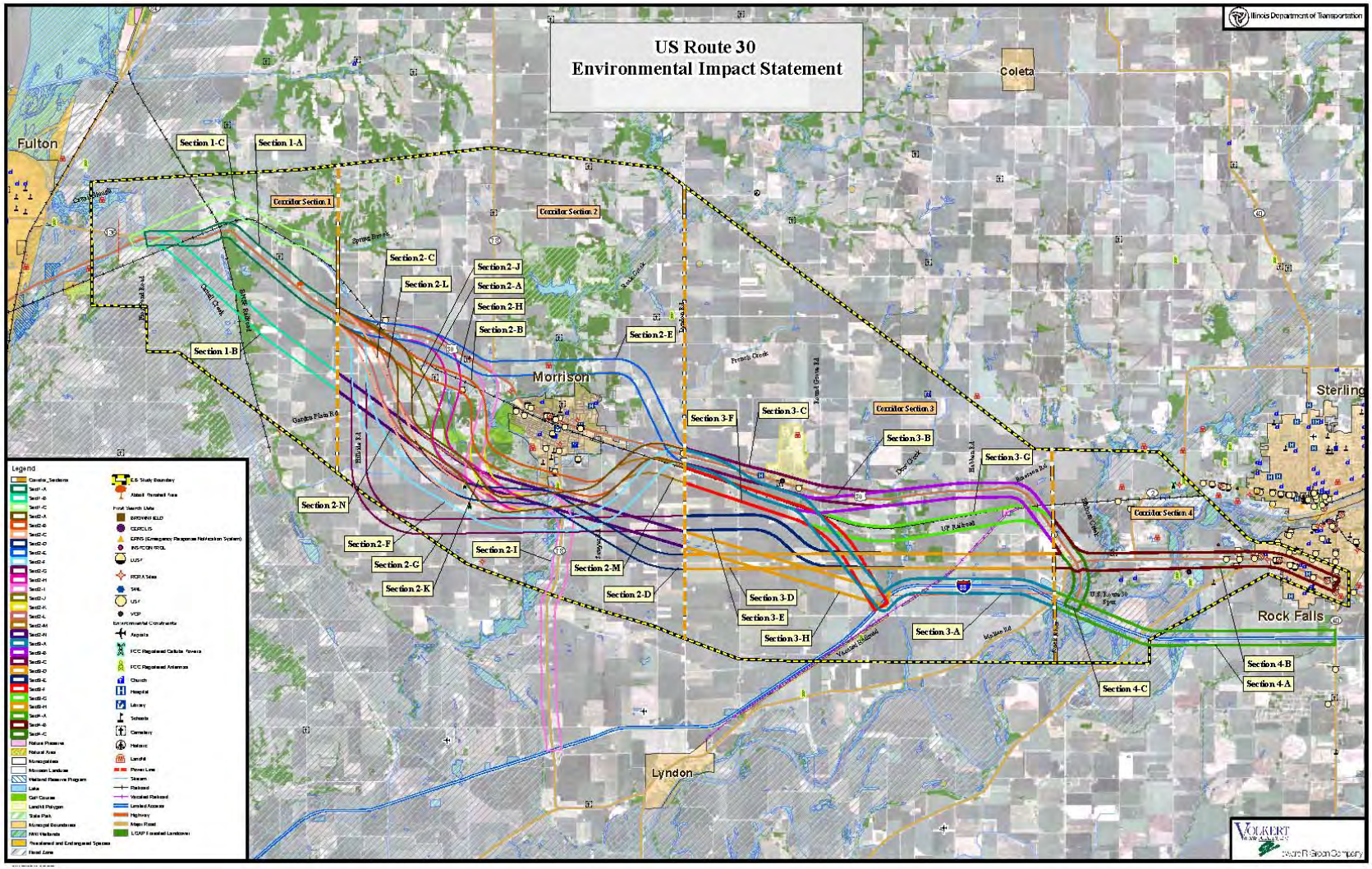
CAG Developed Corridors



Screening Process

(Result of Steps 1, 2, & 3)

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



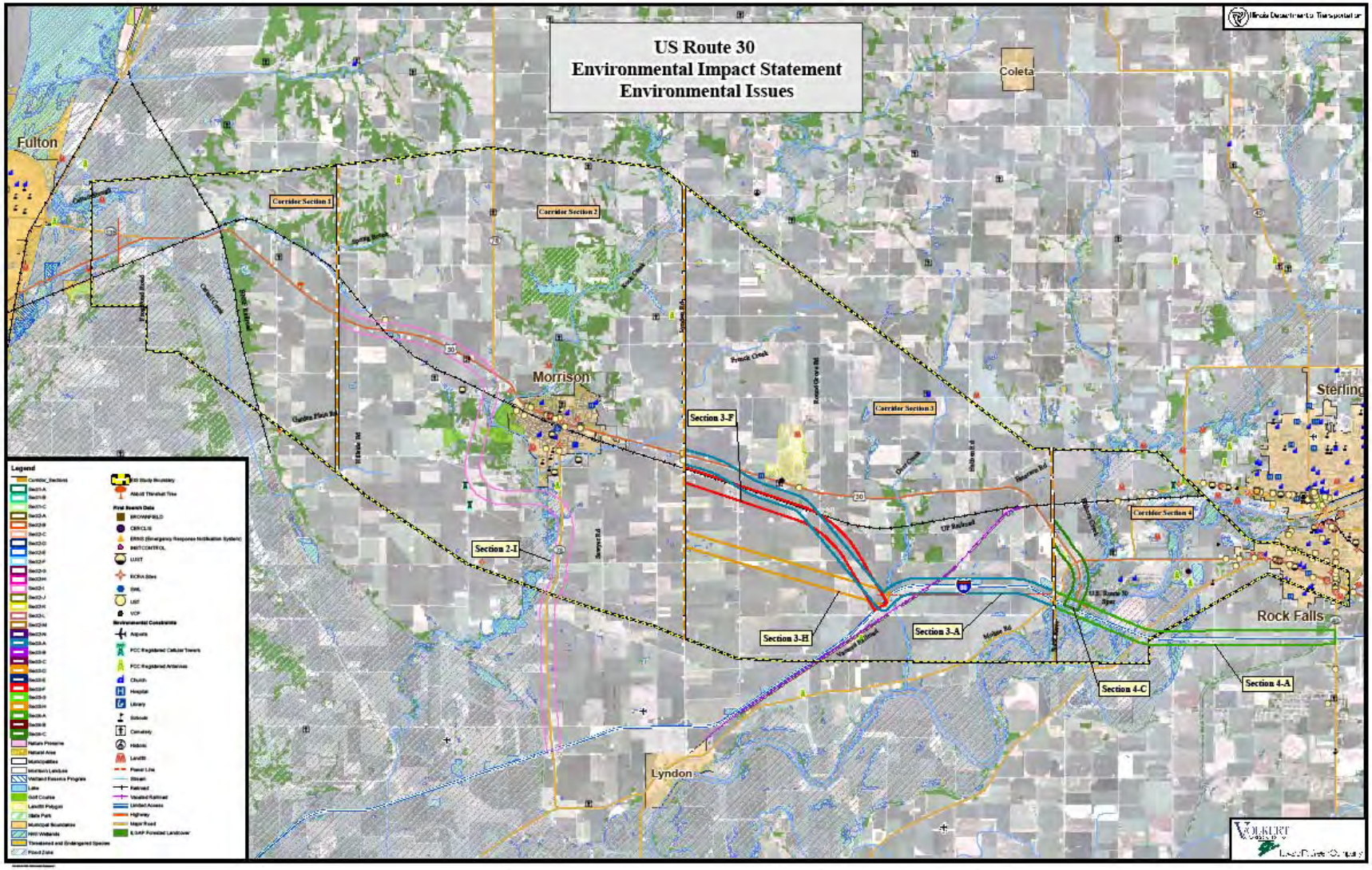
Screening Process

(Step 4 – Screen against the Purpose & Need Statement)

- Reduce Traffic Congestion
- Improve Traffic Capacity
- Improve Safety
- Accommodate Freight
- Establish Roadway Continuity

Screening Process

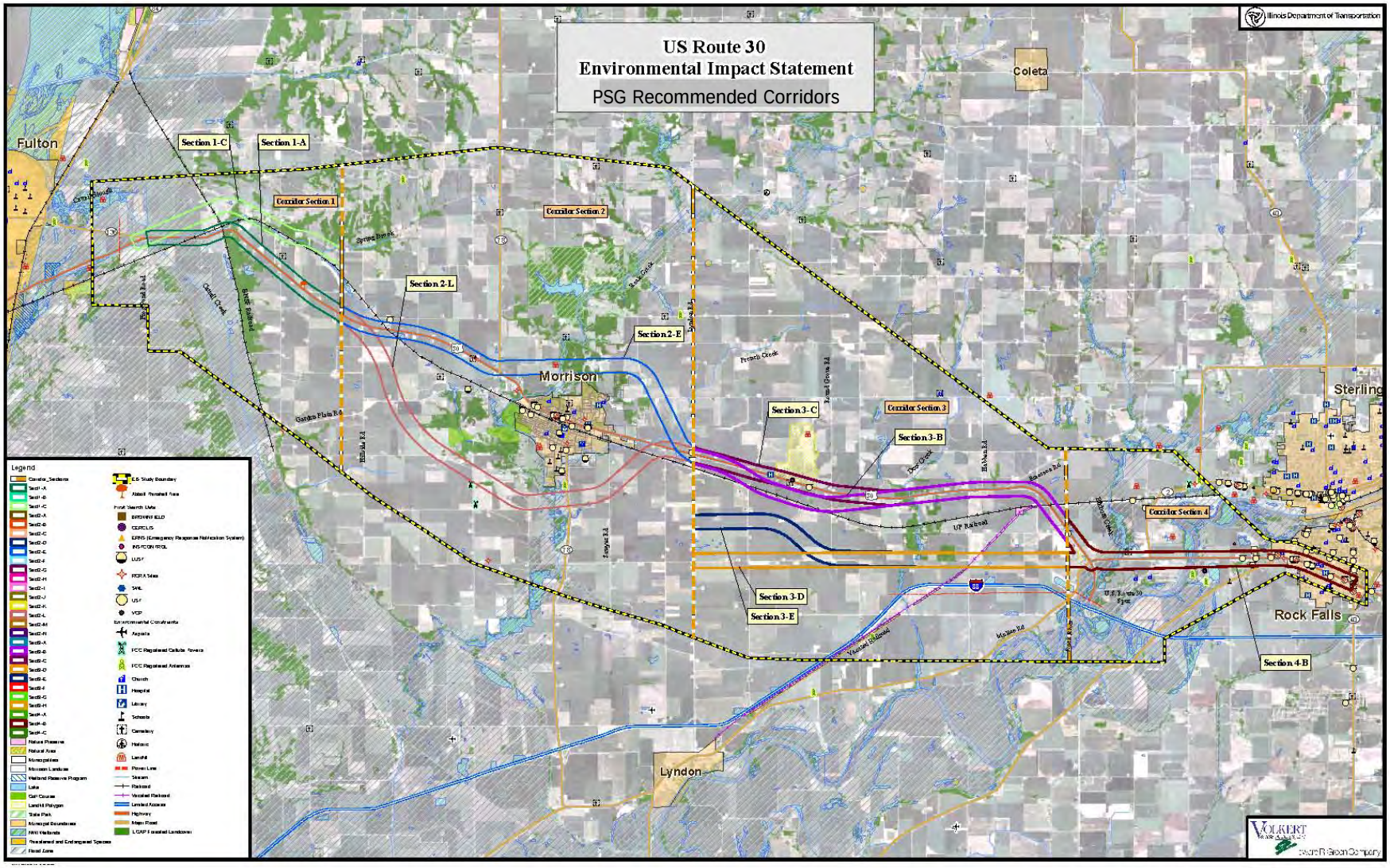
(Step 4 – from P&N Corridors 2I, 3A, 3F, 3H, 4A & 4C Eliminated)



Screening Process

(Result of Steps 5, 6, 7 & 8)

Screen Corridors against Engineering & Environmental factors



Summary of CAG Input & Recommendations

Section 1 – CAG Consensus : Recommend 1A

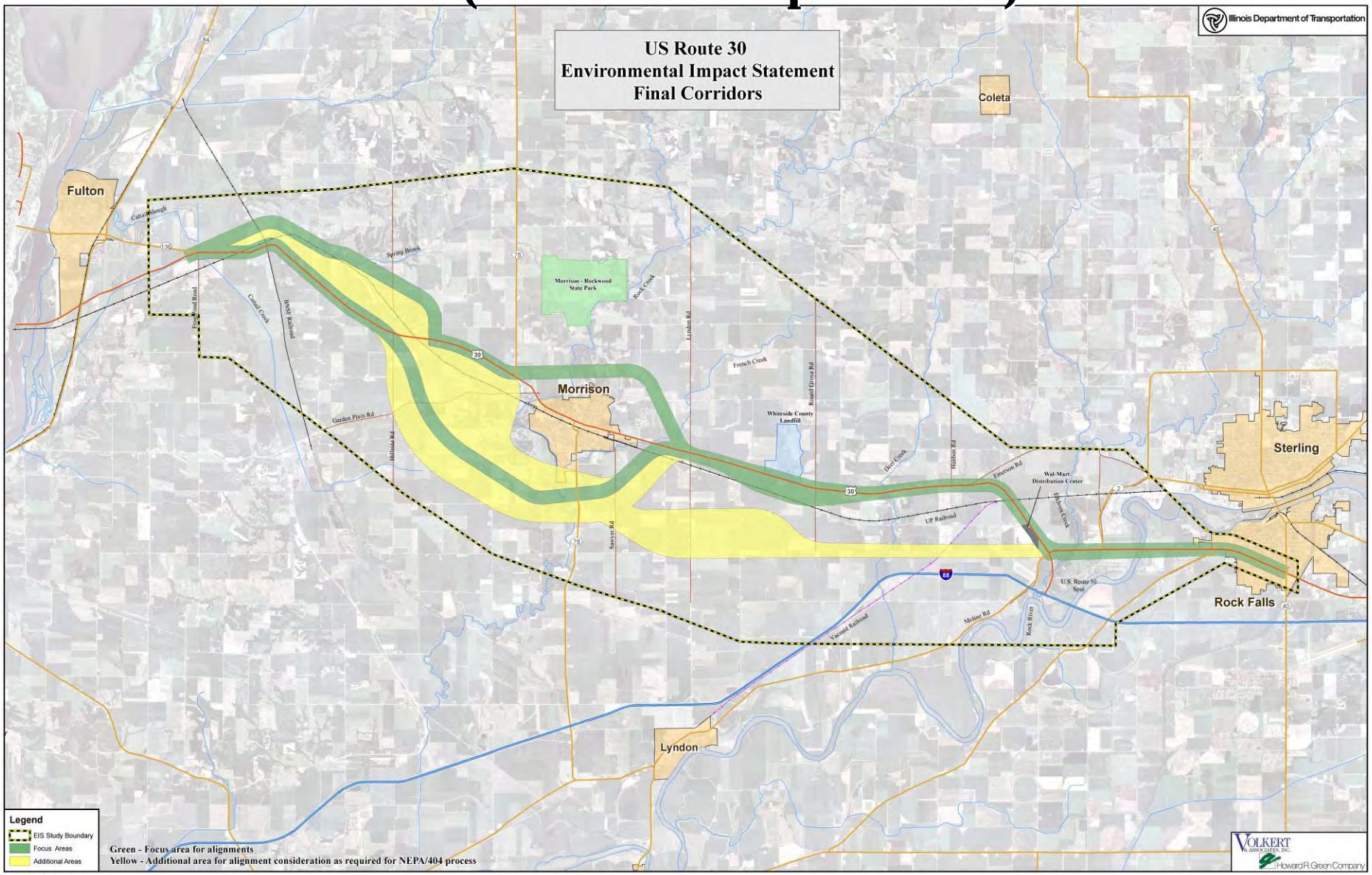
Section 2 –CAG Consensus : Recommend 2L

Section 3 – No Consensus - 3B & 3C generally accepted

Section 4 – No Consensus - 4B

Screening Process

(Result of Steps 9 & 10)



Project Timeline

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

July 2003

Corridor Study

January 2009

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 Open House June 2007

Second Public Informational Open House January 2009

Third Public Informational Open House Late 2009

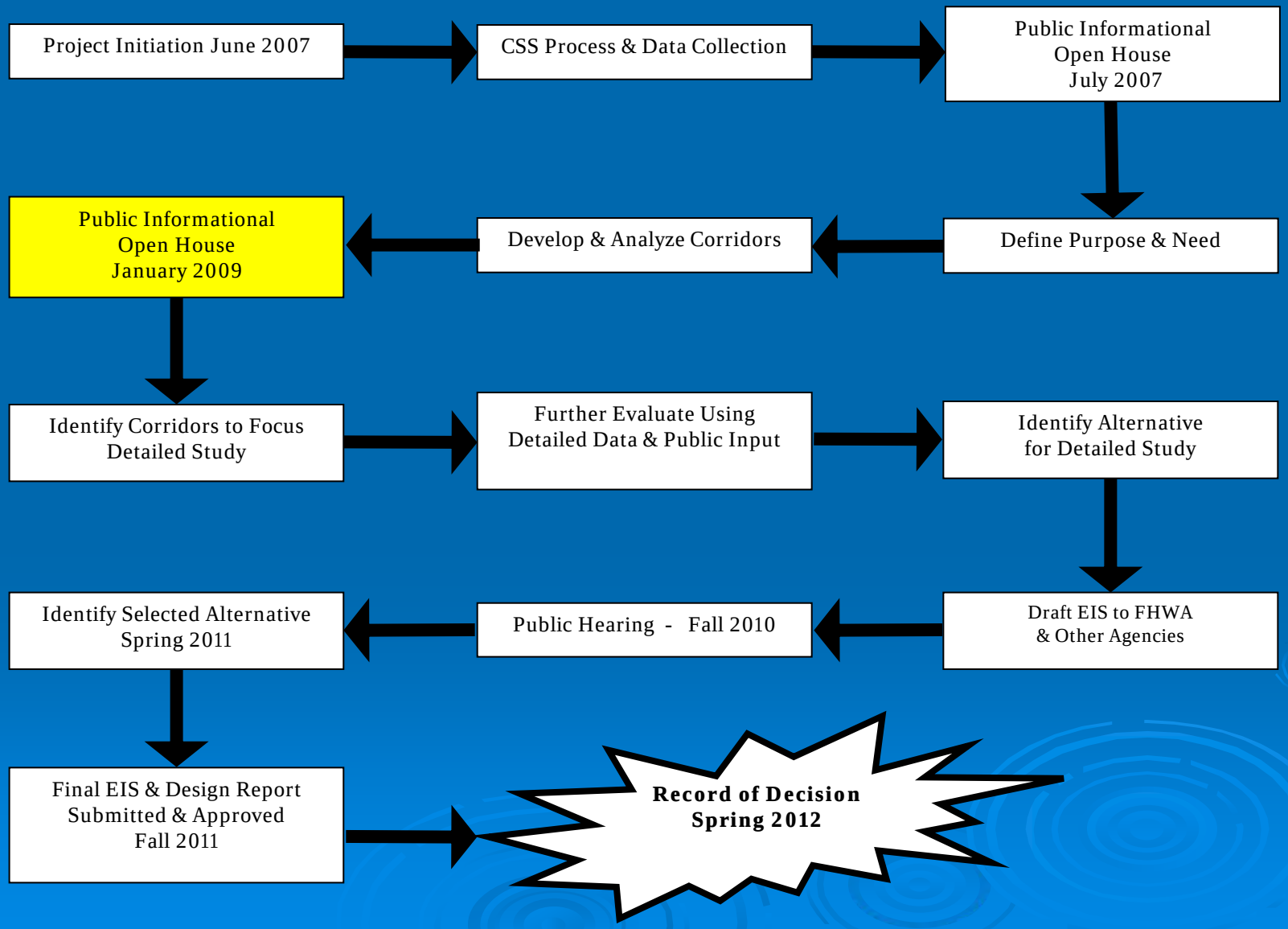
Open House Public Hearing Mid 2010

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

PHASE III
Construction
Not – yet funded

PHASE IV
Maintenance
Upon Project Completion

Next Steps


Project Initiation June 2007
CSS Process & Data Collection
Public Informational Open House July 2007
Define Purpose & Need
Develop & Analyze Corridors
Public Informational Open House January 2009
Identify Corridors to Focus Detailed Study
Further Evaluate Using Detailed Data & Public Input
Identify Alternative for Detailed Study
Draft EIS to FHWA & Other Agencies
Public Hearing - Fall 2010
Identify Selected Alternative Spring 2011
Final EIS & Design Report Submitted & Approved Fall 2011
Record of Decision Spring 2012

Illinois Department of Transportation

THANK YOU
FOR YOUR
CONTINUED SUPPORT

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Tuesday, February 17, 2009
City of Sterling -City Council
Sterling, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Retha Elson, Ward 1 Alderman
Barry Cox, Ward 2 Alderman
Lou Sotelo, Ward 3 Alderman
Joe Martin, Ward 4 Alderman
Wallis Adell, Alderman At Large
Scott Shumard, City Manager
Marie Rombouts, City Clerk
Ronald Coplan, City Attorney

Project Study Group:
Dawn Perkins (IDOT)
Michael Walton(Volkert)

Handouts (see attachment):
Power Point Handouts Only- US 30 Fulton to Rock Falls, Illinois Project Update

Meeting Purpose
Members of the US 30 Project study team met with the City of Sterling-City Council to present a project update.

The presentation included a summary of the project update:

- Project Initiation & Public Informational Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need (P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors identified to focus Study of Alignments

Listed below is an outline of the power point presentation:

- Development of the Corridors by the Community Advisory Group
- Screening Process
- Summary of CAG Input & Recommendations
- Project Timeline
- Next Steps

Study Team Presentation

Michael Walton opened the meeting by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. He stated the purpose of the meeting was to update the City of Sterling on the project status.

Michael Walton summarized the US 30 power point presentation with an overview of the project update, a summary of the CAG meetings, and a review of the screening process and methods used to obtain the current corridors that will be the focus of further study.

The team then thanked the officials again for their time and on-going commitment to support the project and asked for any questions they may have about the project.

Comments/ Issues/ Questions

Question:

Q: Will the new route follow old Route 30 with a detour south of Morrison?

A: This has not yet been determined as the project study team is in the process of studying alternatives. Mike referred to the focus map and restated the study will focus on the green areas for the alignment study.

Illinois Department of Transportation

U.S. 30

Fulton to Rock Falls, Illinois

Project Update

Sterling City Council Meeting

Tuesday, February 17, 2009

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Project Update

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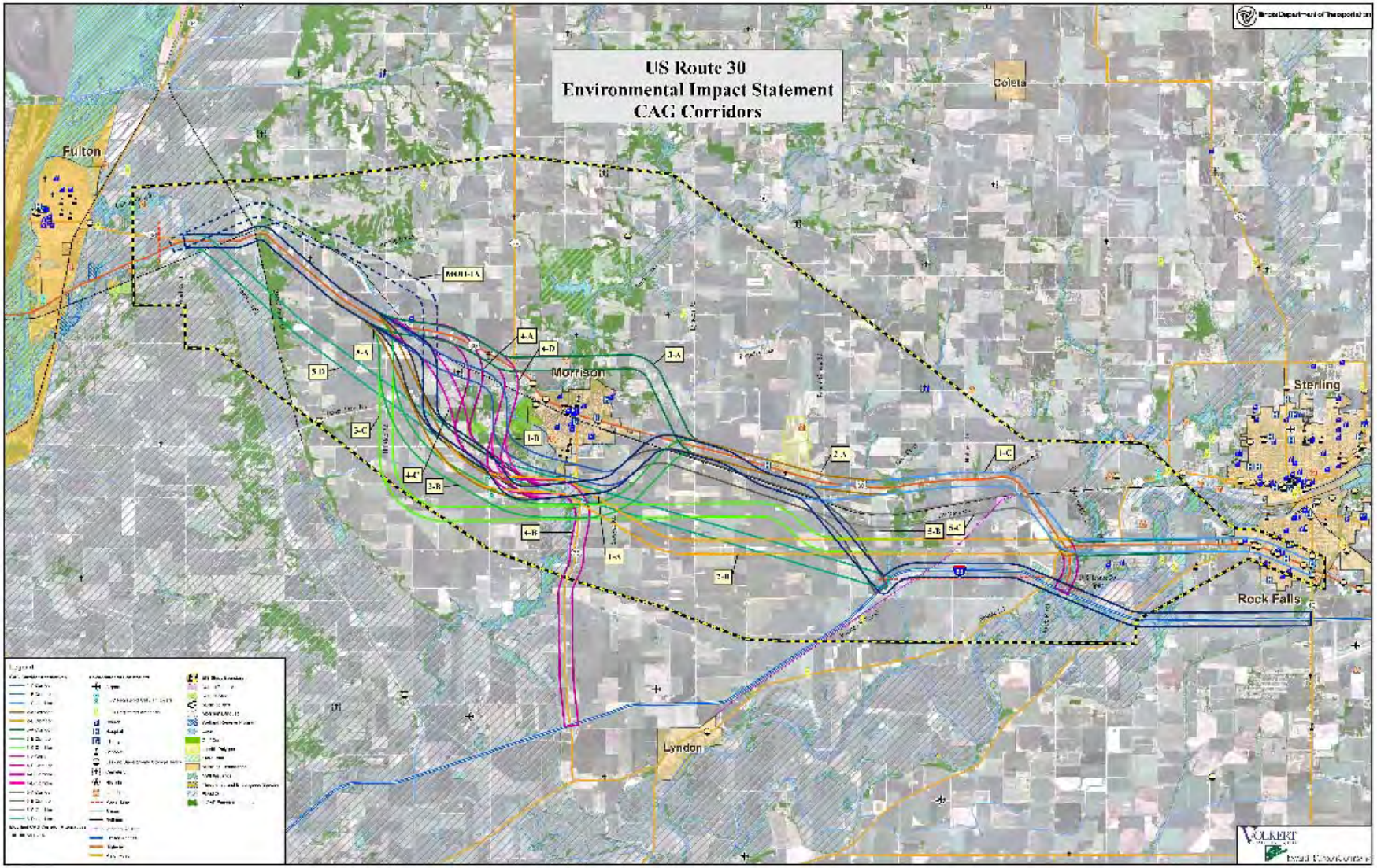

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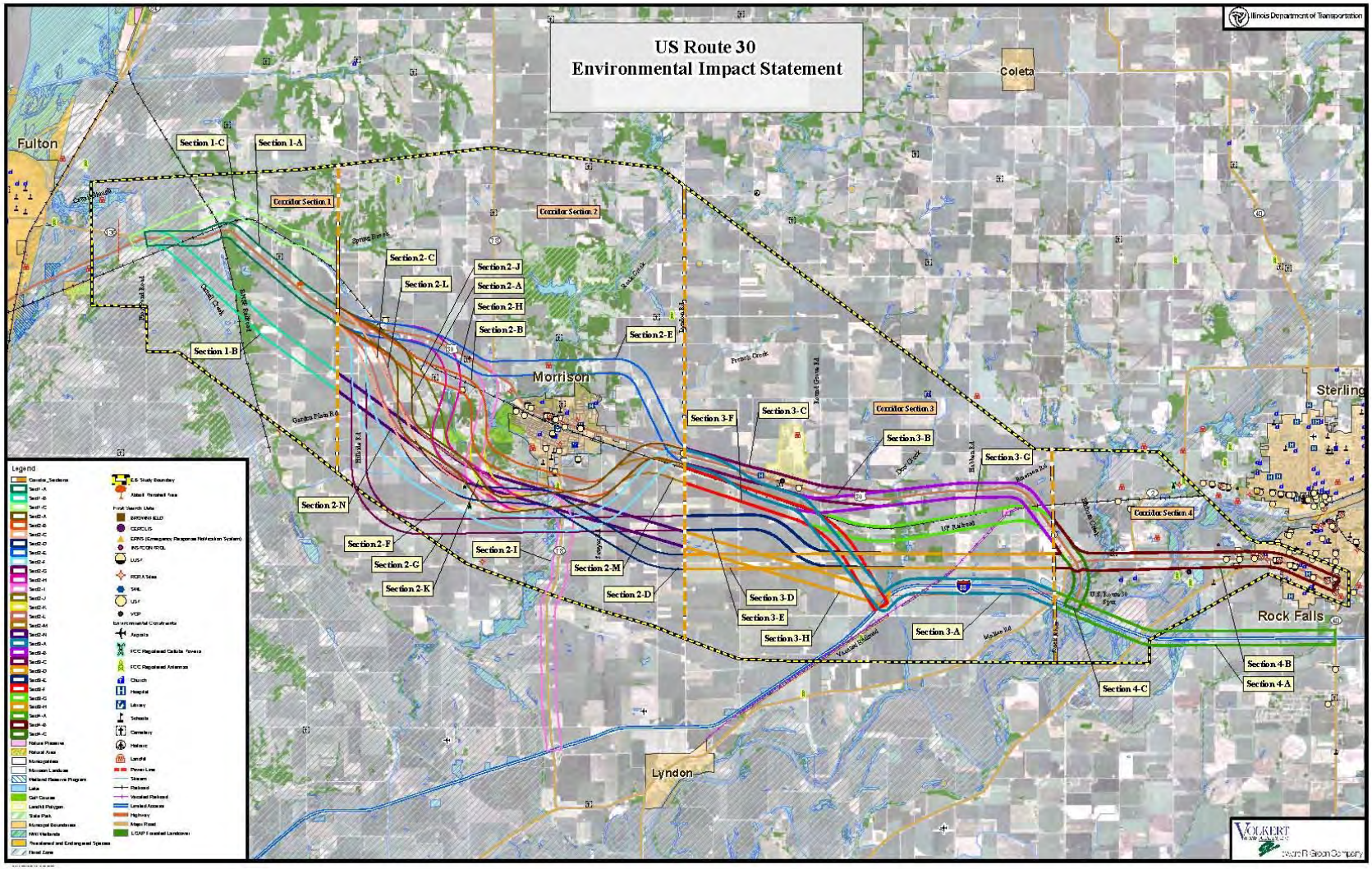
(Result of Steps 1, 2, & 3)

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



Screening Process

(Step 4 – Screen against the Purpose & Need Statement)

- Reduce Traffic Congestion
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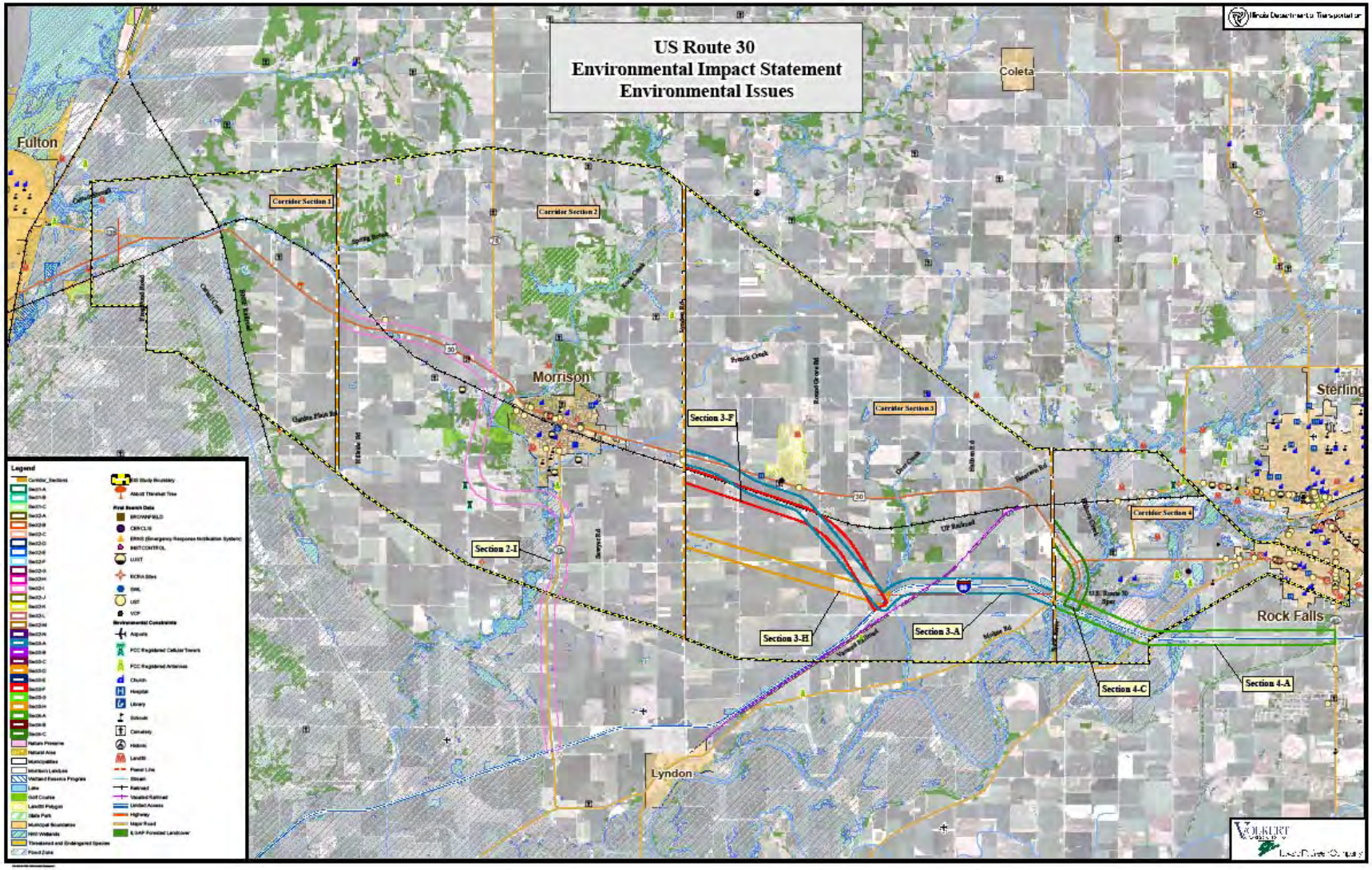

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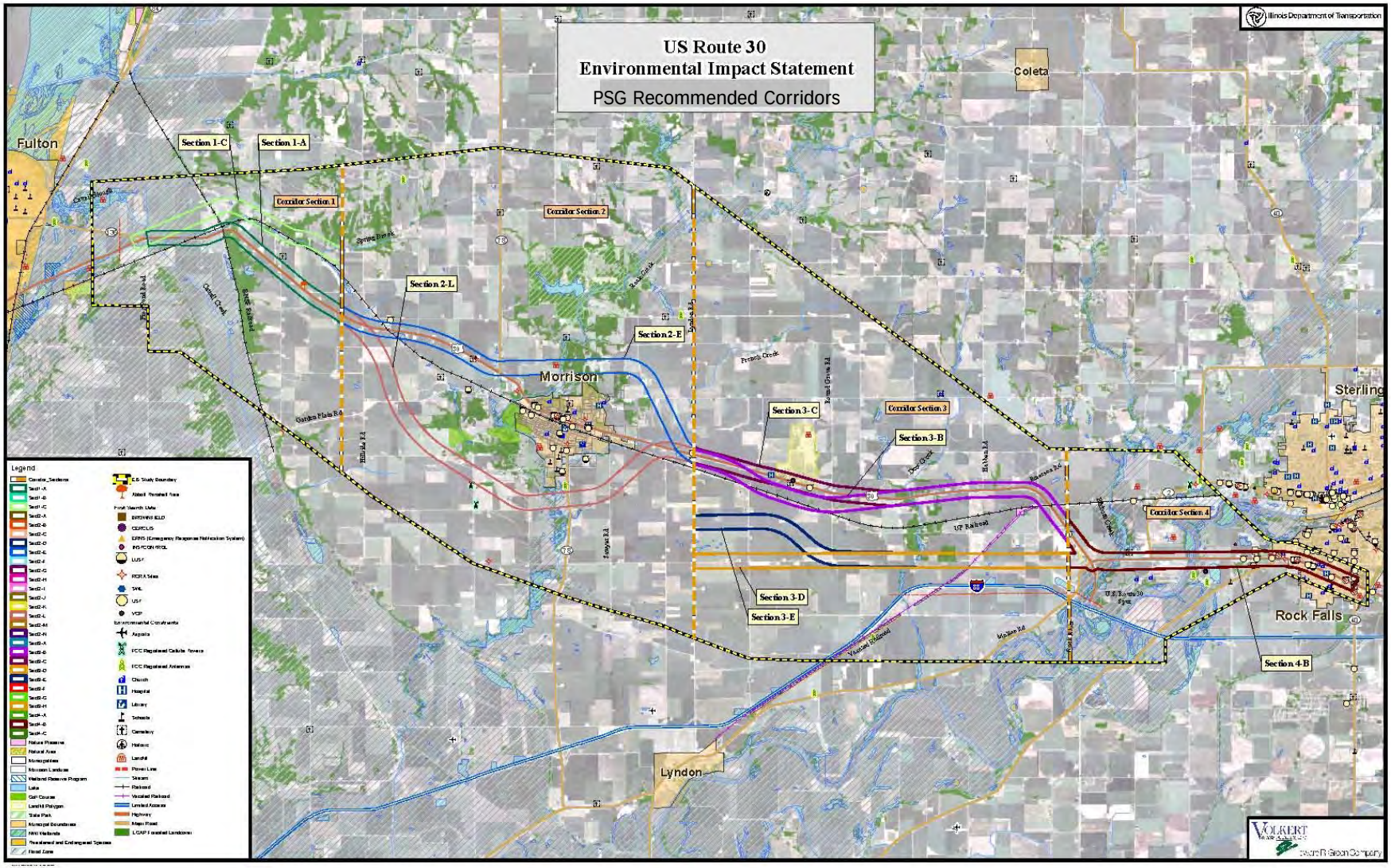

Summary of CAG Input & Recommendations

Section 1 – CAG Consensus : Recommend **1A**

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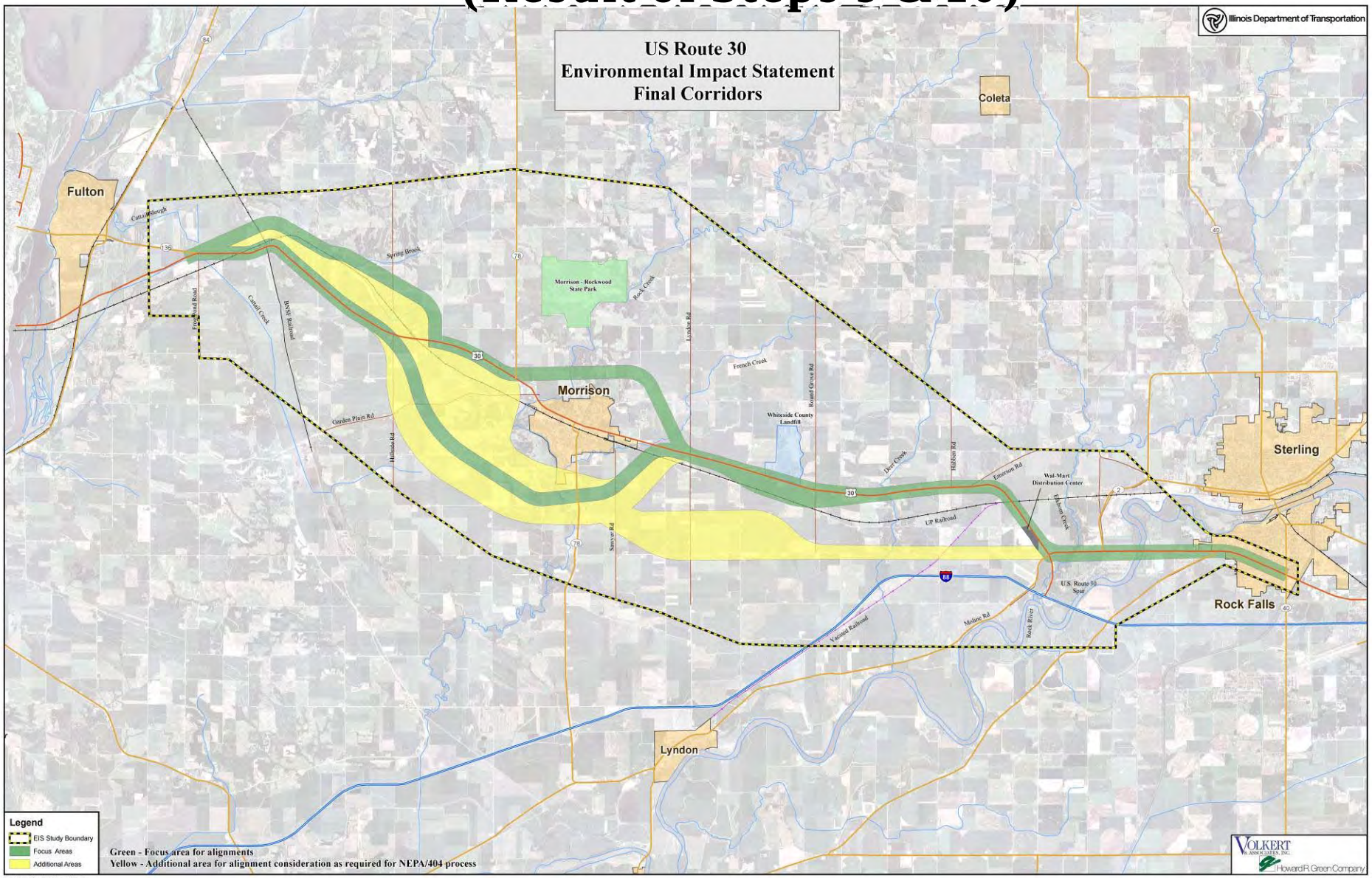
Section 3 – No Consensus - **3B & 3C** generally accepted

Section 4 – No Consensus - **4B**

Screening Process

(Result of Steps 9 & 10)



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

March 2012

1 2 3 4 5 6

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Final Design and Construction Bid Documents
Not – yet funded

PHASE III
Construction
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Maintenance
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Illinois Department of Transportation

THANK YOU
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Howard R. Green Company

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Stakeholder Meeting Summary

Monday, June 01, 2009
City of Sterling -City Council
Sterling, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
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Scott Shumard, City Manager
Marie Rombouts, City Clerk
Ronald Coplan, City Attorney
Ron Potthoff, Police Chief
Cindy Von Holent, Finance Director

Project Study Group:
Dawn Perkins (IDOT)
Michael Walton (Volkert)
Jon Estrem (HR Green)

Handouts (see attachment):
Power Point –Preliminary Engineering; June 2009 Project Update

Meeting Purpose
Members of the US 30 Project study team met with the City of Sterling-City Council to present a project update.

Study Team Presentation
Michael Walton opened the presentation by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. He stated the purpose of the meeting was to update the City of Sterling on the project status. Michael and Jon Estrem then gave an overview of the project and a summary of the progress made to date. The City Council members were given a handout highlighting the information covered and questions were taken.

Presentation

- Summary of second Public Informational Open House conducted on January 29, 2009. The open house was attended by 237 people. Presented to the CAG were Environmental Issues, Schedule, CAG corridors & Final Corridors.

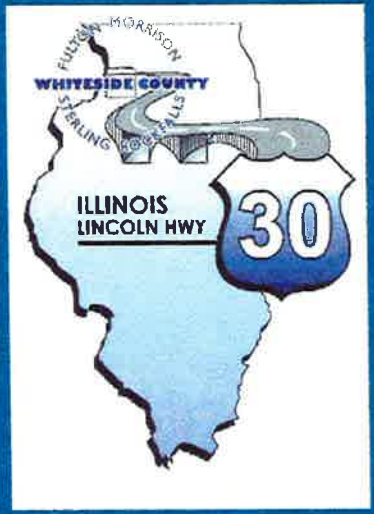
- Reviewed the corridors presented to the CAG.
- Shared public informational open house concerns/comments: agricultural land, environmental issues, preference for corridor south of Morrison, development, and what progress has been made.
- Summary of the Illinois NEPA/404 Merger Meeting conducted on February 3, 2009; including the NEPA final corridors
- Reviewed the process of Corridors to Alignments, All Criteria Map, and Example of adjustments of an alignment within a corridor.
- Alternatives evaluated in matrix - Six alignments were screened against 23 factors within four major categories: Traffic & Safety, Social & Economic, Environmental, and Cost.
- These alternatives were then scored and ranked as followed: #1 Alternative 4
  #2 Alternative 5
  #3 Alternative 6
  #4 Alternative 1
  #5 Alternative 2 & 3
- Next Steps: 1) Begin in-depth study of six (6) alternative alignments
  2) Take alternative alignments west of Morrison to NEPA/404 Merger Meeting in September
- 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

Comments/ Issues/ Questions

Q. Was agricultural land a part of the decision making process?
A. Yes, agricultural land severances is included in the 23 evaluation factors of the matrix. The alignments that scored the best utilize much of the existing US 30. Many people throughout the CSS process have also stated that they want to avoid the agricultural land.

Illinois Department of Transportation

PRELIMINARY ENGINEERING



June 2009
Project Update

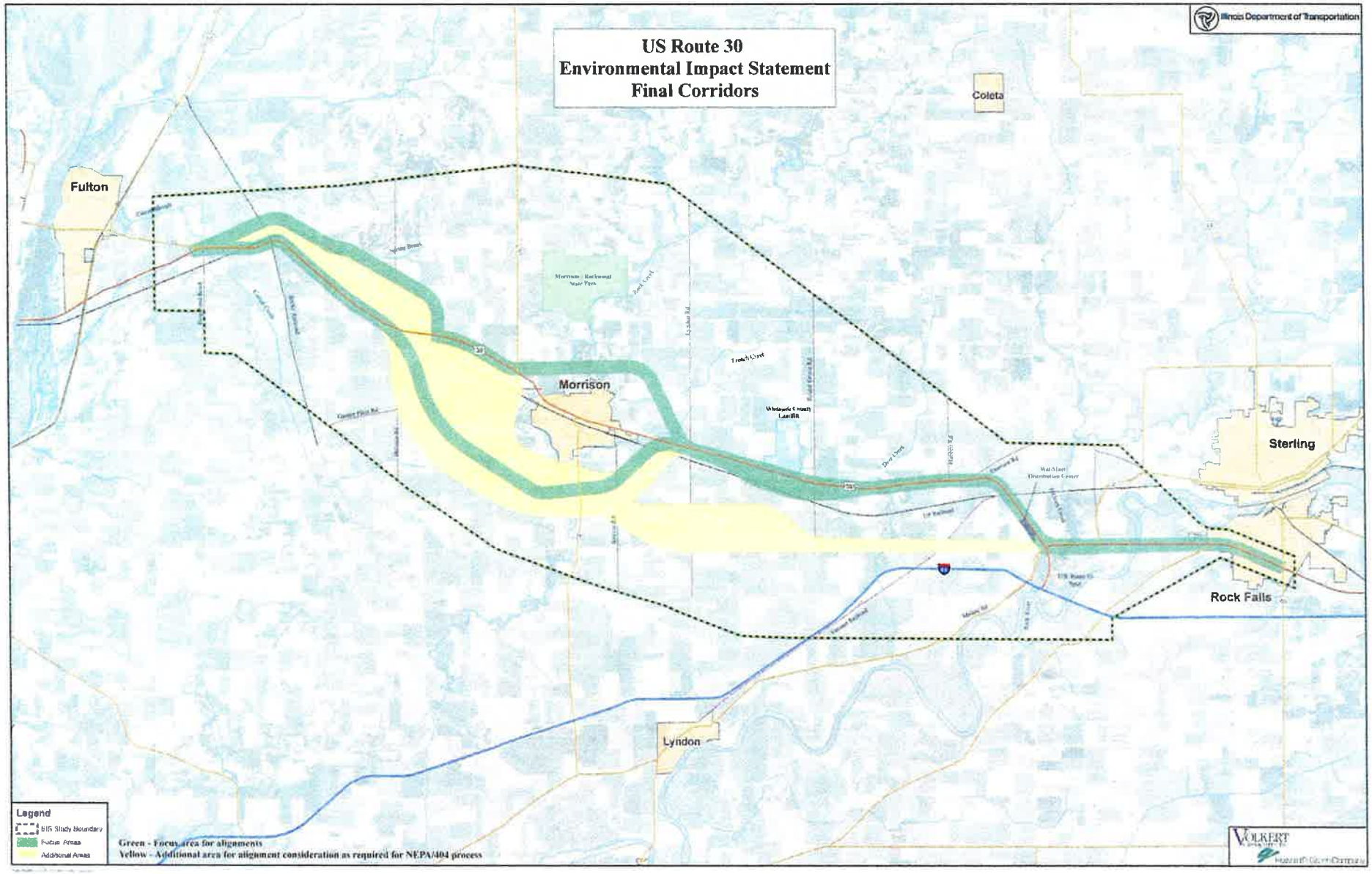
AGENDA

1) Public Informational Open House
2) Illinois NEPA/404 Merger Meeting
3) Corridors to Alignments
4) Alternatives Evaluated in Matrix
5) Rankings
6) Next Steps
7) Timeline

Public Informational Open House

- January 29, 2009; 1:00-7:00pm; Morrison
- 237 people attended
- Presented Environmental Issues, Schedule, CAG Corridors & Final Corridors

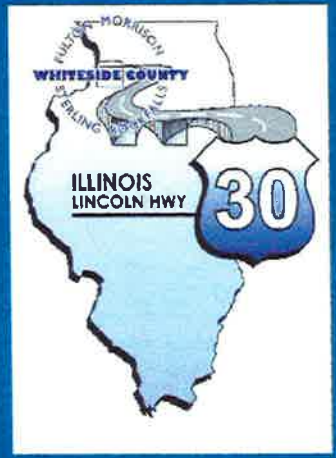
Corridors Presented



Public Informational Open House Concerns/Comments

- Agricultural Land
- Environmental Issues
- Preference for Corridor South of Morrison
- What progress has been made with the project?
- Development

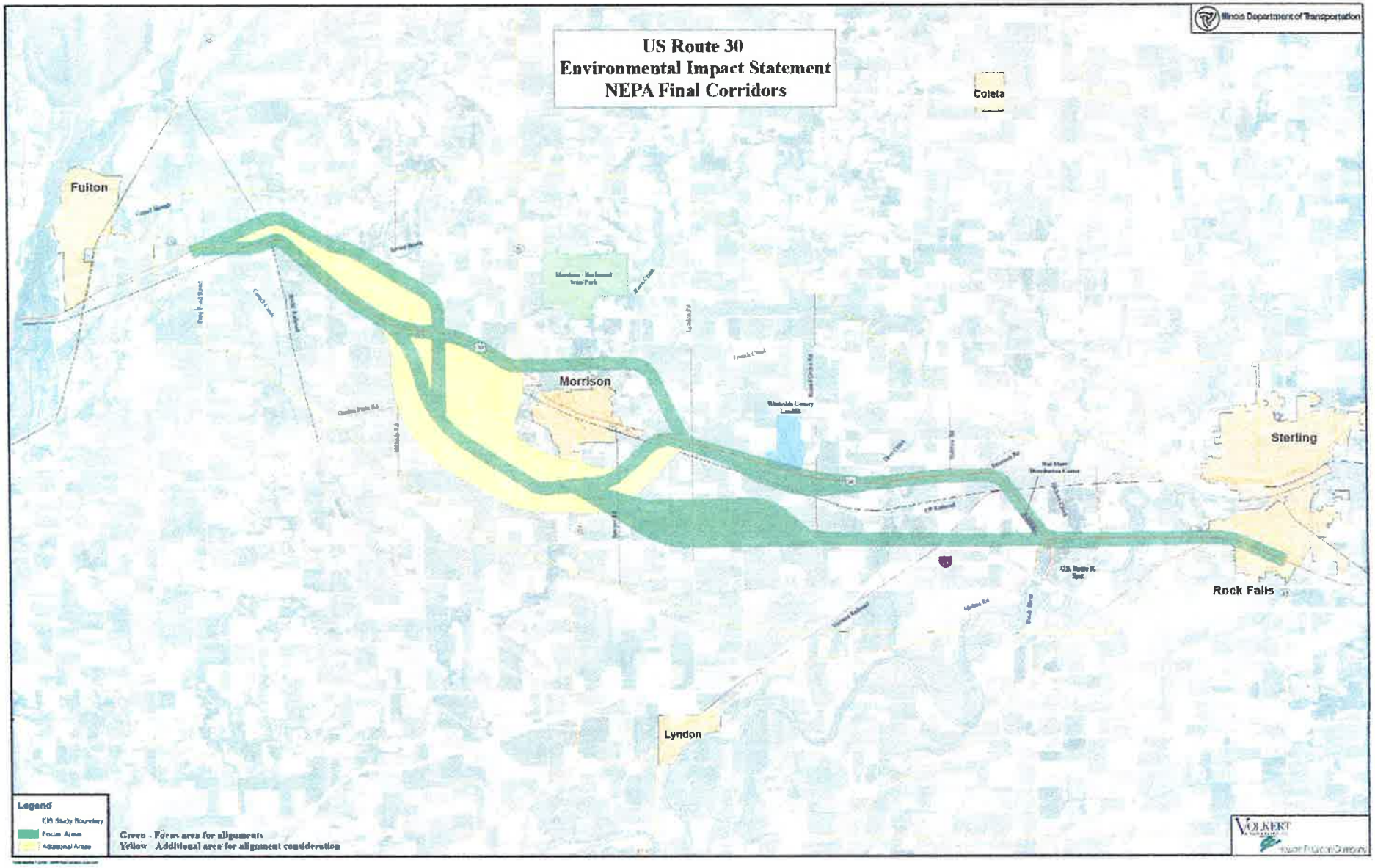
ILLINOIS NEPA 404 MERGER MEETING



PROJECT UPDATE

February 3, 2009

Final Corridors

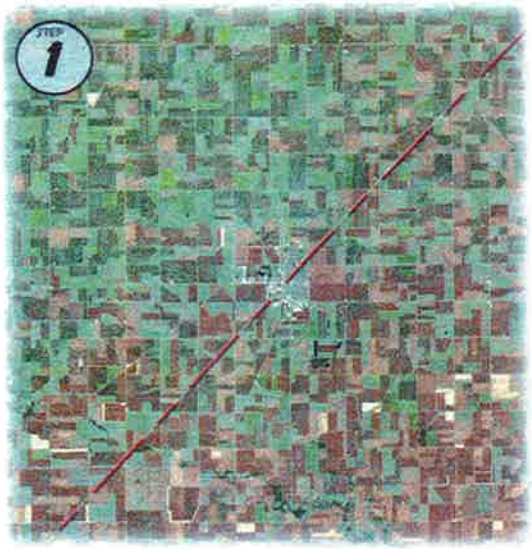


Corridors (1400 feet wide) to Alignments (200 feet wide)

EXAMPLE OF PROCESS

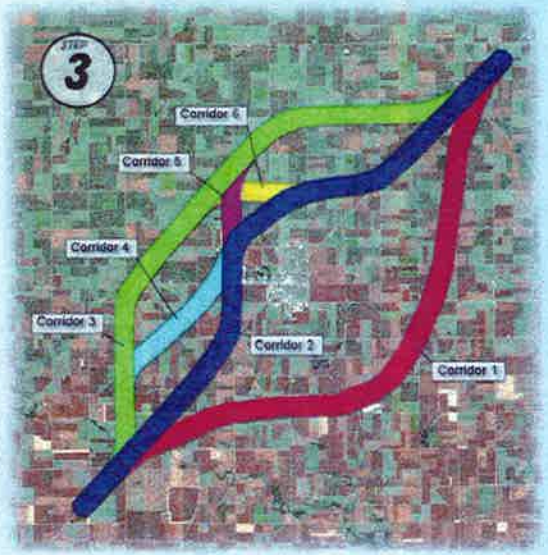
HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

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

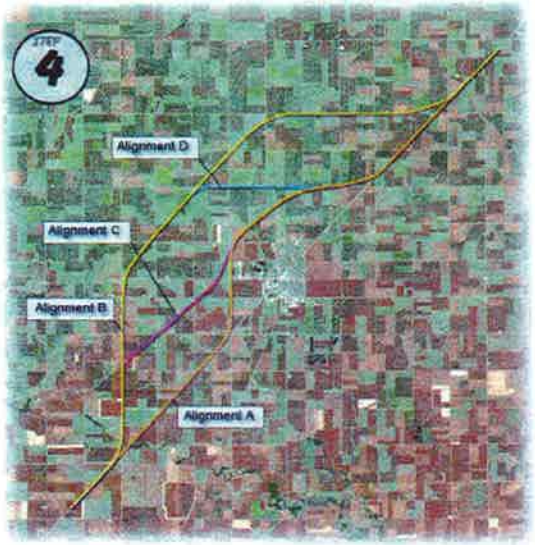


Local officials work in coordination with the Illinois Department of Transportation to initiate roadway improvement studies. Traffic congestion and safety concerns for an existing roadway (highlighted with a red dashed line) prompt a need to study alternative transportation improvements.

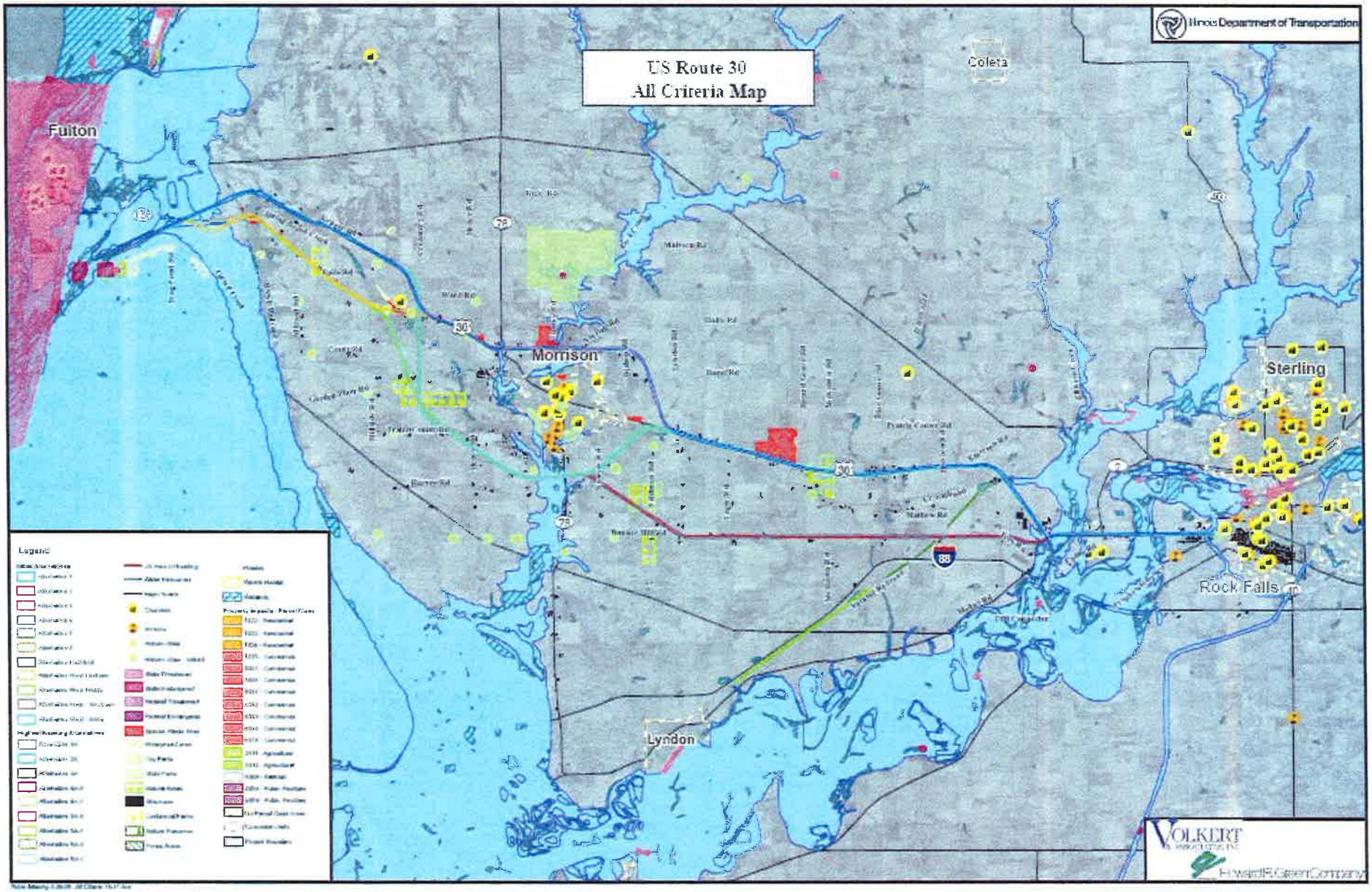
The study bands define the outer limits of possible transportation improvement. Based on the information collected, potential transportation corridors can be identified within one or both of these bands.



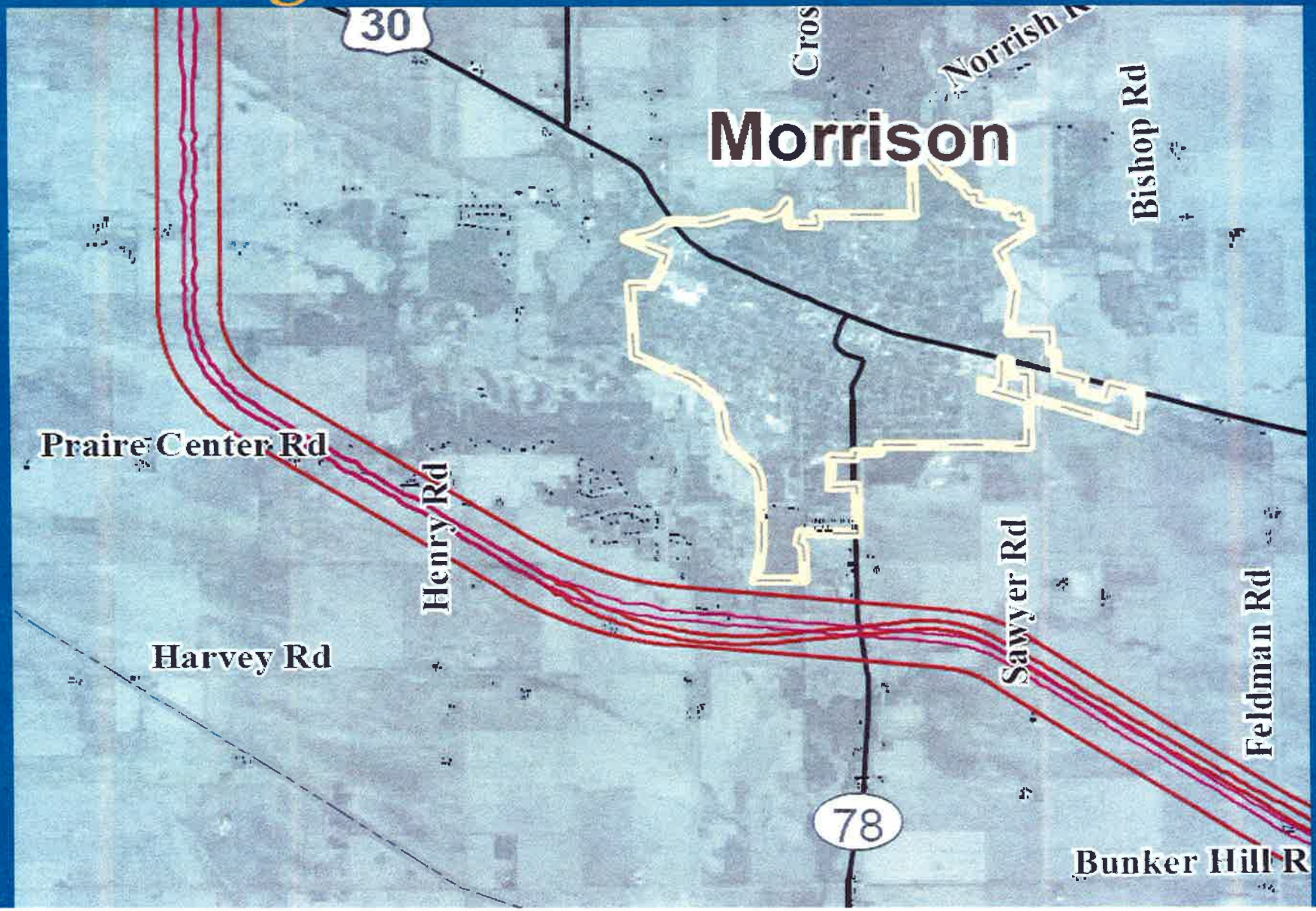
Study Corridors are defined within the study bands. Numerous corridors are studied to define and narrow available options. Information collected for the study bands is further refined at this point. From this, potential impacts of construction of a transportation improvement within each corridor can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


US Route 30
All Criteria Map
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Legend
VOLKERT
Howard R. Green Company

Example of adjustments of an alignment within a corridor

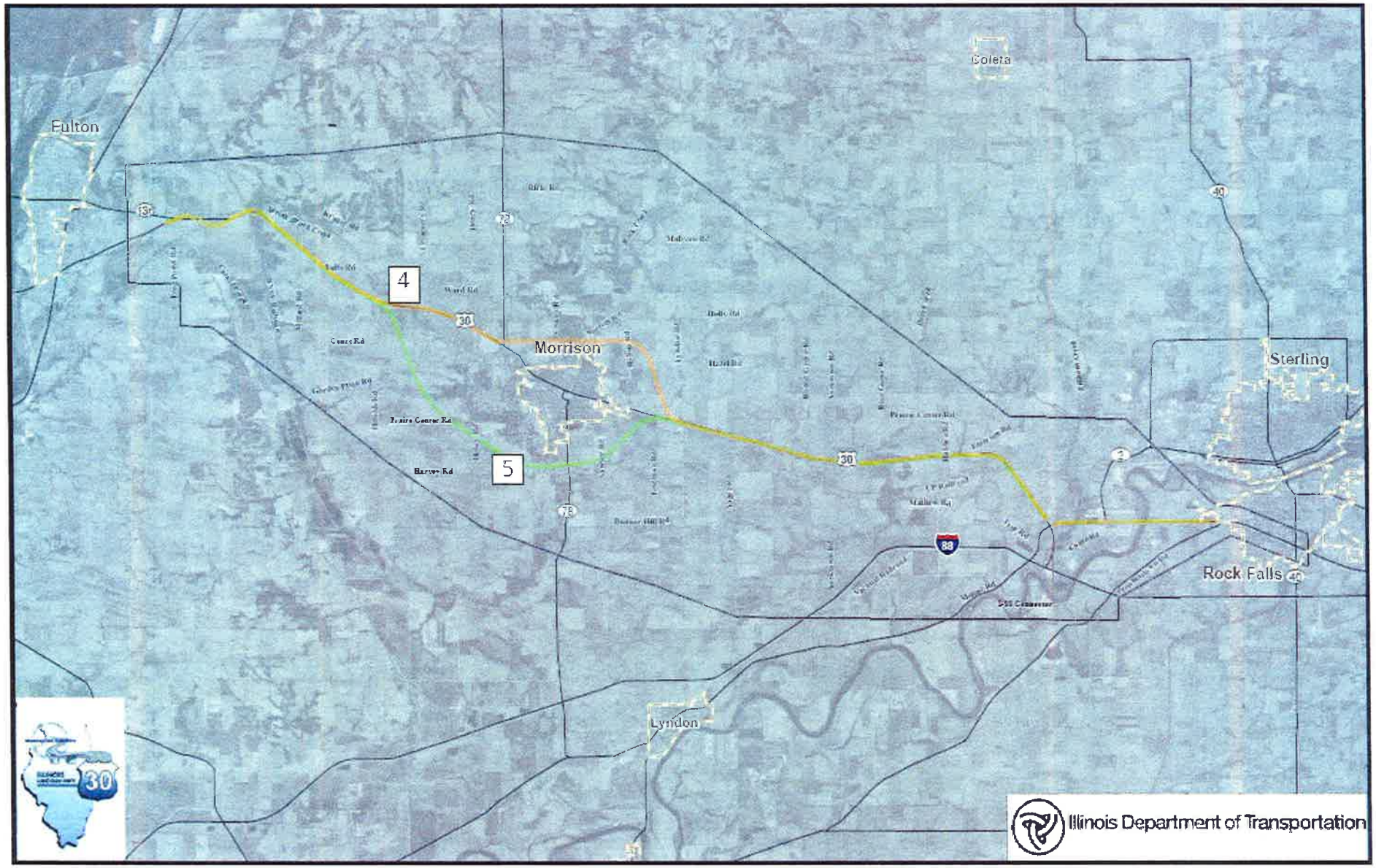


Alternatives Evaluated in Matrix

- 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

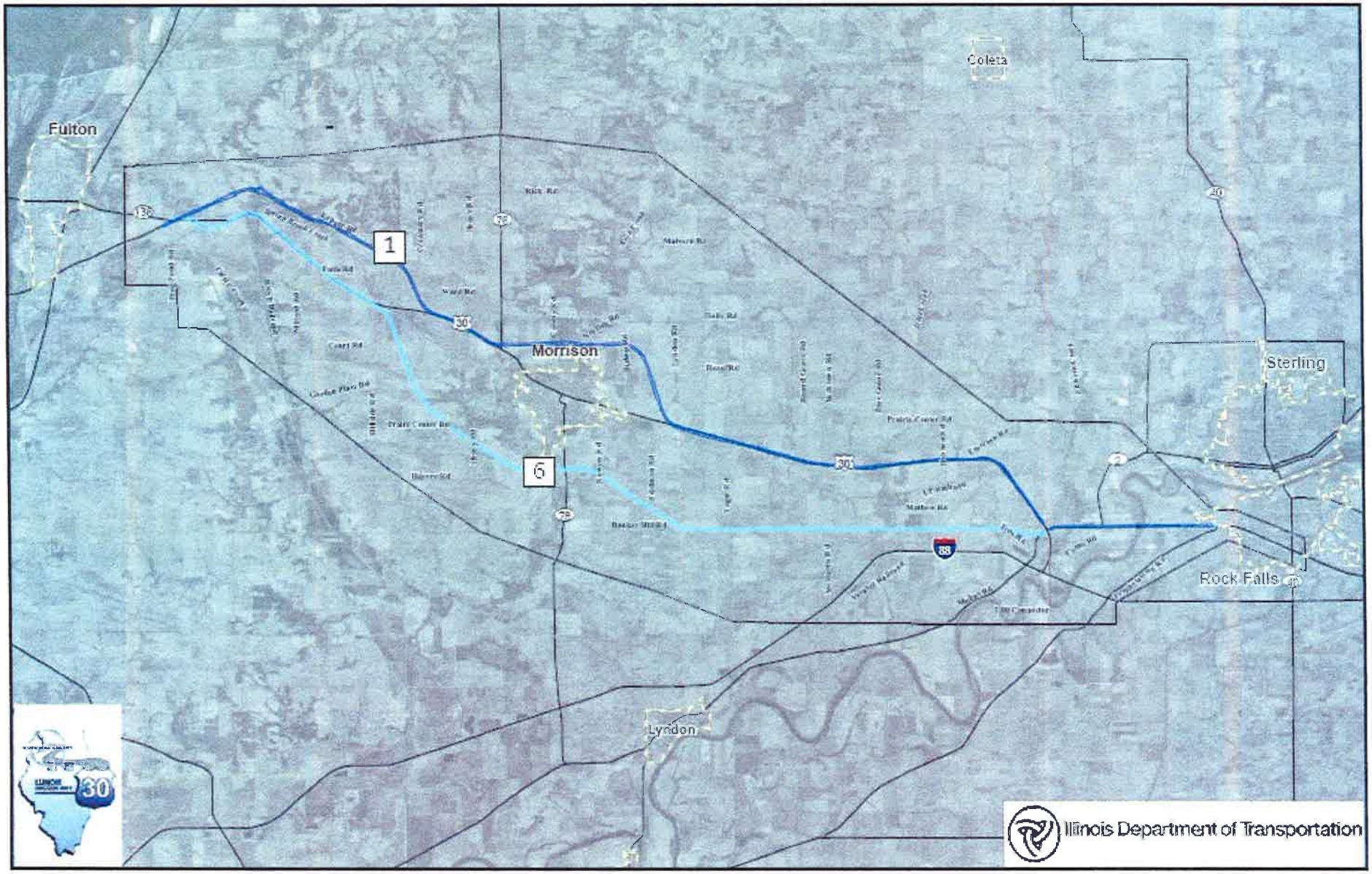
Alternative 4 ranked #1

Alternative 5 Ranked #1



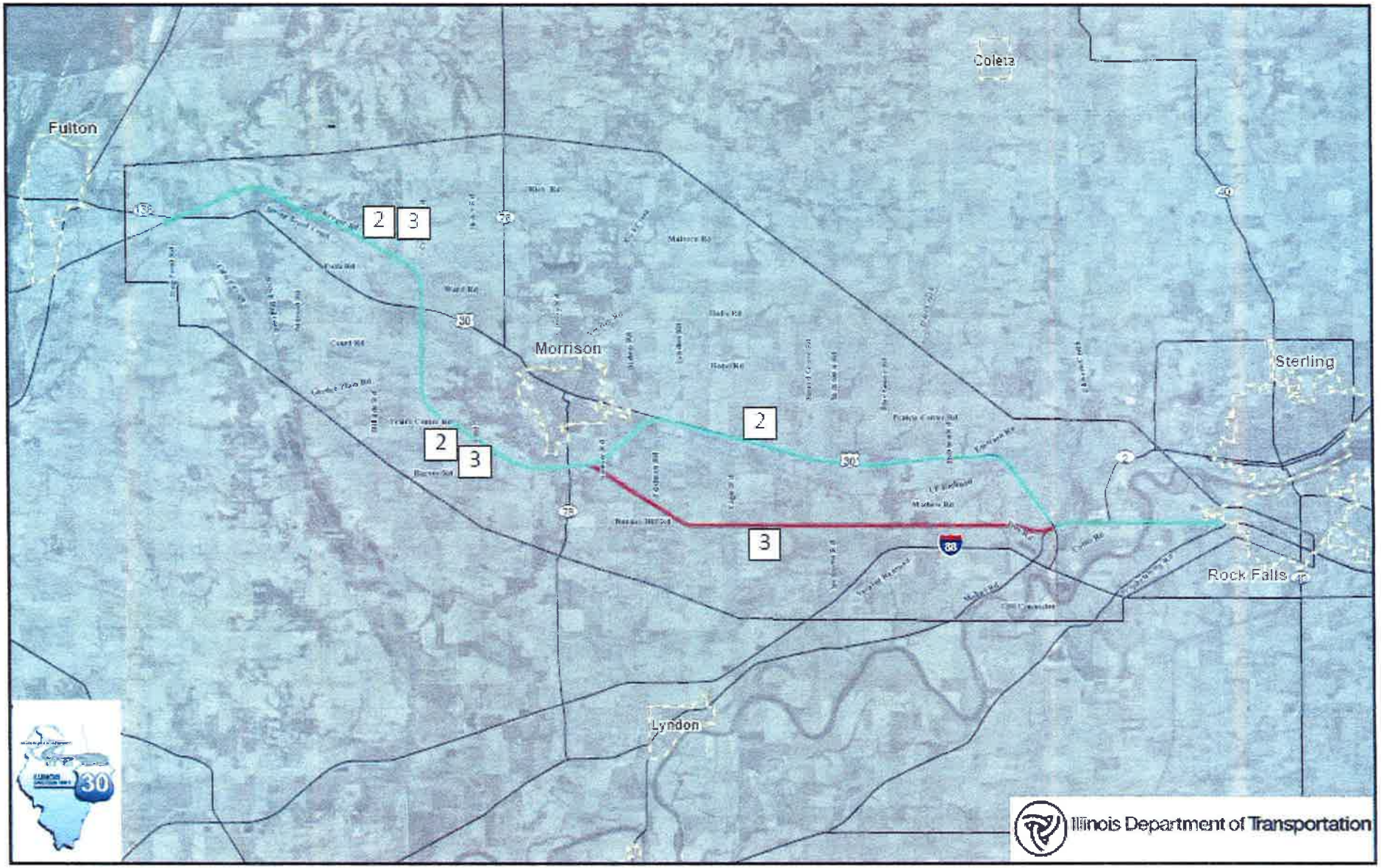
Alternative 6 ranked #3

Alternative 1 Ranked #4



Alternative 2 ranked #5

Alternative 3 ranked #5



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Timeline

- DEIS Chapters on Affected Environment and Alternatives to IDOT: July 2009
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Thank You
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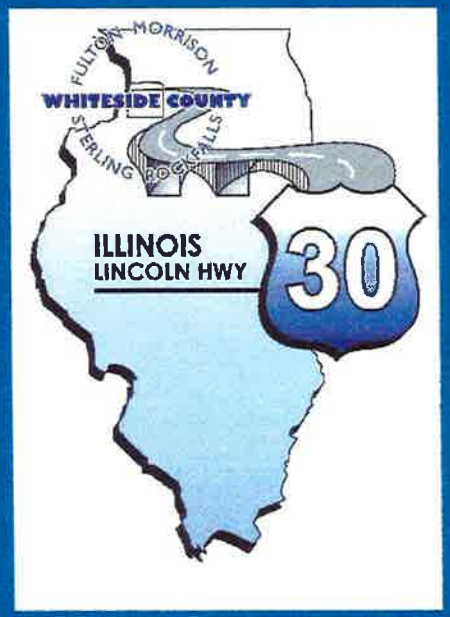

QUESTIONS???

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Tuesday, June 02, 2009
City of Rock Falls City Council
Rock Falls, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Mayor David H. Blanton
City Administrator Richard Downey
City Clerk William B. Wescott
City Attorney Jim Reese
City Engineer Brian Frickenstein
Alderman Mark Vandersnick
Alderman Daehle Reitzel
Alderman Brian Snow
Alderman Glen Kuhlemier
Alderman Jim Schuneman
Alderman Dave Hand
Alderman Bob Thurm
Water Supt. Ted Padilla
Wastewater Supt. Ed Cox
Electric Supt. Paul Jakubczak
Fire Chief J. W. Larson
Police Chief Mike Kuelper

Project Study Group:
Dawn Perkins (IDOT)
Michael Walton (Volkert)
Gil Janes (Howard R Green)

Handouts (see attachment):
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Members of the US 30 Project study team met with the City of Rock Falls-City Council to present a project update.

Study Team Presentation
Michael Walton opened the presentation by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. He stated the purpose of the meeting was to update the City of Rock Falls on the project status. He then gave an overview of the project. Gil Janes then explained the process and the progress made on creating and evaluating the various US30

alignment alternatives. The City Council members were given a handout highlighting the information covered and questions were taken.

Presentation

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<u>Comments/ Issues/ Questions</u>

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A. Yes. All the way to Highway 40.

Q. Is the Council welcome to attend the CAG meeting on Wed 6-10 in Morrison?
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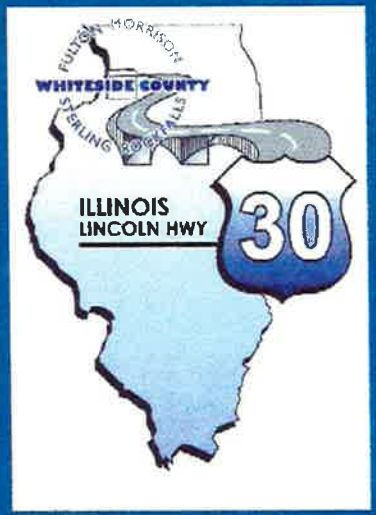
Illinois Department of Transportation

PRELIMINARY ENGINEERING



June 2009
Project Update

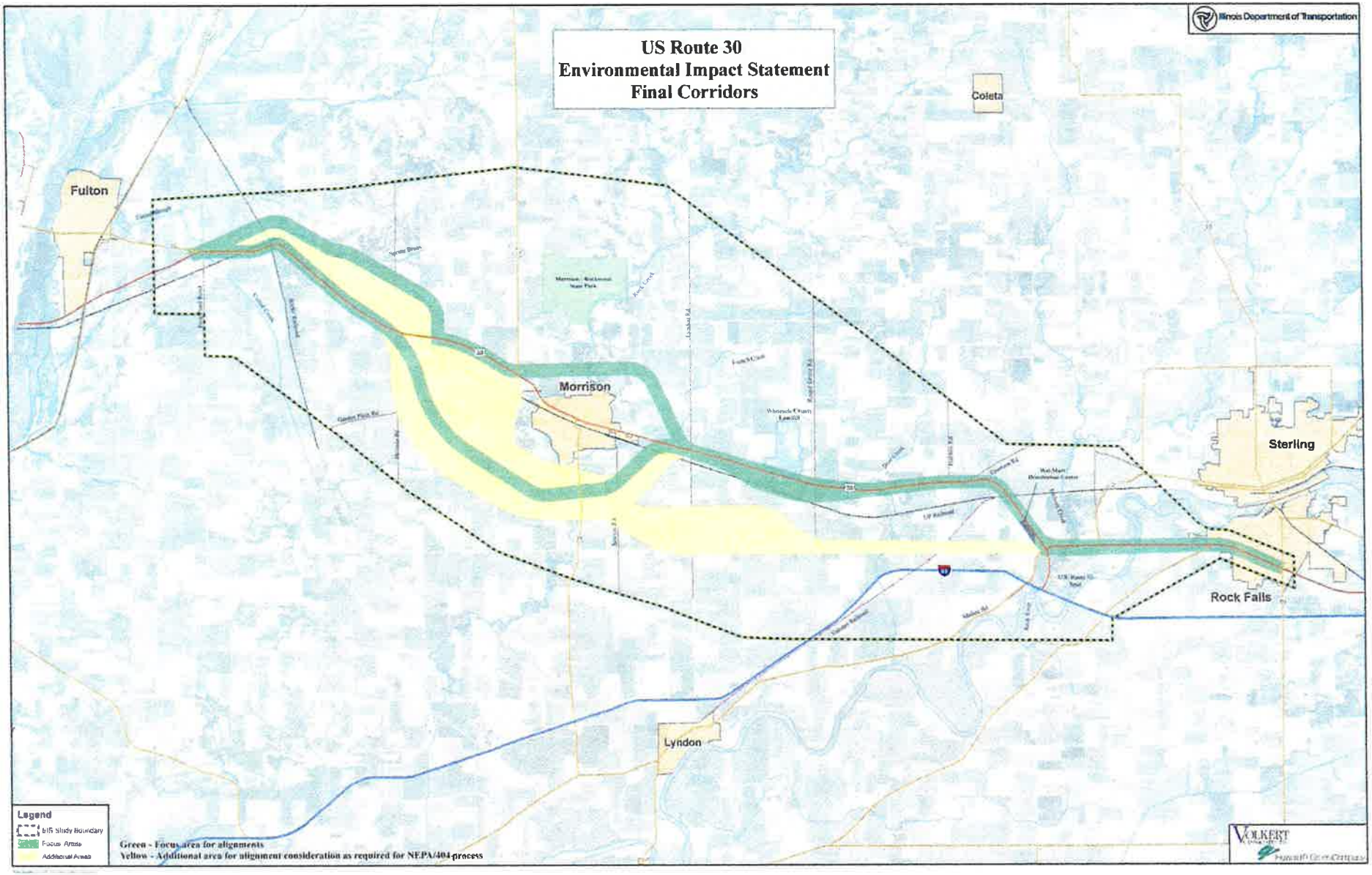
AGENDA

1) Public Informational Open House
2) Illinois NEPA/404 Merger Meeting
3) Corridors to Alignments
4) Alternatives Evaluated in Matrix
5) Rankings
6) Next Steps
7) Timeline

Public Informational Open House

- January 29, 2009; 1:00-7:00pm; Morrison
- 237 people attended
- Presented Environmental Issues, Schedule, CAG Corridors & Final Corridors

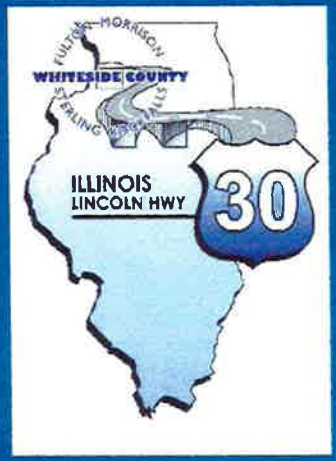
Corridors Presented



Public Informational Open House Concerns/Comments

- Agricultural Land
- Environmental Issues
- Preference for Corridor South of Morrison
- What progress has been made with the project?
- Development

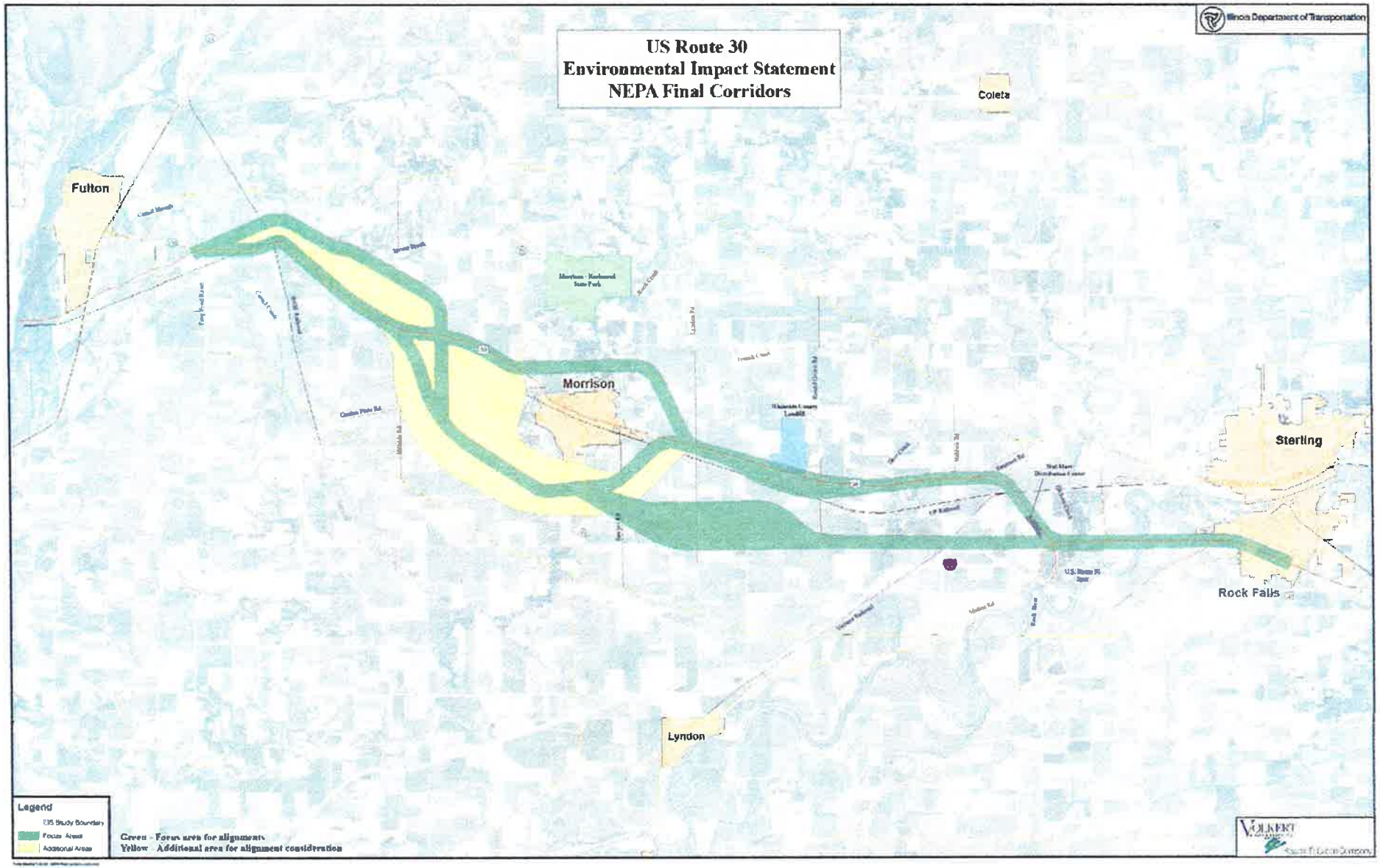
ILLINOIS NEPA 404 MERGER MEETING



PROJECT UPDATE

February 3, 2009

Final Corridors



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

EXAMPLE OF PROCESS

HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

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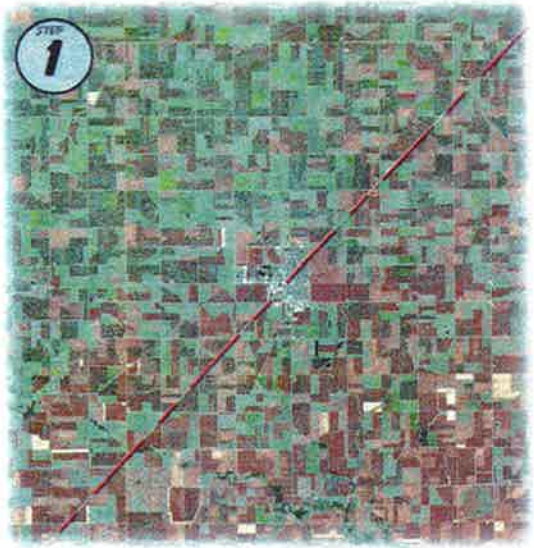

Local officials work in coordination with the Illinois Department of Transportation to initiate roadway improvement studies. Traffic congestion and safety concerns for an existing roadway (highlighted with a red dashed line) prompt a need to study alternative transportation improvements.

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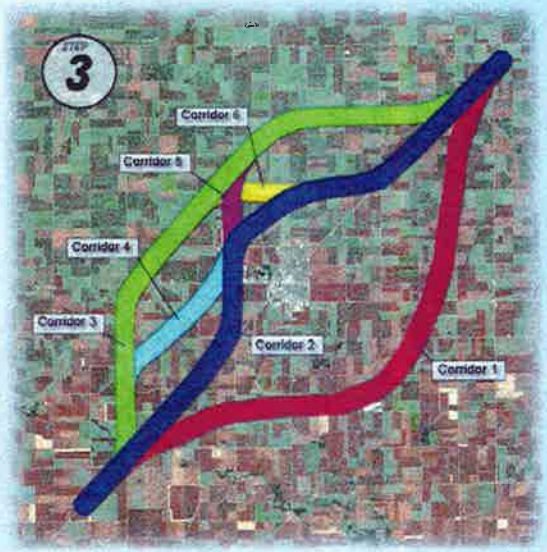

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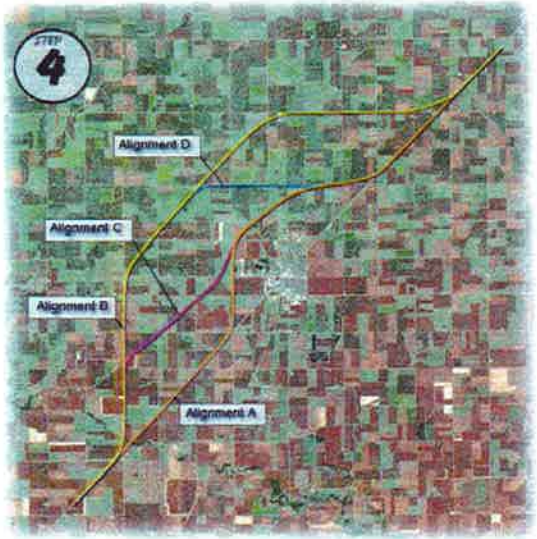

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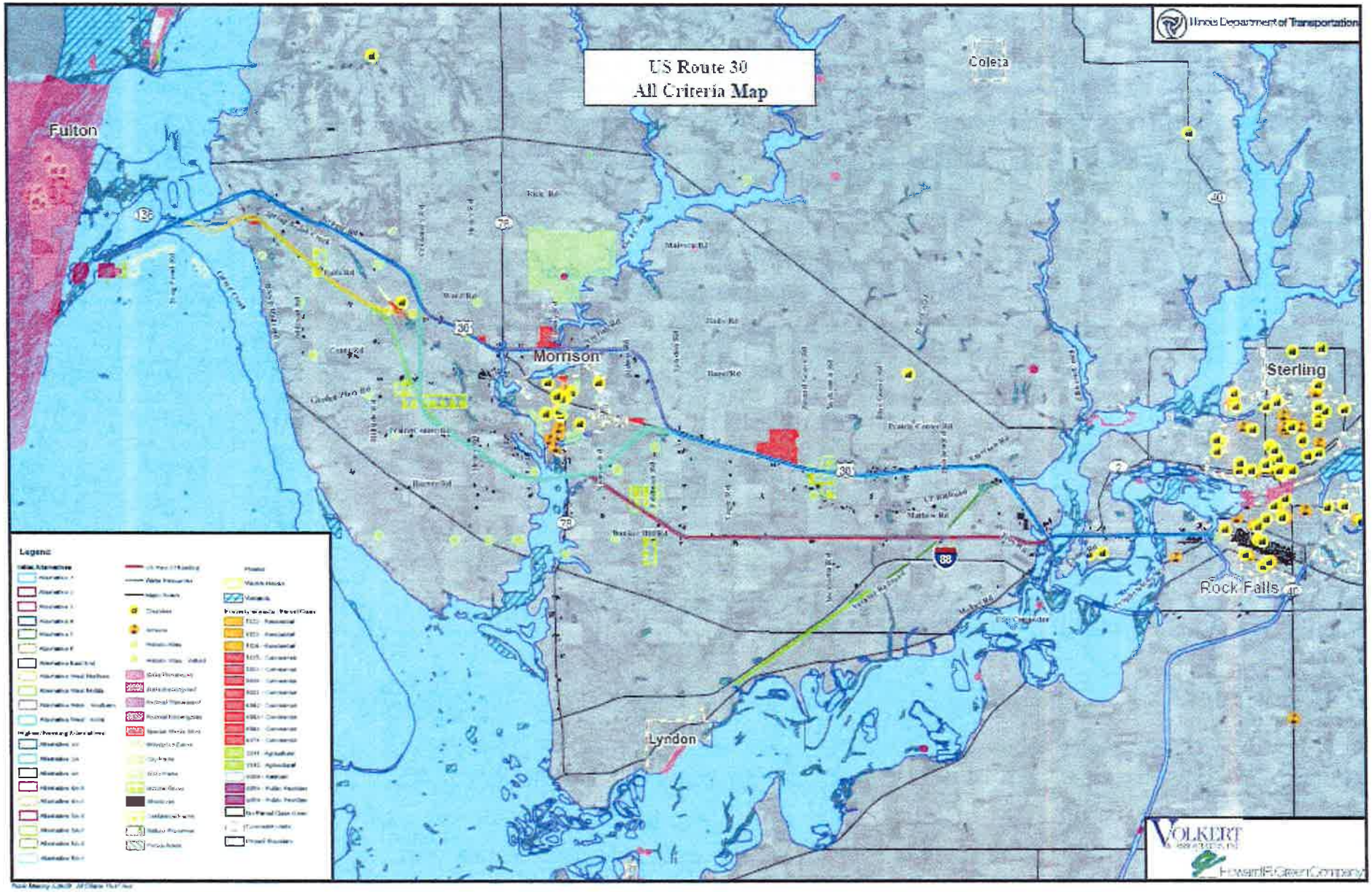
US Route 30
All Criteria Map
Illinois Department of Transportation
Fulton
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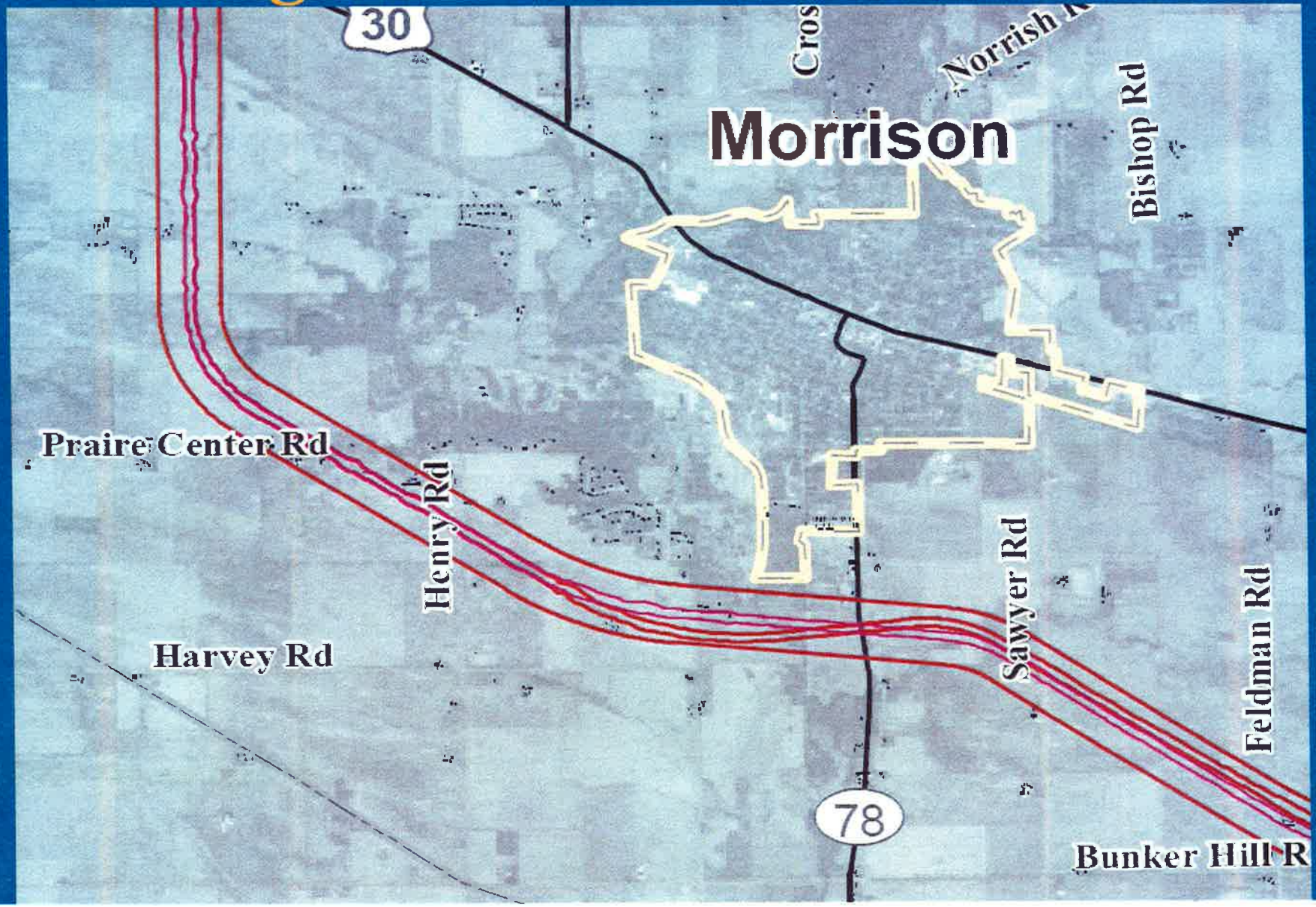
Sterling
Rock Falls
Lyndon
Legend
VOLKERT
Howard R. Green Company

Example of adjustments of an alignment within a corridor



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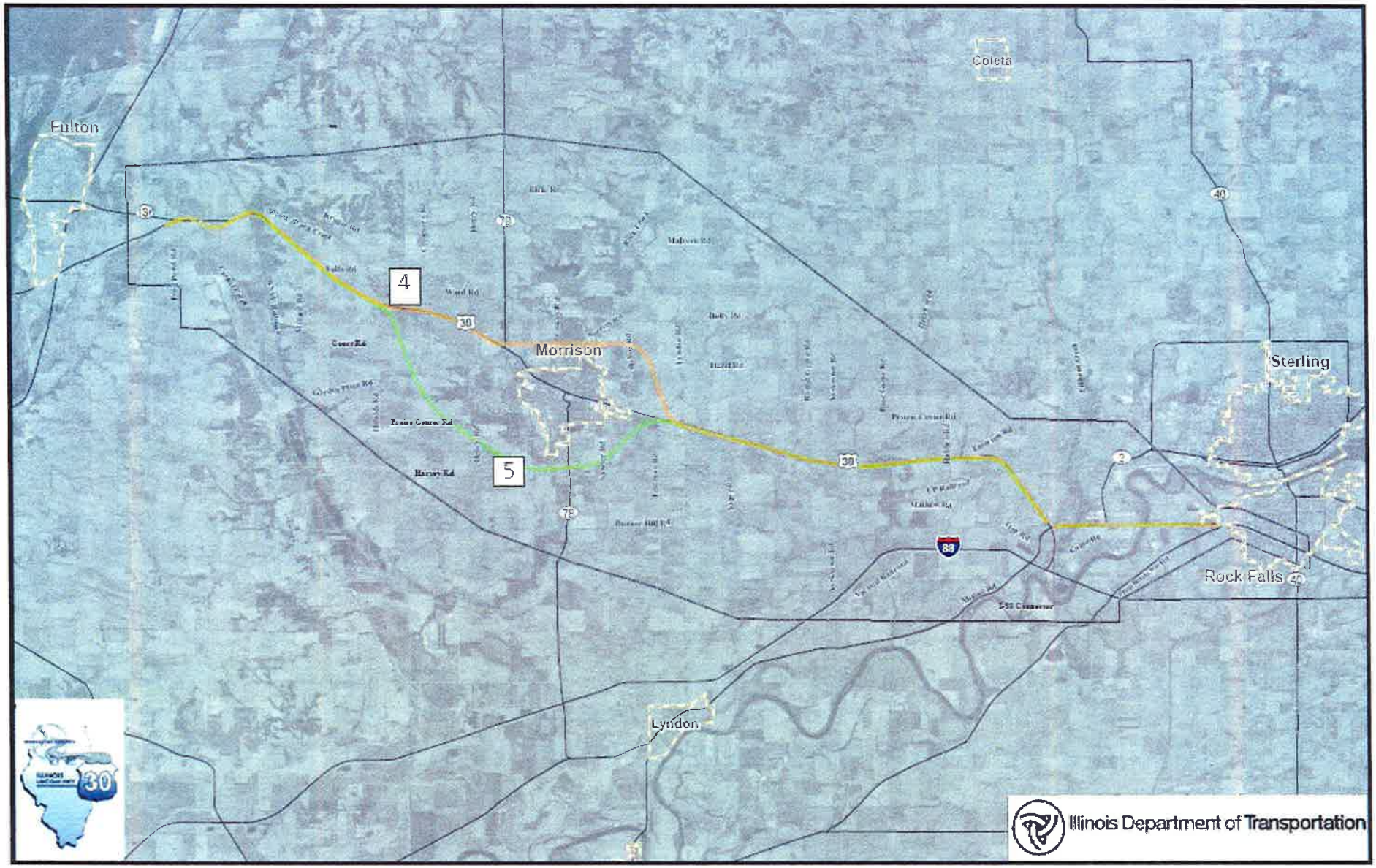
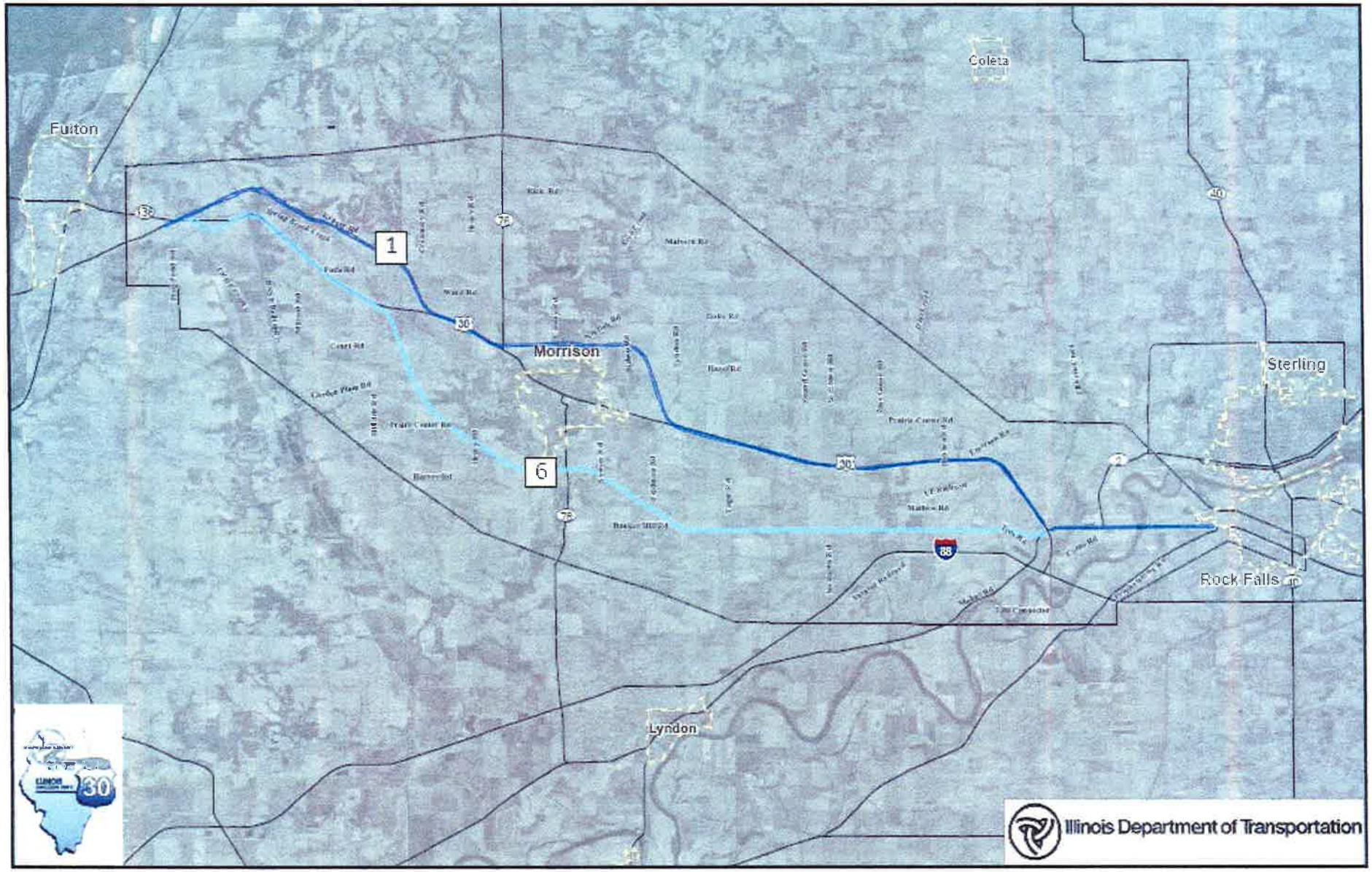
Alternative 5 Ranked #1



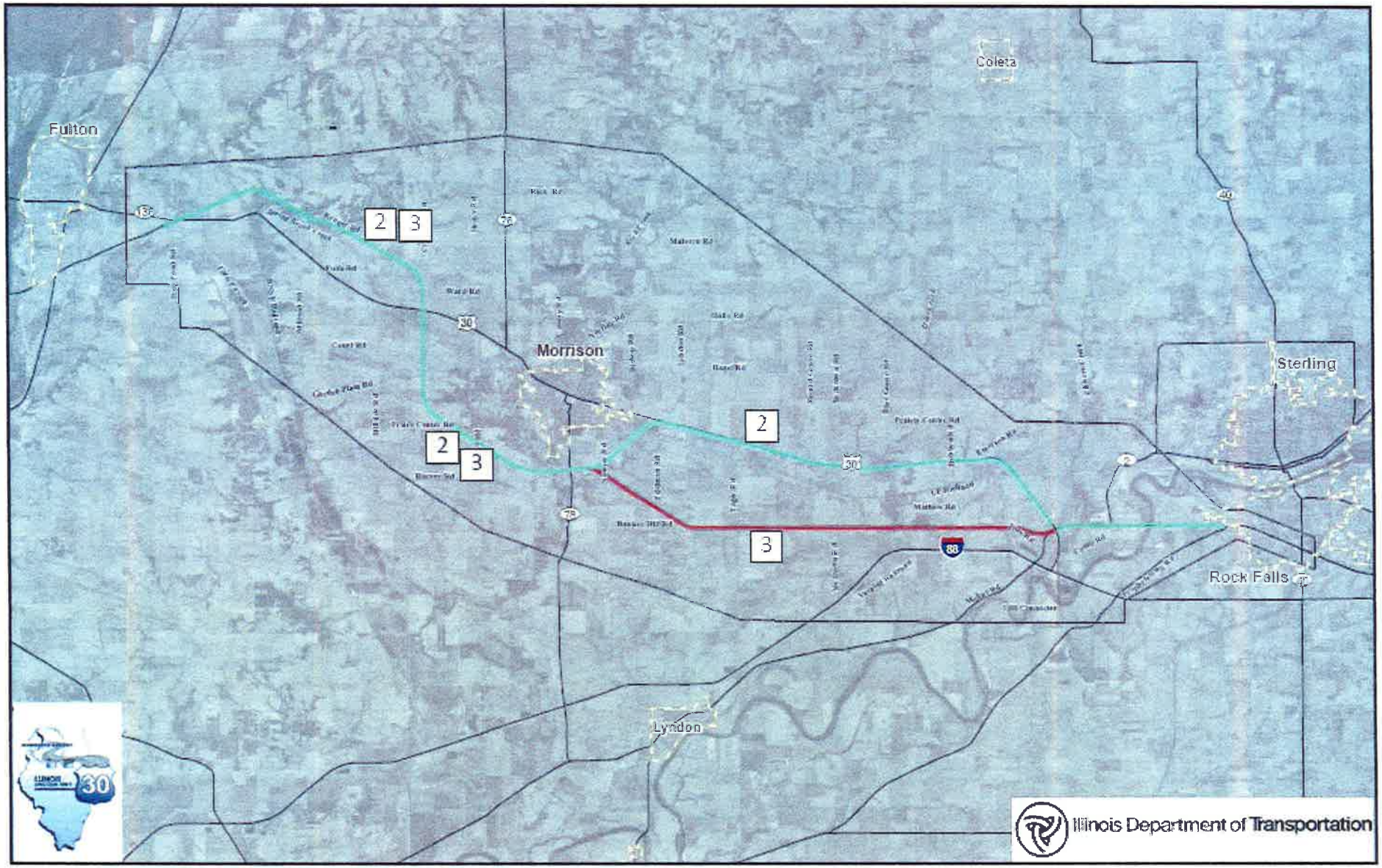
Alternative 6 ranked #3

Alternative 1 Ranked #4



Alternative 2 ranked #5

Alternative 3 ranked #5



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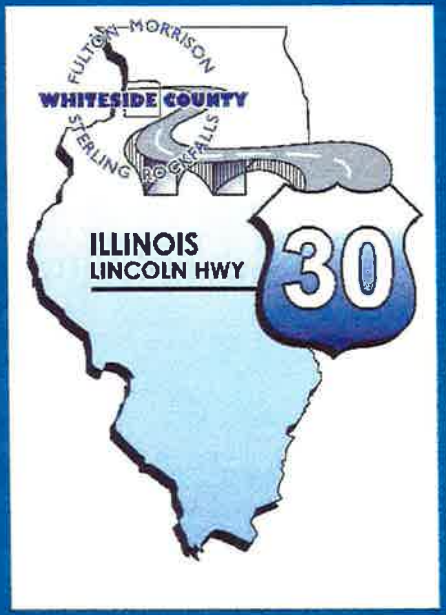

QUESTIONS???

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Monday, June 2, 2009
City of Fulton-City Council
Fulton, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Charles Dykstra (Alderman)
Gene Field (Alderman)
Merle Sterenberg (Alderman)
Charlie Letcher (Alderman)
Warren Juist (Alderman)
Wes Letcher (Alderman)
Bill Loerop (Alderman)
Ron Roels (Alderman)
Randy Balk (City Administrator)
Bill Shirk (City Attorney)
Heather Bennett (Tourism Director)
Clink Kettler (Zoning Officer)
Dave Baretls (Sergeant at Arms)

Project Study Group:
Dawn Perkins (IDOT)
Michael Walton (Volkert)

Handouts (see attachment):
Power Point –Preliminary Engineering; June 2009 Project Update

Meeting Purpose
Members of the US 30 Project study team met with the City of Fulton-City Council to present a project update.

Study Team Presentation
Michael Walton opened the presentation by introducing the US 30 study team and thanking the officials for agreeing to meet with the team. He stated the purpose of the meeting was to update the City of Fulton on the project status. He then gave an overview of the project and a summary of the progress made to date. The City Council members were given a handout highlighting the information covered and questions were taken.

Presentation

- Summary of second Public Informational Open House conducted on January 29, 2009. The open house was attended by 237 people. Presented to the CAG were Environmental Issues, Schedule, CAG corridors & Final Corridors.

- Reviewed the corridors presented to the CAG.
- Shared public informational open house concerns/comments: agricultural land, environmental issues, preference for corridor south of Morrison, development, and what progress has been made.
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Comments/ Issues/ Questions

Q. What is the cost of the EIS?
A. $7.5 Million fully funded

Q. Is this project "shovel ready"?
A. No

Q. Why is this taking so long?
A. EIS is a Federal process that takes a while to complete the necessary steps, reviews, approvals and sign-offs. (gave him the same answer as we have before)

Q. What is the priority alignment?
A. There is no priority alignment, at this time they are all still being studied.

Bill Loerop statement: IL 136 is a very important access to US 30 please don't cut off that vital link for the City of Fulton.
R: No plans to sever IL 136 from US 30.

Q: Is section 4 in Rock Falls still a part of the study?
A. Yes it will remain in the study.

VOLKERT & ASSOCIATES, INC. Howard R. Green Company

Stakeholder Meeting Summary

Tuesday, June 02, 2009
City of Rock Falls City Council
Rock Falls, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Mayor David H. Blanton
City Administrator Richard Downey
City Clerk William B. Wescott
City Attorney Jim Reese
City Engineer Brian Frickenstein
Alderman Mark Vandersnick
Alderman Daehle Reitzel
Alderman Brian Snow
Alderman Glen Kuhlemier
Alderman Jim Schuneman
Alderman Dave Hand
Alderman Bob Thurm
Water Supt. Ted Padilla
Wastewater Supt. Ed Cox
Electric Supt. Paul Jakubczak
Fire Chief J. W. Larson
Police Chief Mike Kuelper

Project Study Group:
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Michael Walton (Volkert)
Gil Janes (Howard R Green)

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Illinois Department of Transportation

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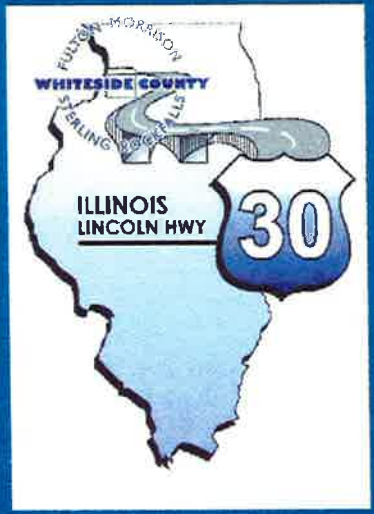

June 2009
Project Update

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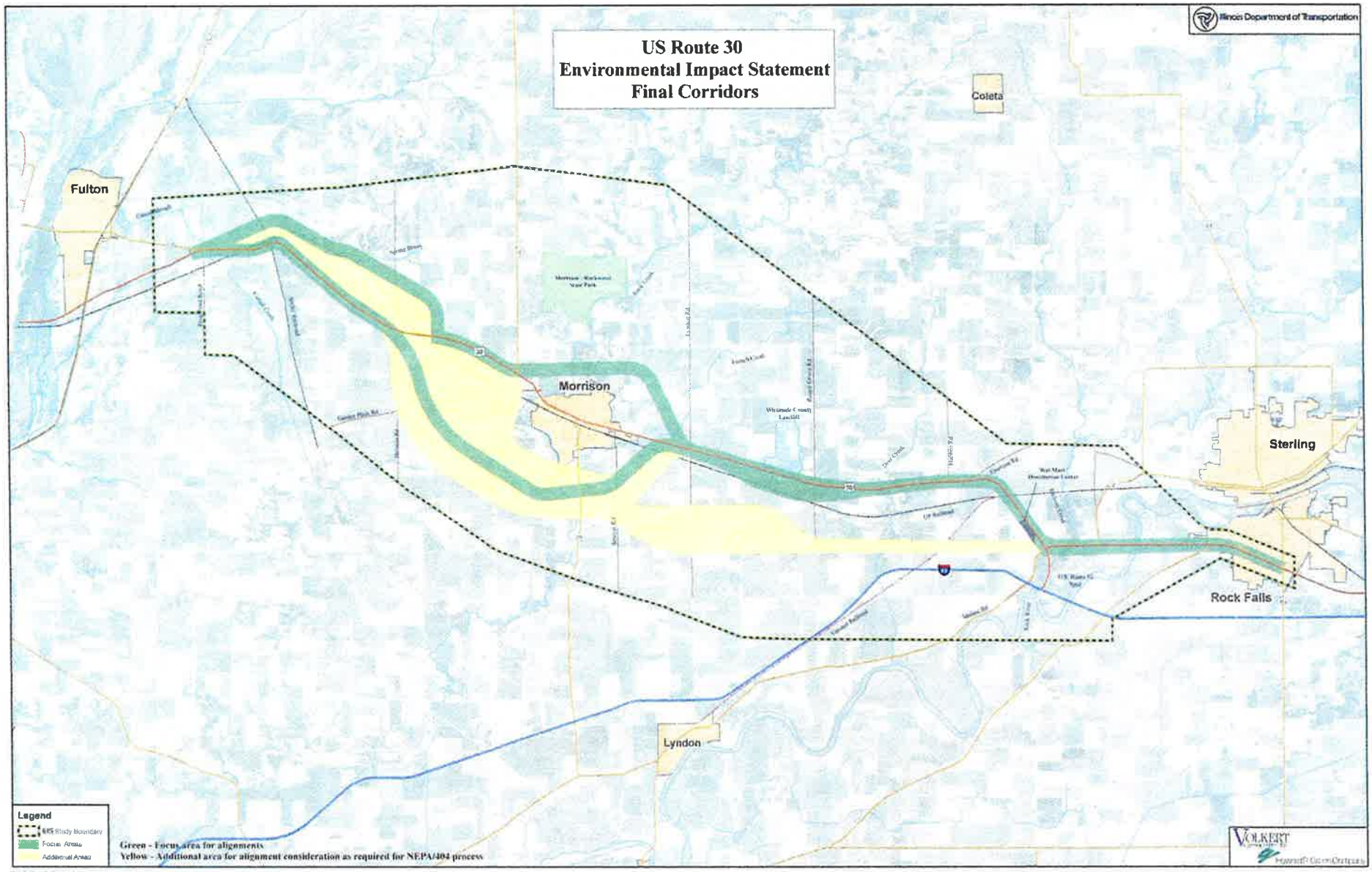

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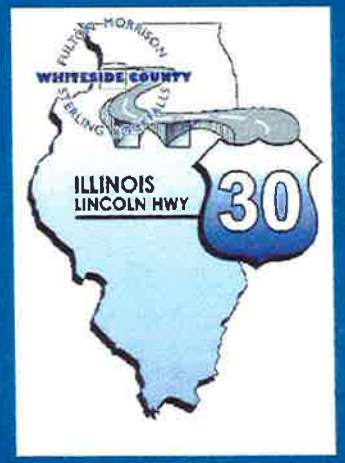
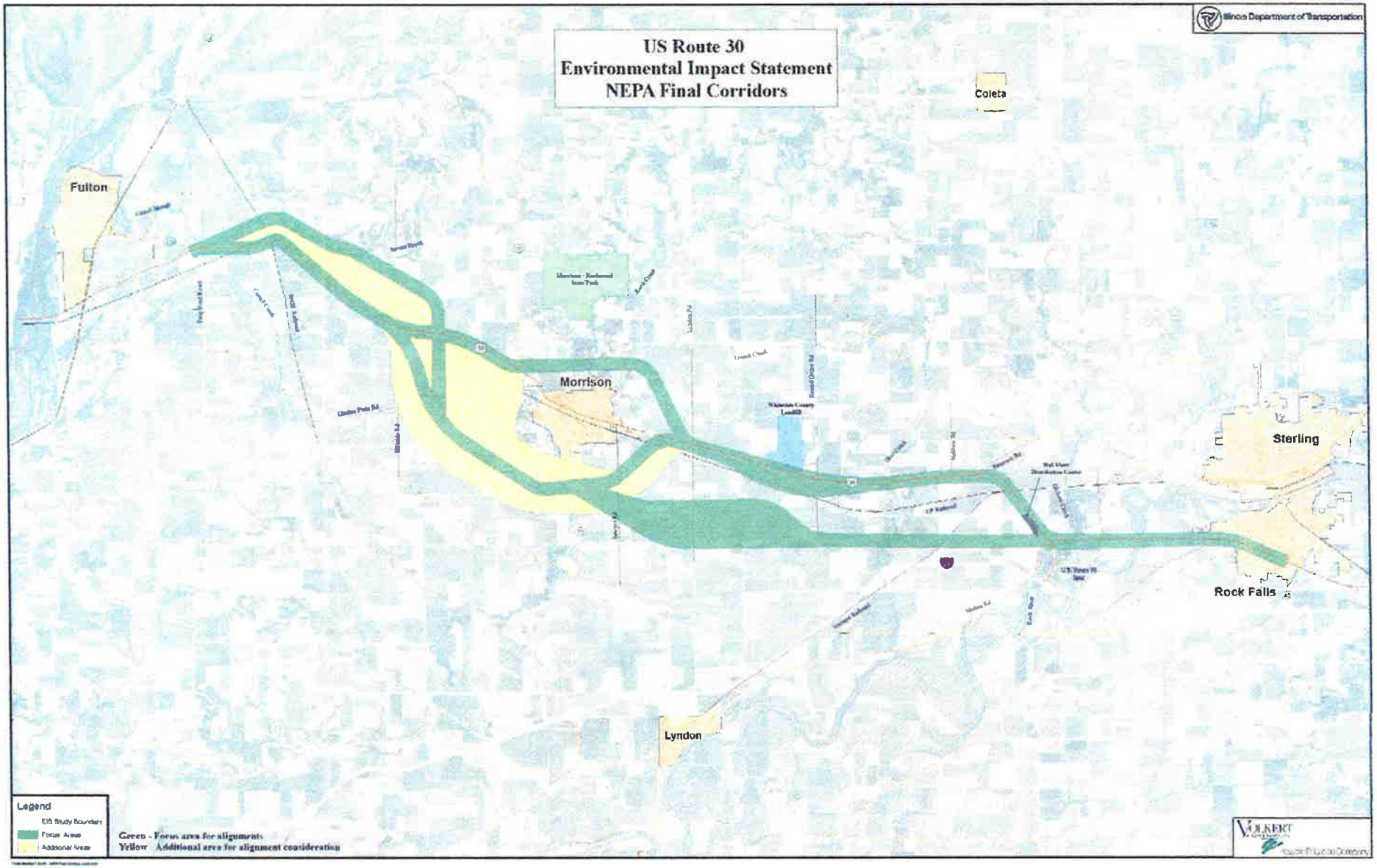
ILLINOIS NEPA 404 MERGER MEETING



PROJECT UPDATE

February 3, 2009

Final Corridors



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

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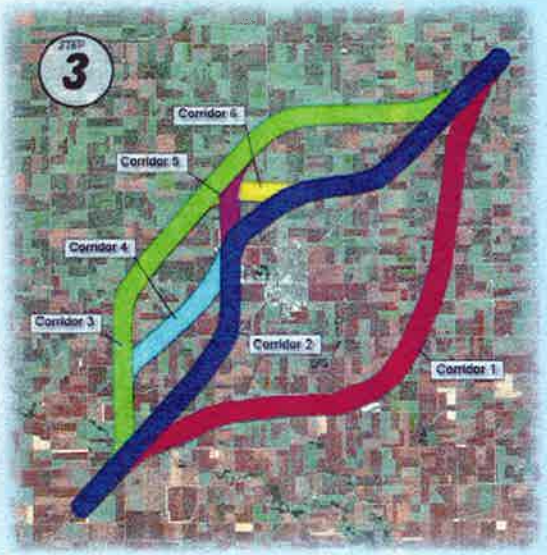

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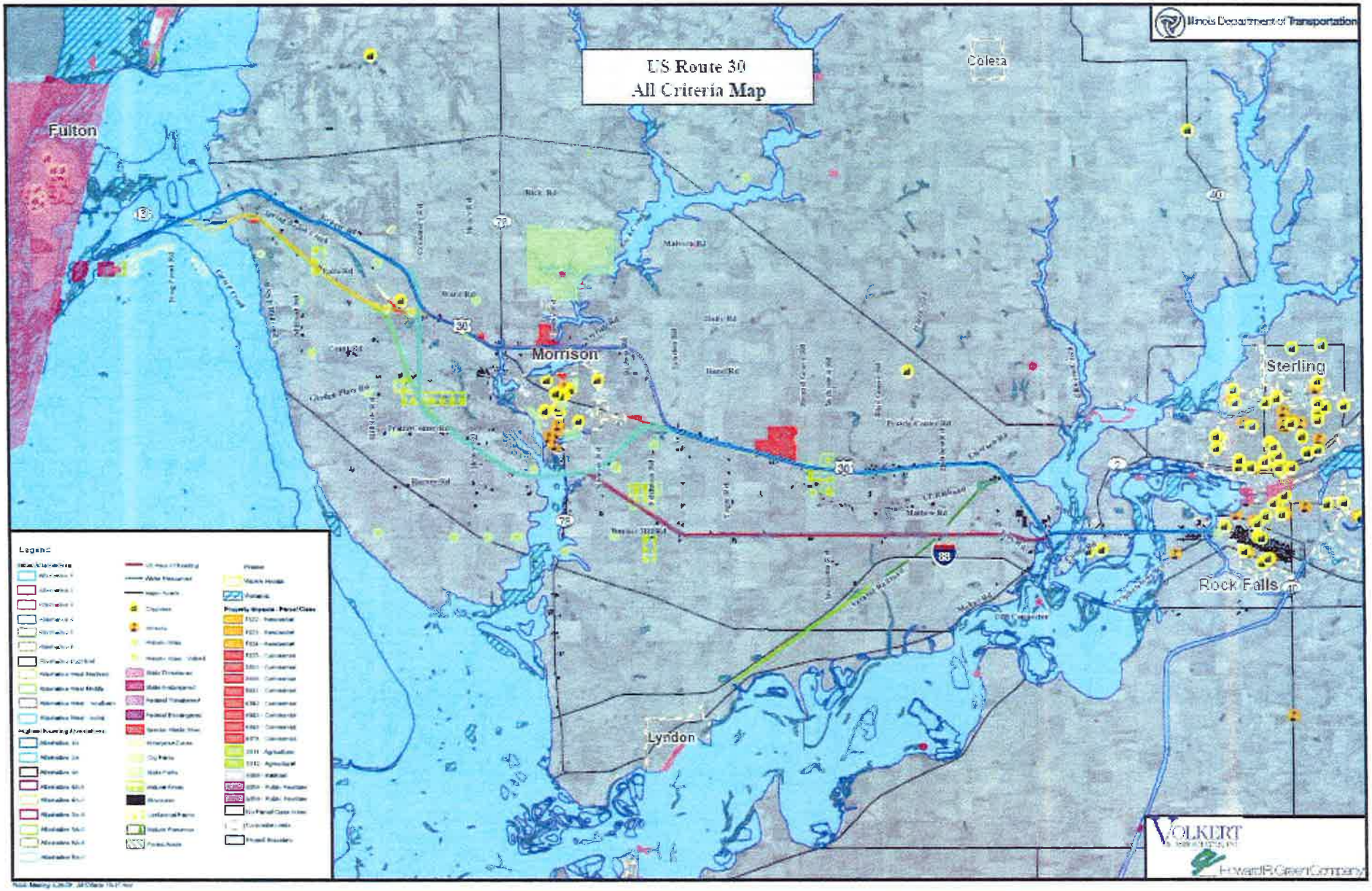
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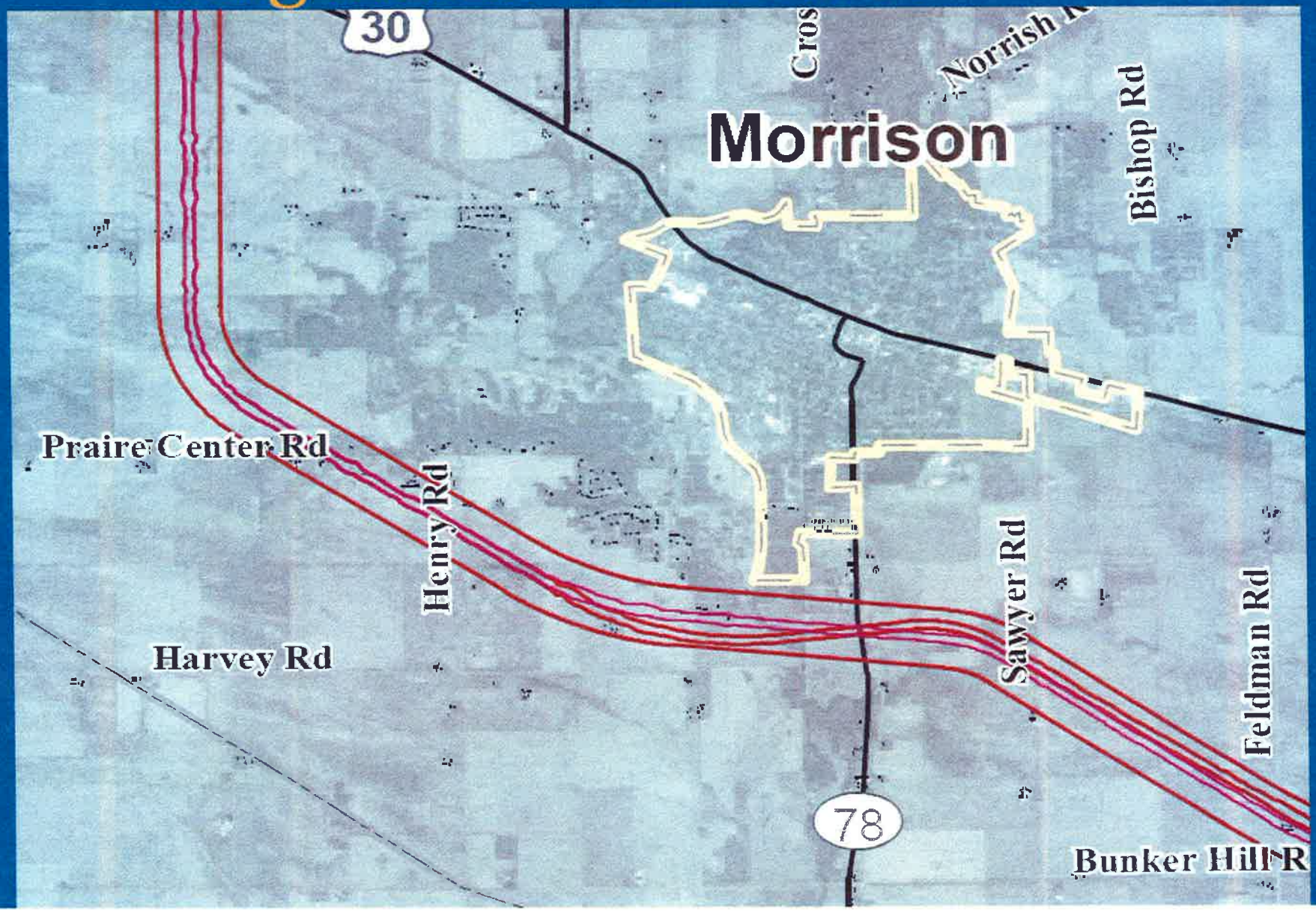

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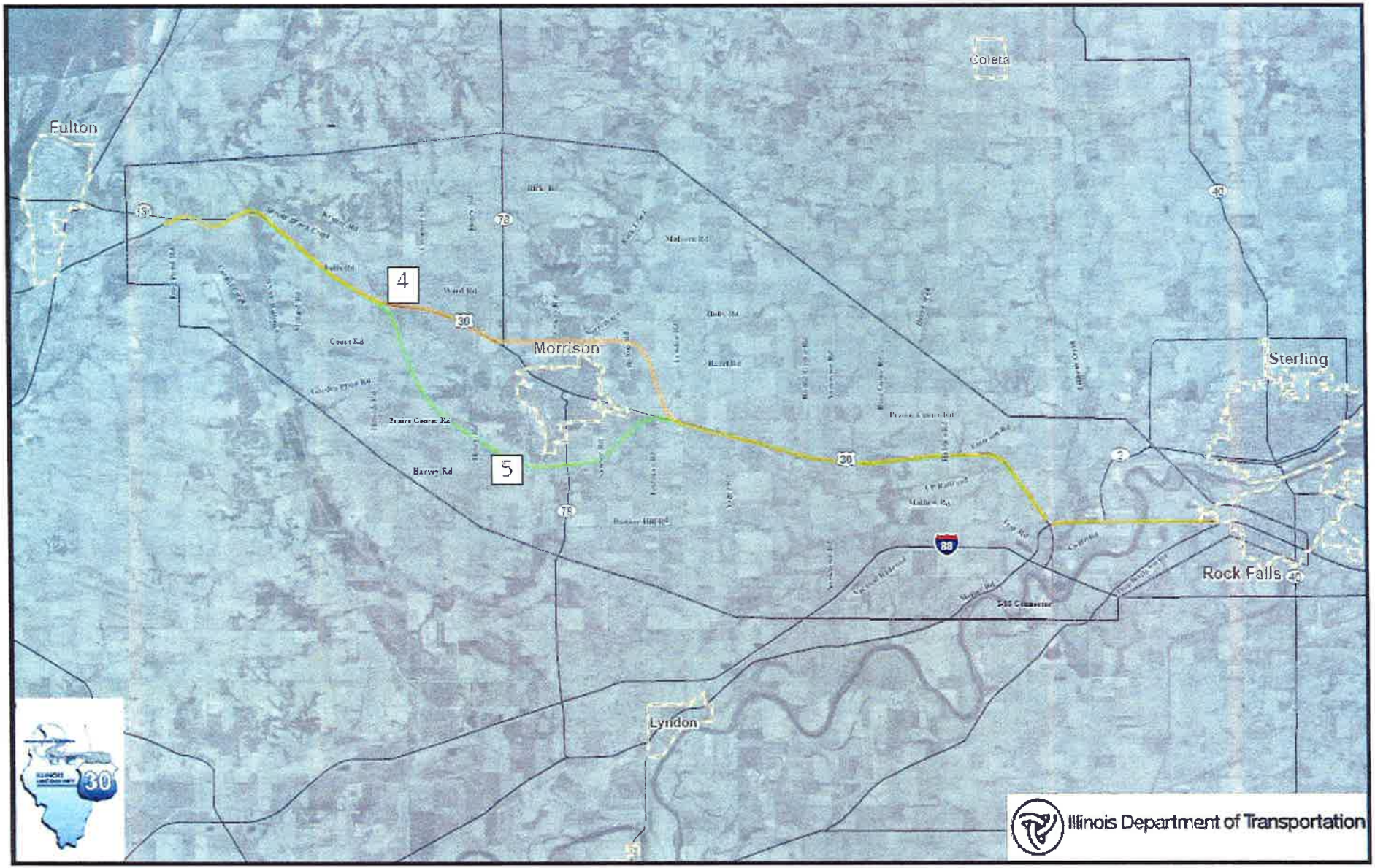
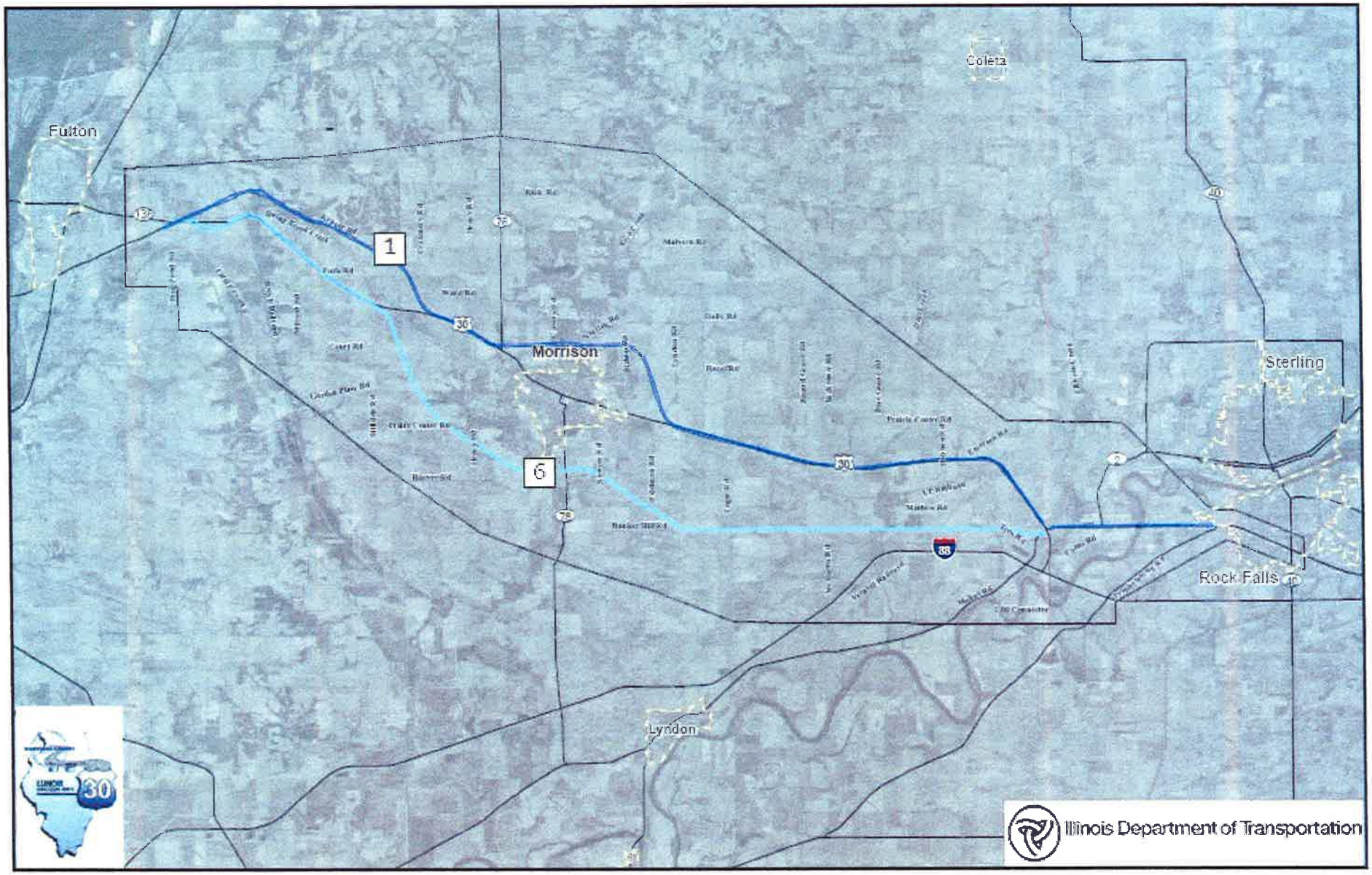


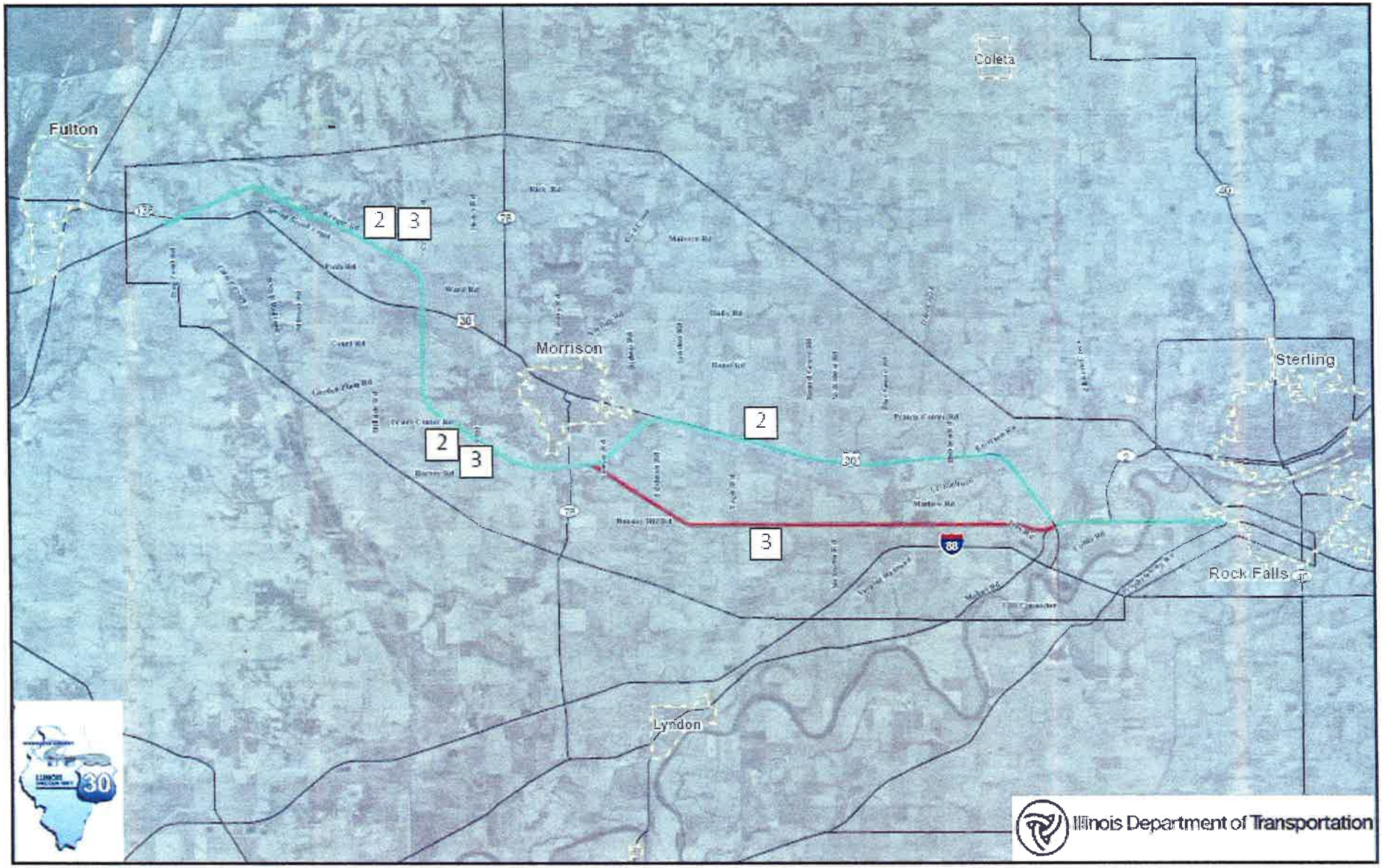
Alternative 6 ranked #3

Alternative 1 Ranked #4



Alternative 2 ranked #5

Alternative 3 ranked #5



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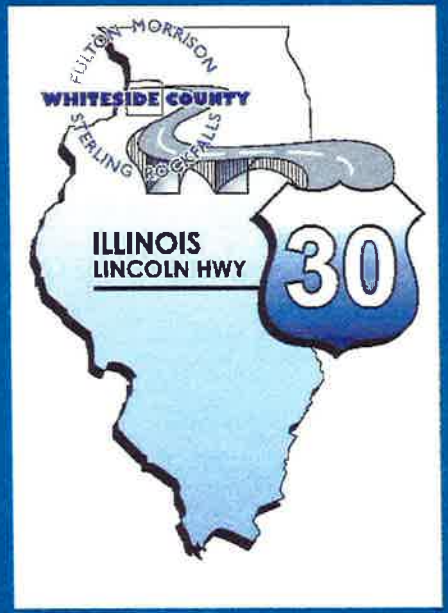

QUESTIONS???

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company

Stakeholder Meeting Summary

Monday, June 08, 2009
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Morrison, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:
Roger Drey (Mayor)
Melanie T. Schroeder (City Clerk)
Gus Hayenga (Aldermen)
Pat Zuidema (Aldermen)
Dave Rose (Aldermen)
Sarah Thorndike (Aldermen)
Jim Blakemore (Aldermen)
Barb Bees (Aldermen)
Bob Snodgrass (Aldermen)
Tim Long (City Administrator)
Lester Weinstine (City Attorney)
Paul Beck (Police Sergeant)
Gary Tresenriter (Superintendent of Public Services)
Robert Wood (Community Development Director)
Pete Whiting (Code Inspector)

Project Study Group:
Dawn Perkins (IDOT)
Michael Walton(Volkert)
Jon Estrem (HR Green)

Handouts (see attachment):
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<u>Comments/ Issues/ Questions</u>

Q: Mayor Drey asked who has the final say IDOT or the Feds?
A: The Feds

Q: In 2012 will the route be determined?
A: Yes; in 2012 the ROD will be complete and this recommends the final route.

Q: What length of time will the project be in design phase?
A: Minimum 2-4 years

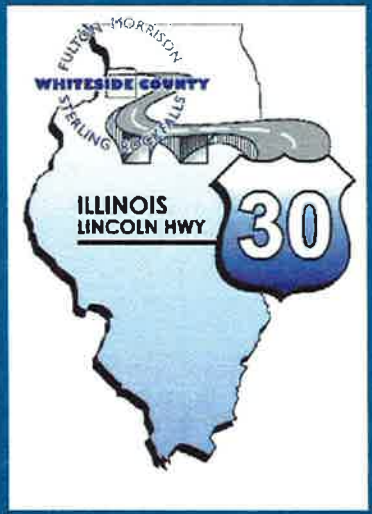
Q: Will any of the bridges be named?
A: Undetermined, will be discussed at a later time.

Q: How long can the project sit on the shelf before needs to be redone?
A: Depending on the time frame, certain environmental testing may have to be redone in an addendum to the EIS.

Q: Is this a legislated process?
A: Yes, NEPA requires this process is a law.

Illinois Department of Transportation

PRELIMINARY ENGINEERING



June 2009
Project Update

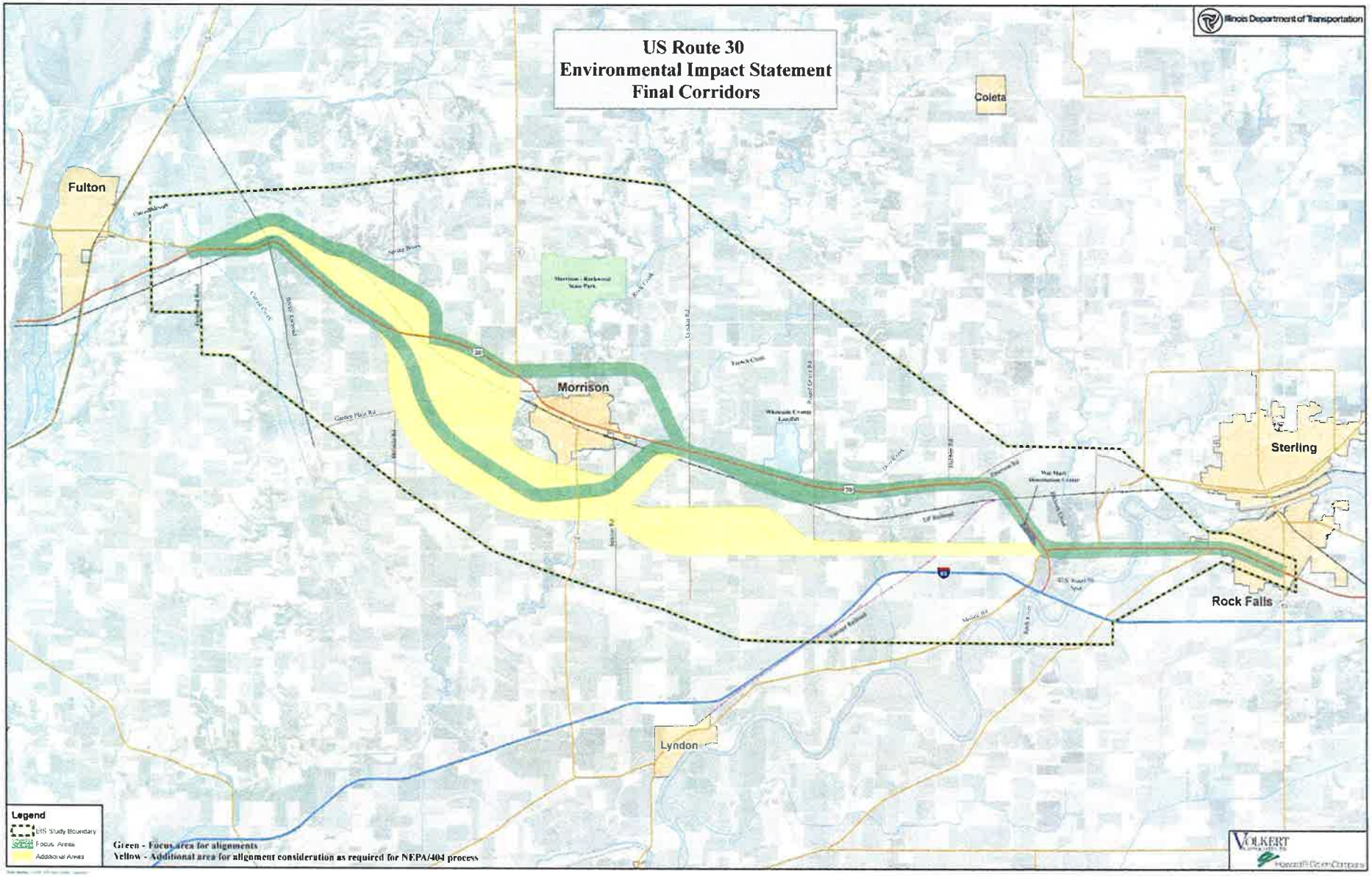
AGENDA

1) Public Informational Open House
2) Illinois NEPA/404 Merger Meeting
3) Corridors to Alignments
4) Alternatives Evaluated in Matrix
5) Rankings
6) Next Steps
7) Timeline

Public Informational Open House

- January 29, 2009; 1:00-7:00pm; Morrison
- 237 people attended
- Presented Environmental Issues, Schedule, CAG Corridors & Final Corridors

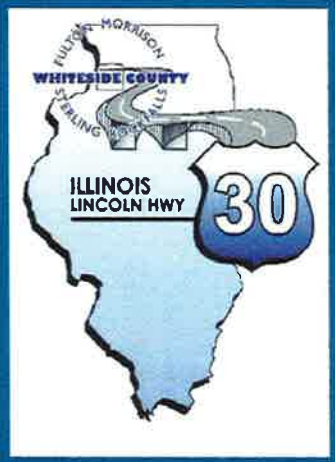
Corridors Presented



Public Informational Open House Concerns/Comments

- Agricultural Land
- Environmental Issues
- Preference for Corridor South of Morrison
- What progress has been made with the project?
- Development

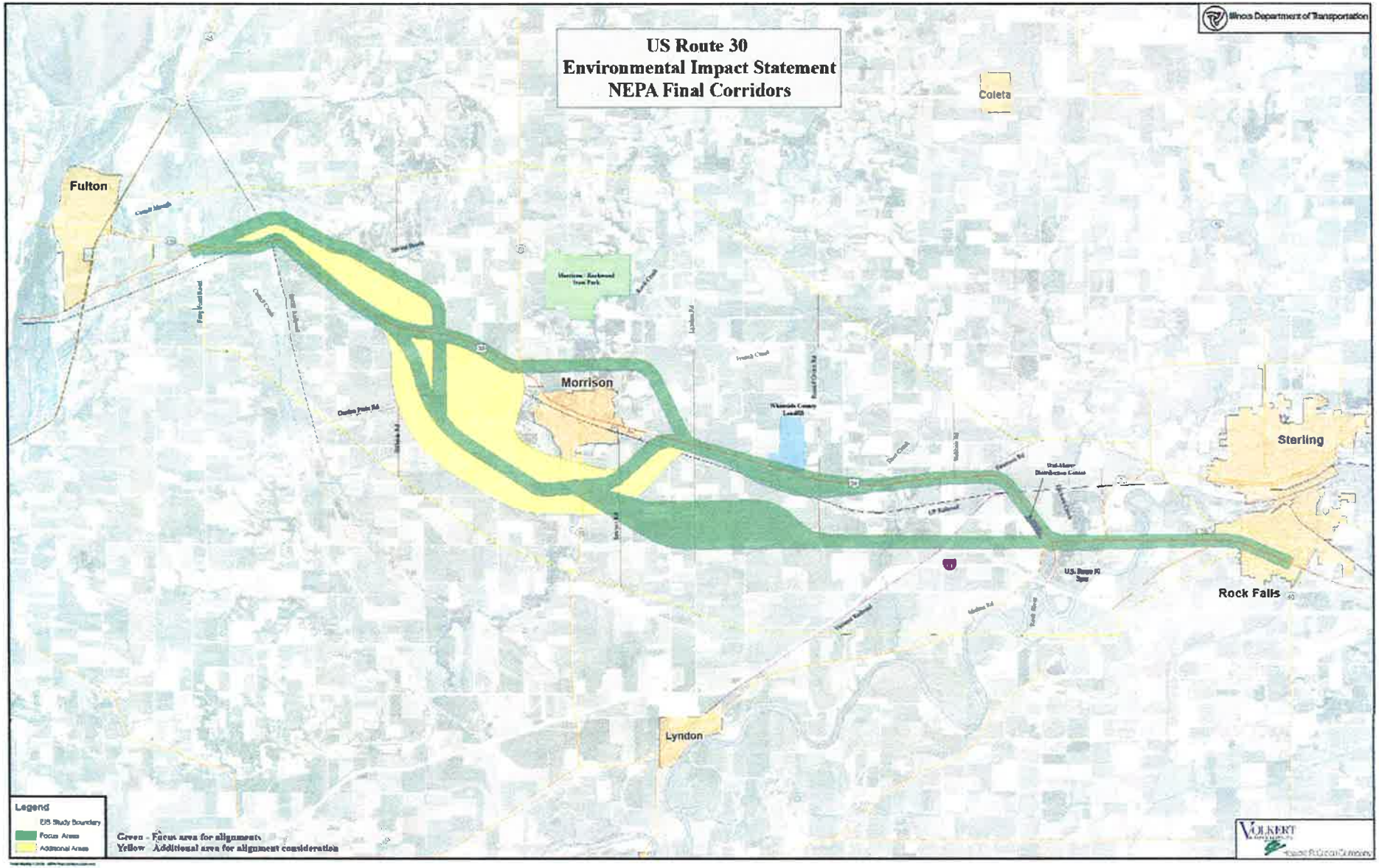
ILLINOIS NEPA 404 MERGER MEETING



PROJECT UPDATE

February 3, 2009

Final Corridors



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

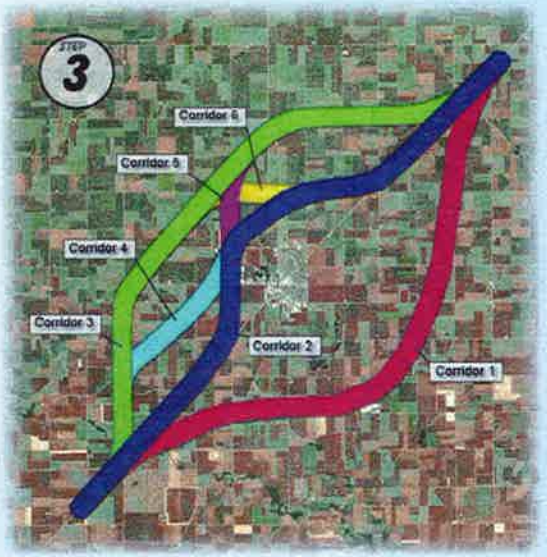
EXAMPLE OF PROCESS

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.

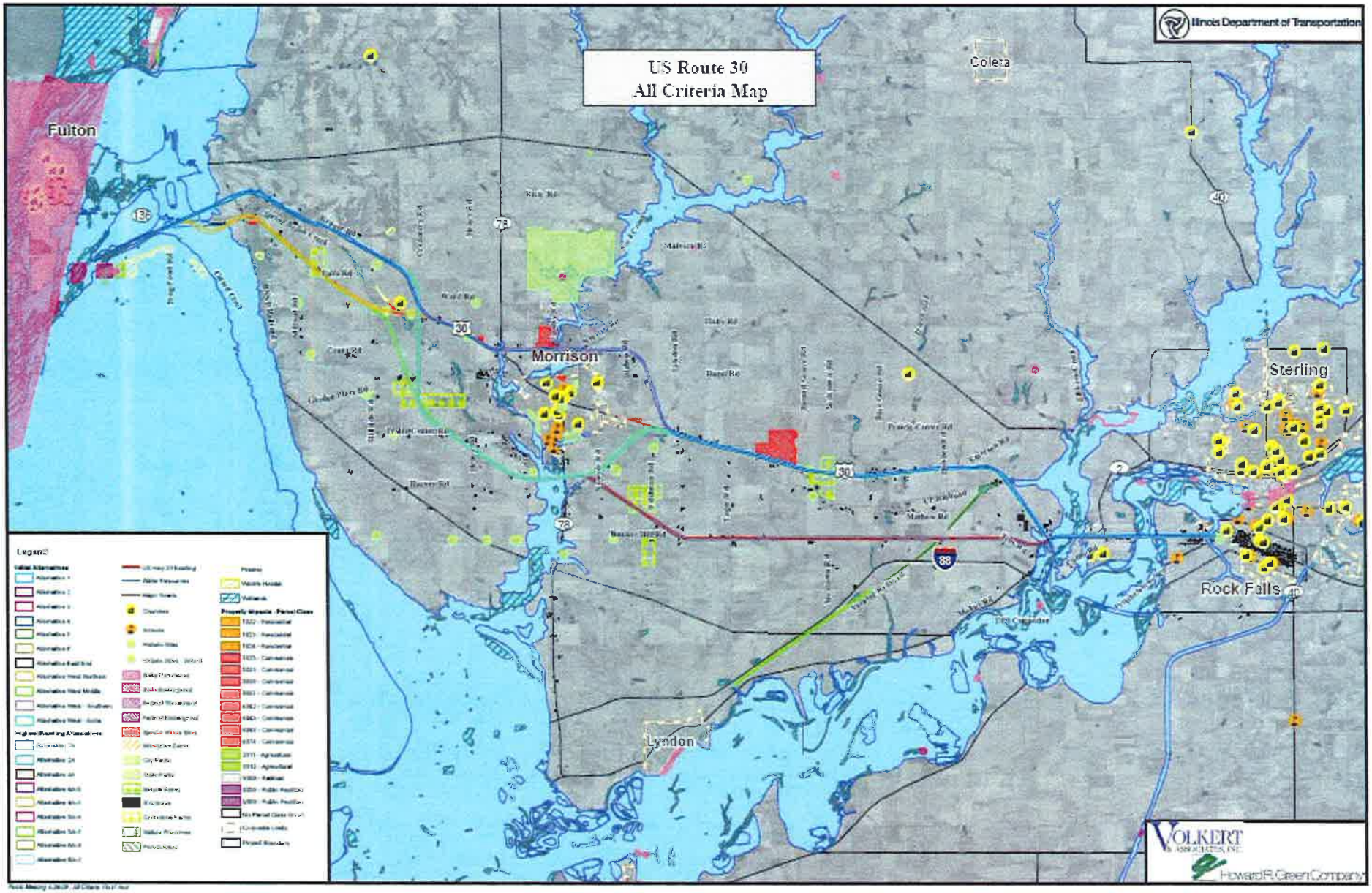
Local officials work in coordination with the Illinois Department of Transportation to initiate roadway improvement studies. Traffic congestion and safety concerns for an existing roadway (highlighted with a red dashed line) prompt a need to study alternative transportation improvements.

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.

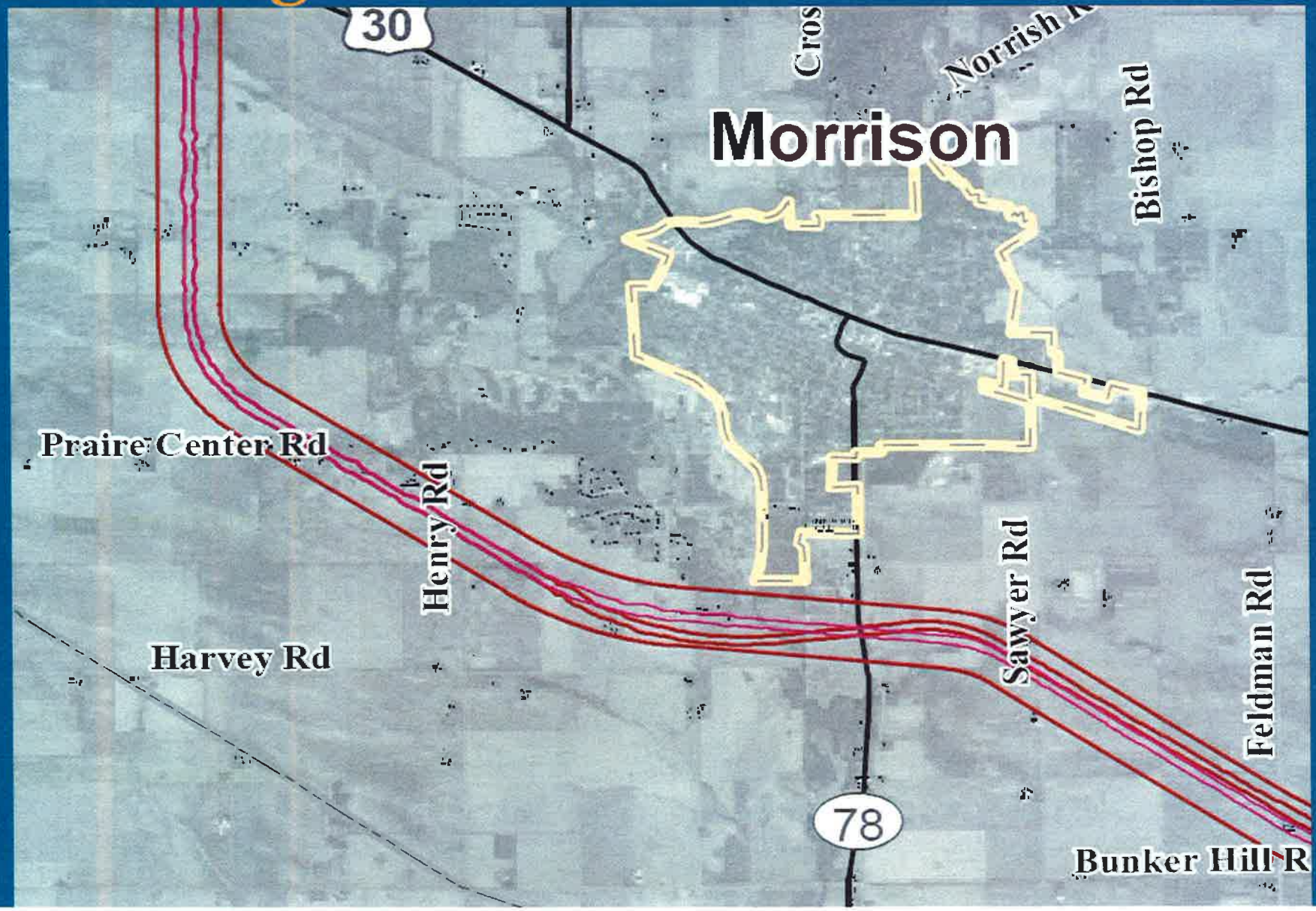


Study Corridors are defined within the study bands. Numerous corridors are studied to define and narrow available options. Information collected for the study bands is further refined at this point. From this, potential impacts of construction of a transportation improvement within each corridor can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


US Route 30
All Criteria Map
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Legend
VOLKERT & ASSOCIATES, INC.
Howard R. Green Company

Example of adjustments of an alignment within a corridor

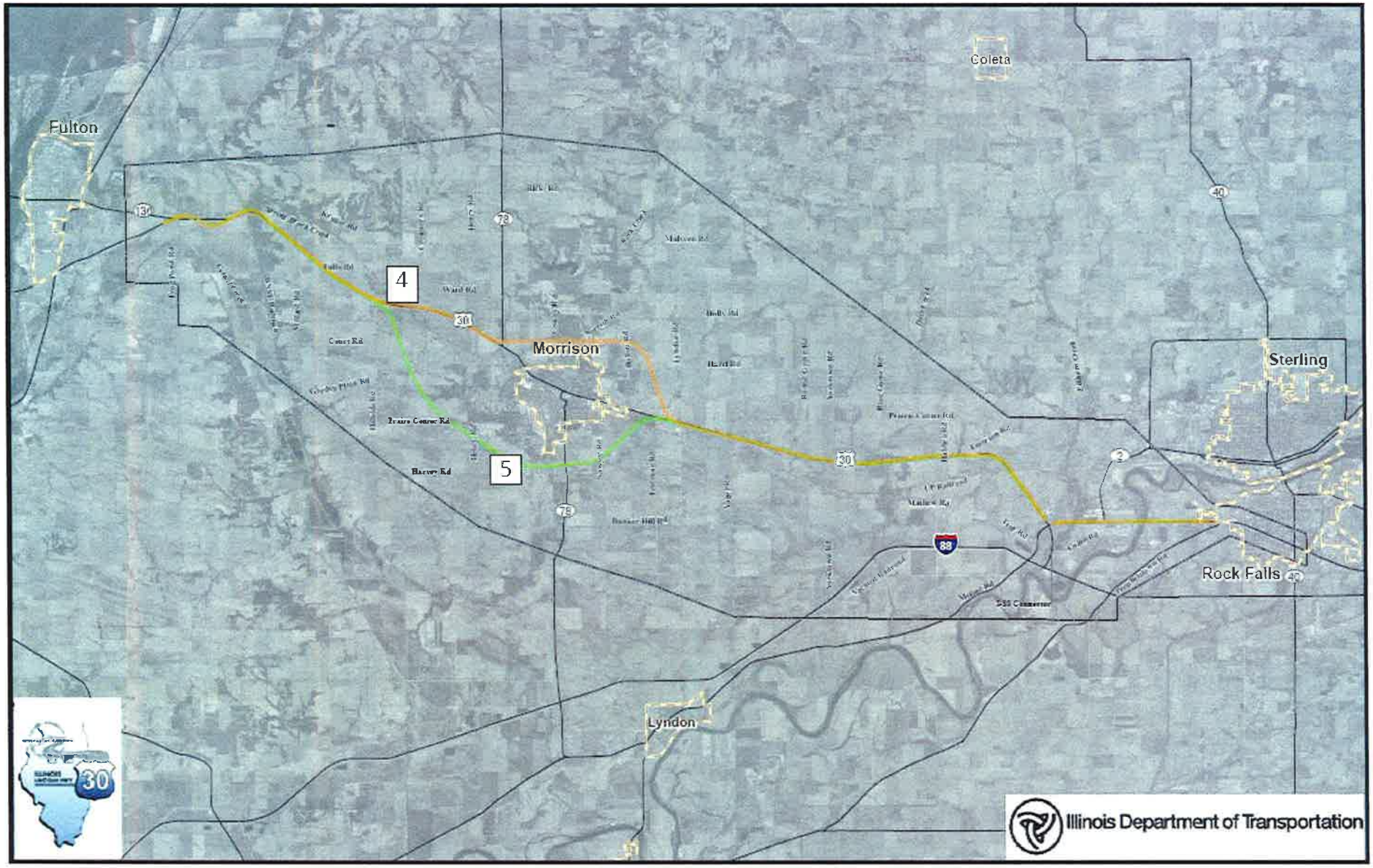


Alternatives Evaluated in Matrix

- 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

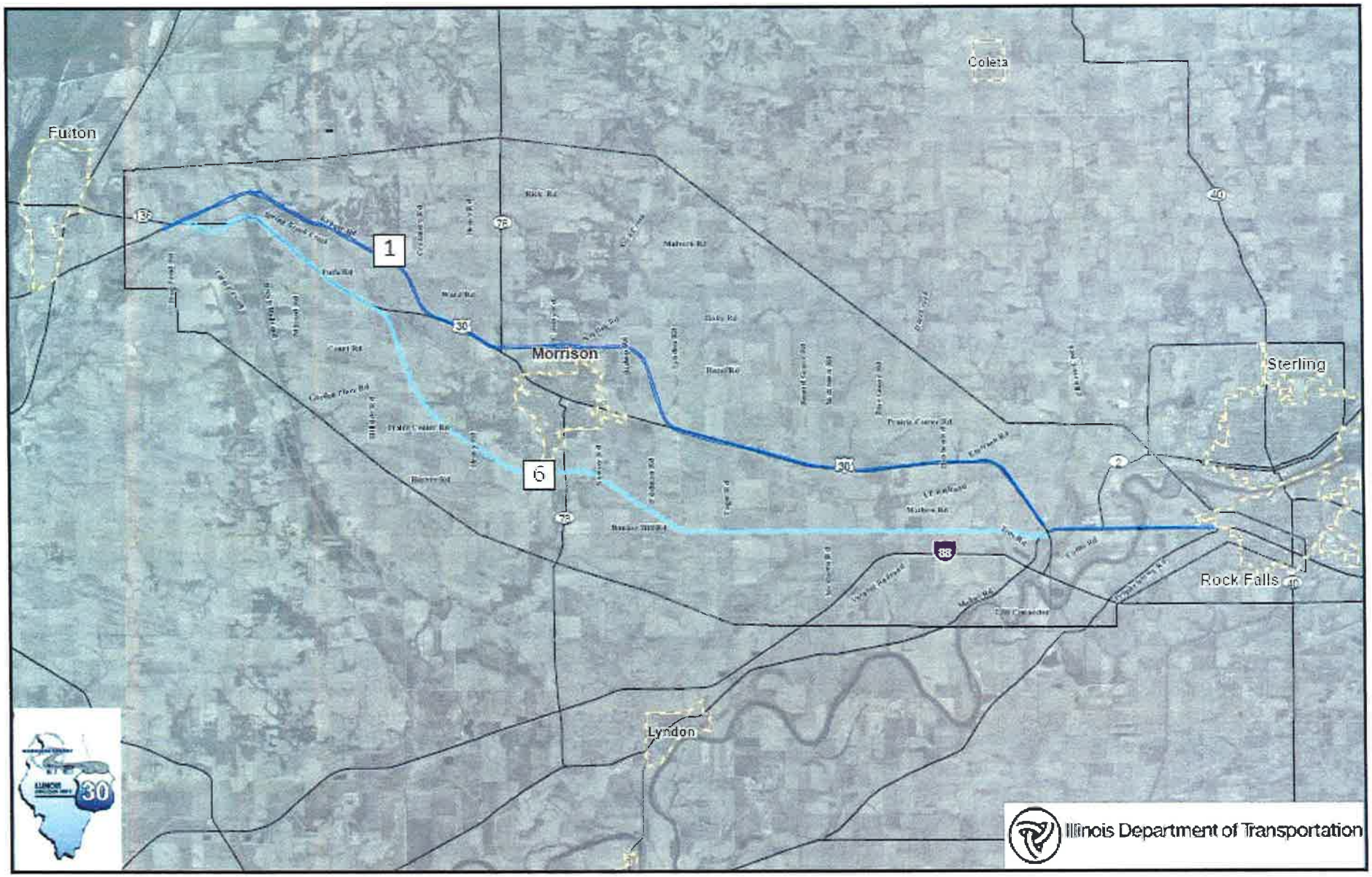
Alternative 4 ranked #1

Alternative 5 Ranked #1



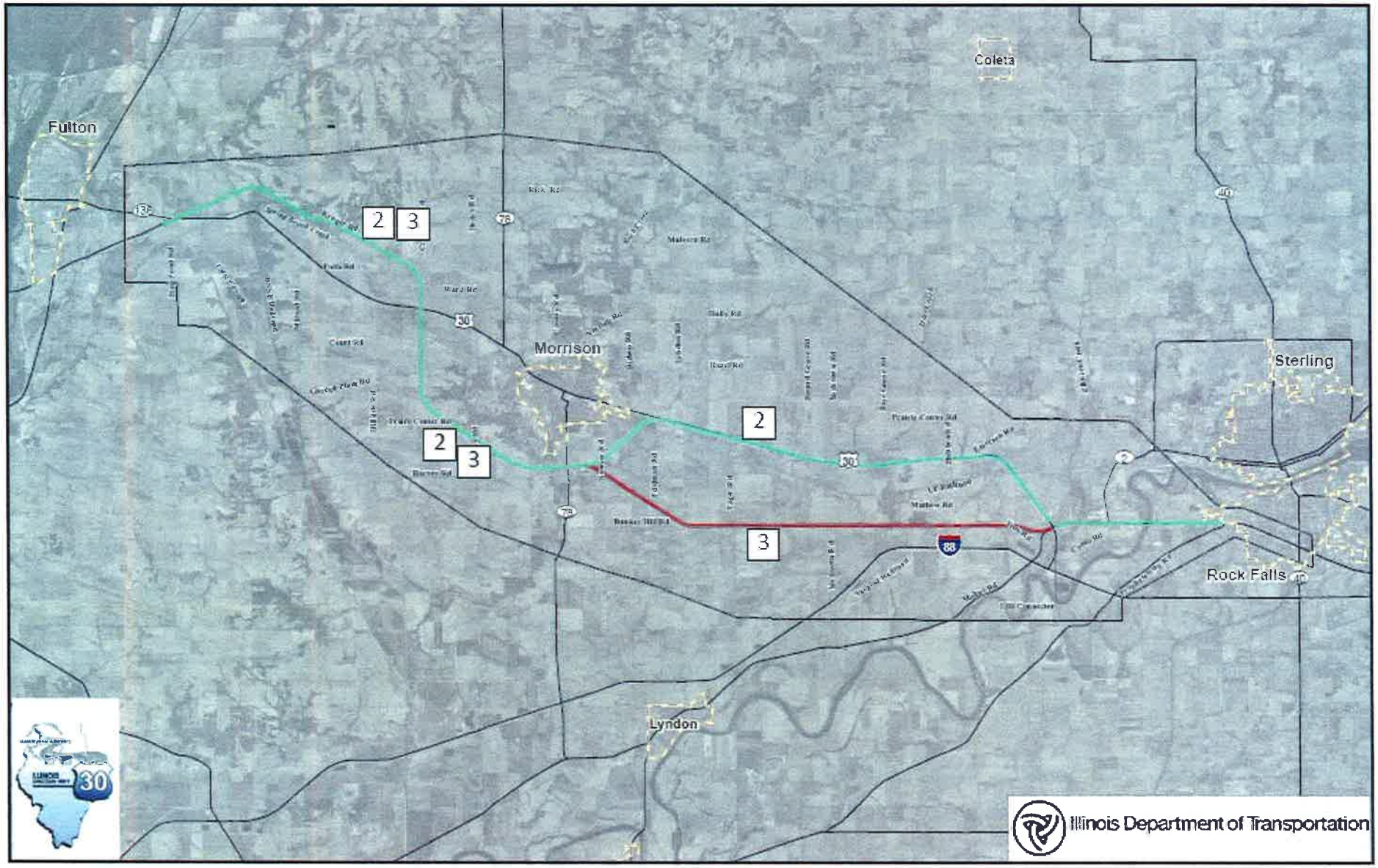
Alternative 6 ranked #3

Alternative 1 Ranked #4



Alternative 2 ranked #5

Alternative 3 ranked #5



Next Steps

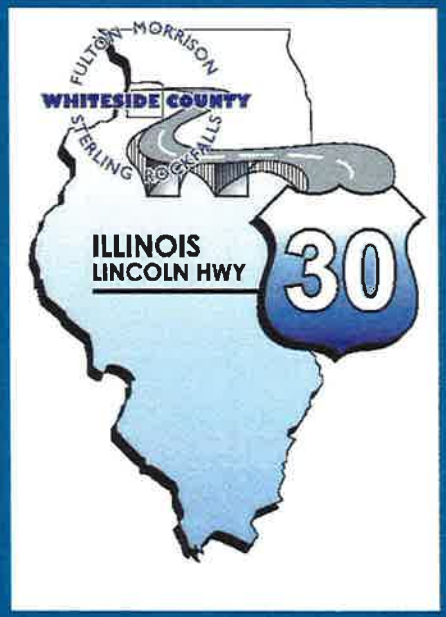
- Begin in-depth study of six (6) alternative alignments
- Take alternative alignments west of Morrison to NEPA/404 Merger Meeting in September

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

Thank You

for your Continued Support !!!!



QUESTIONS???

Illinois Department of Transportation

U.S. ROUTE 30 EIS & PHASE I DESIGN REPORT
WHITESIDE COUNTY NATURAL AREA GUARDIANS
JUNE 11, 2009 - ODELL COMMUNITY CENTER/LIBRARY
6:00p.m.

Attendees:

Name	Phone	Address	Email
Sandy Rideout	772-4117	517 N. Genesee	
MARIANNE +			
BILL BIAGI	956-0222	604 GREENWOOD	
Bethe Dinges Hopkins		Po Box 6 Fenton	
Marie Smith	772-2996	Morrison, Ill.	
C Rambo	772-7317	" "	
Nancy Indorato	772-7697	503 E Dover St.	
Bob Stone	3098874691	Fulton Ill	
Char Knuutten	815.626.5757	10080 Bluff Rd Rock Falls Ill	cknu@thewisp.net
Carolyn Kibler	815-626-4759	1716 W. 4th Sterling	
Anna Wheat	815-537-5218	13272 Blackhawk Rd. Prairie	
Donna Wolfe	815-718-5072	" "	
Tabor Kibler	626-4759	1716 W 4 Sterling	—
Elisa Rideout	815-772-4117	517 N. Genesee St	
Margo Owano	815 625-7071	19396 Noel Ct Morrison	owano@att.net
Alex Becker	815 772-7557	16020 Stanley Rd	

IDOT – Becky Marruffo, Dawn Perkins, Mark Nardini, Cassandra Rodgers
Volkert & Associates – Mike Walton, Bridgett Jacquot
H.R. Green Company – Jon Estrem, Gil Janes
Kaskaskia Engineering Group – Mary Lou Goodpaster

This meeting was held in order to provide the Whiteside County Natural Area Guardians (NAG) an update on the U.S. 30 project. The NAGs were provided with a copy of the presentation.

Dawn Perkins of IDOT kicked off the meeting by welcoming and thanking the NAGs for attending the meeting.

Purpose & Need

Mike Walton went on to provide an overview of the Purpose & Need for the project which is to reduce traffic congestion, improve traffic capacity, improve safety, accommodate freight, and establish roadway continuity.

Environmental Survey Results to be Discussed in the Draft Environmental Impact Statement (DEIS)

Mary Lou Goodpaster provided the details of the environmental survey results for the biological, wetlands, cultural, and special waste issues that will be discussed in detail in the Draft Environmental Impact Statement (DEIS). During her discussion of the biological survey results, she explained that no federally listed threatened or endangered species were collected during the studies conducted for the US 30 project. 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.

It was not stated in the meeting but for informational purposes two additional Myotis individuals (a post-lactating female and a juvenile) exhibited some, but not all, the diagnostic features characteristic of the Indiana bat. Thus, 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.

During the wetlands discussion, Mary Lou explained that about 80 wetlands had been confirmed in the study area. Based on the vegetation present within the wetlands, there are no "high quality" wetlands. *After the meeting it was determined that there are three sedge meadows and one wet meadow that are of considered high quality wetlands.*

The better quality wetlands in the study area are sedge meadows. In addition, Mary Lou explained that other issues that will be discussed in the DEIS are agriculture, socio-economic, air, and noise. All of the completed biological reports are available on the U.S. 30 website http://www.dot.il.gov/us30/index1.html . *In addition, a hard copy of the reports were given to Elisa Rideout after the meeting for the NAG group.*

The environmental surveys are conducted by the Illinois Natural History Survey (INHS), Illinois State Geological Survey (ISGS), and the Illinois Transportation Archaeological Research Program (ITARP). The environmental survey results are coordinated with the Illinois Department of Natural Resources (IDNR), Illinois Department of Agriculture (IDOA), Illinois Environmental Protection Agency (IEPA), Illinois Historic Preservation Agency (IHPA), U.S. Fish & Wildlife Service (USFWS), U.S. Environmental Protection Agency (USEPA), and the Army Corps of Engineers (COE).

The National Environmental Policy Act (NEPA) process is the process that IDOT and FHWA are required to follow for this project. NEPA states that government agencies must be responsible for their actions and impacts to the environment. The purpose of NEPA is to avoid, minimize, and mitigate environmental impacts.

The DEIS will include documentation of the affected environment (description of the environment within the project study area), environmental consequences (description of the environmental impacts associated with each alternative), and the measures that are being taken to minimize harm to the environment. Documentation will be prepared for: social/economic, agriculture, cultural resources, air quality, noise, groundwater resources, surface water & aquatic resources, wetlands, floodplains, natural resources, wildlife resources, threatened & endangered species, special lands, special waste, permits/certifications, and visual resources.

Corridors to Alignments

Jon Estrem presented the corridor and alignment portion of the presentation. The project started with corridors that were approximately 1400 feet wide and the project has progressed to the development of alternative alignments of approximately 200 feet wide; this would be width required for a four lane highway, which is what was assumed when developing the footprints for the alternative alignments. Six initial alignments were created.

Adjustments to the six initial alignments were made in order to avoid or minimize impacts. The following adjustments were made with the assumption of a cross section of a divided 4-lane:

- Center of each corridor
- Use of existing highway and right of way (ROW)
- Other adjustments that include: environmental resources, houses, farms, businesses, potential historic properties, cemeteries, use of existing bridges, and improved locations for stream crossings.

The entire length of each alignment was studied to find potential adjustments. The NAG was shown an example of an adjustment to avoid structures south of Morrison.

After the adjustments were made, the six alternative alignments were screened in a matrix against 23 factors within four major categories: traffic & safety, social & economic, environmental, and cost. The alignments were then scored and ranked. *The NAGs were provided a copy of the matrix in the presentation handout.*

Description of the six alternative alignments

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

Rankings

Alternatives 4 and 5 ranked #1
Alternative 6 ranked #3
Alternative 1 ranked #4
Alternative 2 and 3 ranked #5

Potential Environmental Impacts

Potential environmental impacts associated with the six alignments were discussed. It was pointed out that the alignments have been adjusted to avoid and minimize environmental impacts. As the alignments move forward in the study, the alignments will continue to be refined to avoid as many environmental impacts as possible.

- Currently there are impacts to agricultural ground and are severances to farm properties. Impacts of these alignments and eventually the preferred will be discussed in a separate agricultural technical report and summarized in the DEIS.
- Centennial and Sesquicentennial farms have been identified within the project study area and a few are currently impacted.
- There are some impacts to special waste sites. Special waste can be mitigated either prior to or during construction.
- There are a number of city parks and Morrison Rockwood State Park within the project study area. Currently there are no direct impacts to parks.
- 27 potential historic structures have been identified by the Illinois Historic Preservation Agency (IHPA). If any of these structures are impacted, a separate report will need to be produced and coordinated with the IHPA for signature.
- There are no impacts to the Lyndon Agnew Nature Preserve. IDNR does not allow impacts to nature preserves unless in very unique situations. At this point in time, no impacts are expected.
- There are minimal impacts to wetlands. Any impacts to wetlands will require mitigation. Due to the location of these wetlands within an agricultural community, a majority of the wetlands are degraded and most likely will require a low ratio of mitigation.
- 100 year floodplains, forests, wildlife habitat, and prairies have been identified. Currently there are no impacts to prairie.
- Displacements are also considered an environmental issue as part of the human environment. Currently there are a number of displacements associated with the alternative alignments. Twice as many displacements would occur with Alternatives #1 and #4.

Timeline

The completion of Phase I is anticipated for June 2012.

Comments, Question & Response

Question: What is NEPA? Response: National Environmental Policy Act; it will be explained later in the presentation.

Question: What area has been studied for environmental resources? Response: The area is highlighted on the map. It is approximately 10 miles wide and 25 miles long.

Question: What are visual resources? Response: An example would be the bluffs north of the Quad Cities; you would not want to ruin that view with a roadway that is not designed to be sensitive to the visual quality of an area.

Question: Is USGS involved? The Illinois State Geological Survey (ISGS) conducts some of the environmental surveys.

Question: What about the covered bridge? Response: Alternative #4 currently goes north of the covered bridge.

Question: Are bike trails being considered? Response: Yes, bike trails must be considered under IDOT policy and therefore will be considered as part of this project.

Question: Which environmental impact is considered more significant: a noise impact or a wetland impact? Response: Wetlands have stronger laws to protect them but at this point, we have not done the in-depth studies to make that type of decision at this time.

Question: Where did the costs come from? Response: The cost analysis was done in-house and includes maintenance costs.

Question: What is the traffic volume just east of Morrison? Response: Currently 6,000 to 8,000 ADT and 11,000-12,000 in the City of Morrison with 11-25% of that being truck traffic.

Question: Will trucks (mainly local carrying grain and cattle) be able to access the roadway? Response: There will be limited access and to secondary roadways; similar to IL 2.

Comment: The discussion of area geology and visual resources should include a discussion of the Paha glacial features west of Morrison. Response: We will look into it.

Question: Is the floodplain mapping based on FEMA? Concerns were expressed about the accuracy of that mapping as evidenced by recent flooding in New Orleans and Cedar Rapids. Response: We are required to use the FEMA mapping as the basis for our floodplain analysis under NEPA. However, detailed hydrologic modeling will be conducted during design for the selected alternative.

Comment: The presenter discussed the generally low quality of the wetlands in the study area, but that quality could be greatly improved by proper management. Response: That is true, and is one of the reasons that state and federal law protect all wetlands, regardless of quality. However, the mitigation requirements established under the Illinois Interagency Wetlands Policy Act are based, in part, on the existing wetland quality.

Question: Can wetland mitigation for this project take place anywhere in Illinois. Reponses: Except under very special circumstances, mitigation must be conducted within the same major watershed area as the impact. There are two wetland mitigation banks in District 2 (one in the Rock River Basin and one in the Mississippi River Basin) that are doing very well and wetland impacts from this project (if any) may be mitigated at these locations. Alternatively, a mitigation site may be selected within the project study area.

Comment: Alternative 4 goes between Morrison and the State Park. Concerns were expressed about the impacts, especially noise, to the park from a nearby major transportation facility. In addition there were concerns about "destroying" the park and separating the park from the city of Morrison. How will these impacts be taken into account, and has any coordination occurred with the Morrison State Park staff? Response: A meeting has been held with representatives of the State Park. While they noted that a highway facility near the park would provide better visibility and access for the park, they also noted some concerns. The impacts of this alternative, including potential increases in traffic noise, will be fully evaluated and additional coordination will occur with the park representatives.

Question: Why are you in the north? Response: NEPA requires that we look at all viable alternatives and the one to the north is still a viable alternative.

Question: Has coordination with the railroads taken place – what are their opinions about the alternatives? Response: We have had only limited coordination with the railroads to date. The project team is very experienced in working with railroads. The railroad companies are generally not interested in being highly engaged in the early stages of highway planning. We will contact them when we have an appropriate level of information to share with them.

Question: How old are the traffic and accident data that were used in the development of the project's Purpose and Need? Have changes in the economy affected the need for an improved facility? Response: The analysis of need was initially based on 2007 data: traffic and accident data are updated every two years and we expect to have the new data shortly. These data will continue to be updated throughout the course of the study. The traffic and crash analyses are available on the US 30 website.

Comment: Getting semis off of our nation's highways should be a high priority for transportation planning.

Question: Will local traffic be able to access the new US 30? Response: The study is based on the assumption that this facility would be an expressway, not a freeway. Access would be more limited than it is now, but at grade intersections will likely be provided for every crossroad.

Question: Will all secondary roads have intersections? Response: At this time we have no plans to close any county or township roads.

Question: What about overall US 30 system continuity – what is Iowa doing about its sections of two-lane US 30. Response: Gil Janes discussed the status of upgrading US 30 within Iowa.

Question: What is considered special waste? Response: Any hazardous waste site such as the landfill, gas stations and certain factories.

Question: What about impacts to businesses in Morrison from construction of a bypass? Response: The socioeconomic impacts of the alternatives, including impacts to businesses inside Morrison, will be assessed as part of the EIS process.

Question: Has any consideration been given to the presence of the ancient Mississippi River channel west of Morrison? Response: This will be part of the floodplain analysis.

Question: What takes precedence, impact to agricultural land or impact to buildings? Response: In the NEPA process the Natural Environment outweighs the Human Environment.

Comment by Consultant Team: Under NEPA the Natural Environment does outweigh the Human Environment but substantial opposition from the public can cause an alignment to be eliminated.

Question: What is the ROD? Response: Record of Decision.

Illinois Department of Transportation

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

WHITESIDE COUNTY NATRUAL AREA GUARDIANS

June 11, 2009

AGENDA

1) Purpose & Need
2) Environmental Survey Results to be discussed in the EIS
3) NEPA Process
4) DEIS Outline
5) Corridors to Alignments
6) Adjustments to Alignments
7) Alternative Alignments evaluated in Matrix
8) Matrix Information Summary Sheet & Rankings
9) Potential Environmental Impacts
10) Timeline

Purpose & Need

- Reduce Traffic Congestion
  - Based on existing & projected traffic volumes
- Improve Traffic Capacity
  - Based on existing & projected Level of Service
- Improve Safety
  - Based on crashes & roadway deficiencies
- Accommodate Freight
  - 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

Environmental Survey Results to be discussed in the EIS

- 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
- 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

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

Biological Resources Technical Report

- On website

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

Who conducts the environmental surveys?

- Illinois Natural History Survey (INHS)
- Illinois State Geological Survey (ISGS)
- Illinois Transportation Archaeological Research Program (ITARP)

What environmental regulatory agencies must these results be coordinated with?

- Illinois Department of Natural Resources (IDNR)
- Illinois Department of Agriculture (IDOA)
- Illinois Environmental Protection Agency (IEPA)
- Illinois Historic Preservation Agency (IHPA)
- U.S. Fish & Wildlife Service (USFWA)
- U.S. Environmental Protection Agency (USEPA)
- Army Corps of Engineers (COE)

NEPA PROCESS

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

DEIS outline

Affected Environment, Environmental Consequences:, & Measures to Minimize Harm

Social/Economic

- Communities
- Demographics
- Employment
- Businesses
- Property Taxes
- Neighborhoods
- Public Facilities/Services
- Land Use & Zoning
- Environmental Justice

Agriculture

- Whiteside Co. statistics
- CRP/CREP
- Centennial Farms
- Soils
- Prime/Unique/Important Farmland
- Impacts to Farm Operations

Cultural Resources

- Historic Resources
- Archeological Resources

Air Quality

- Microscale Analysis
- Conformity
- Mobile Source Air Toxics
- Construction Related Particulate Matter

Noise

- Noise levels
- Evaluation of Abatement Measures

Groundwater Resources

- Aquifers
- Groundwater Quality

Geology & Soils

DEIS Outline

Affected Environment, Environmental Consequences, & Measures to Minimize Harm

Surface Water & Aquatic Resources

- Watershed Characteristics
- Physical & Biological Parameters
- Water Quality

Wetlands

- Wetland Plant Community
- Wetland Functions

Floodplains

- 100 year floodplain
- Natural & Beneficial Floodplain Values
- Floodways

Natural Resources

- Natural Divisions
- Cover Types
- Upland Forest
- Invasive Species

Wildlife Resources

- Forested Habitat
- Grassland Habitat
- Important Wildlife Areas

Threatened & Endangered Species

- State & Federal Species and Habitat

Special Lands

- Section 6f Lands
- OSLAD Act Lands

Special Waste

- Hazardous
- Nonhazardous

Permits/Certifications

Visual Resources

- Existing US 30
- Relocated US 30

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

EXAMPLE OF PROCESS

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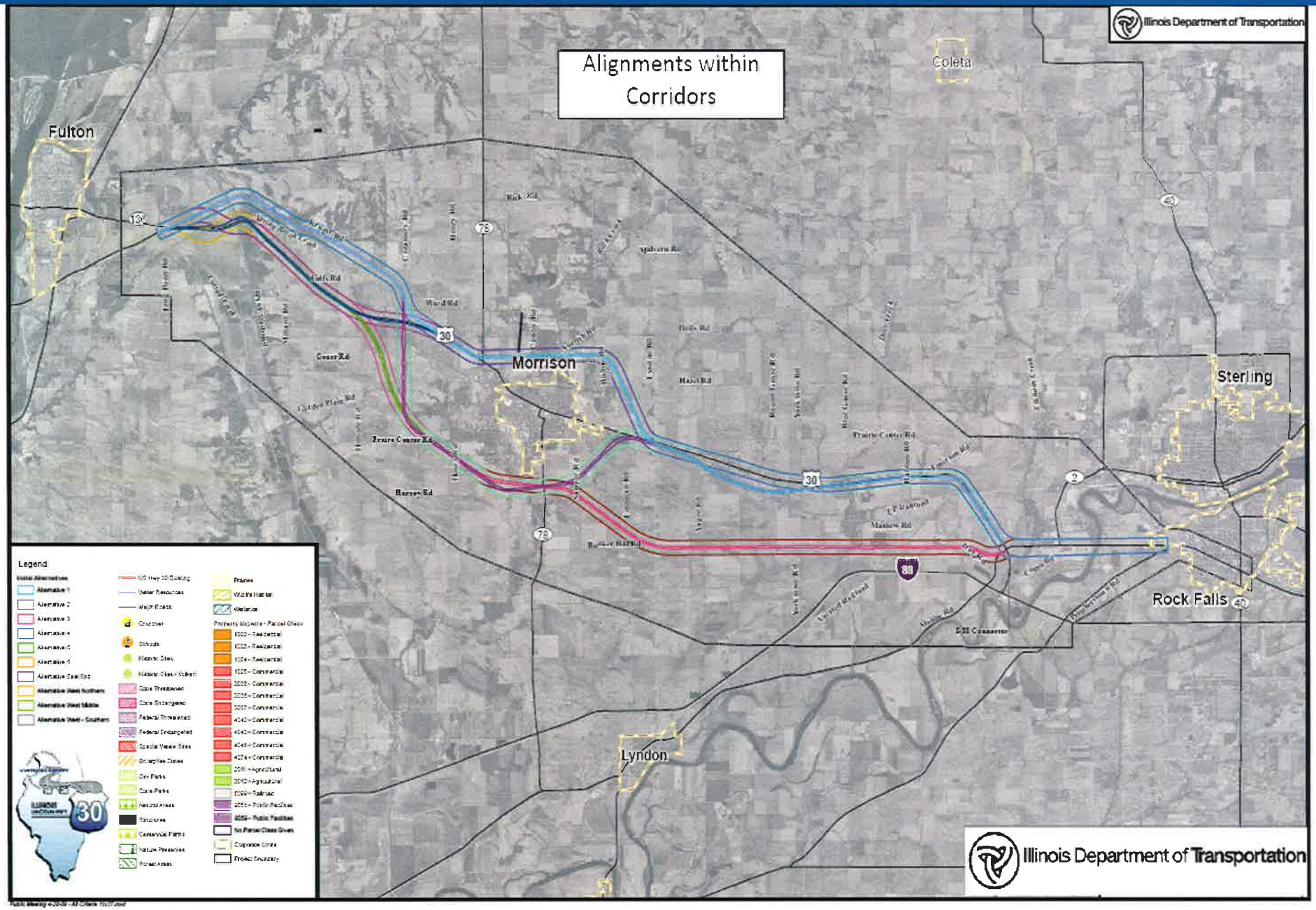
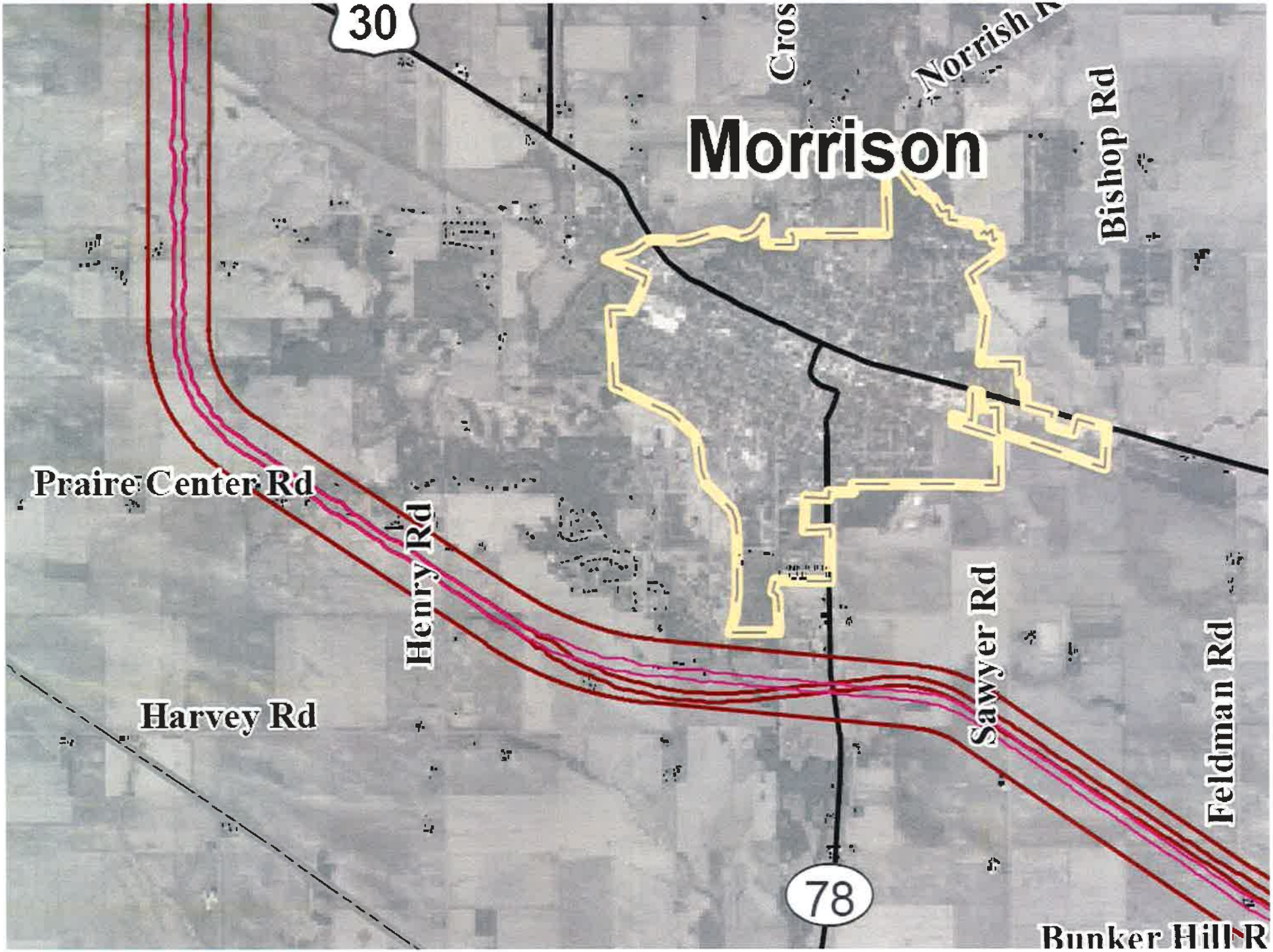

Alignments within Corridors
Illinois Department of Transportation
Fulton
Coleta
Morrison
Sterling
Rock Falls
Lyndon
Legend

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

BREAK

Alternatives Evaluated in Matrix

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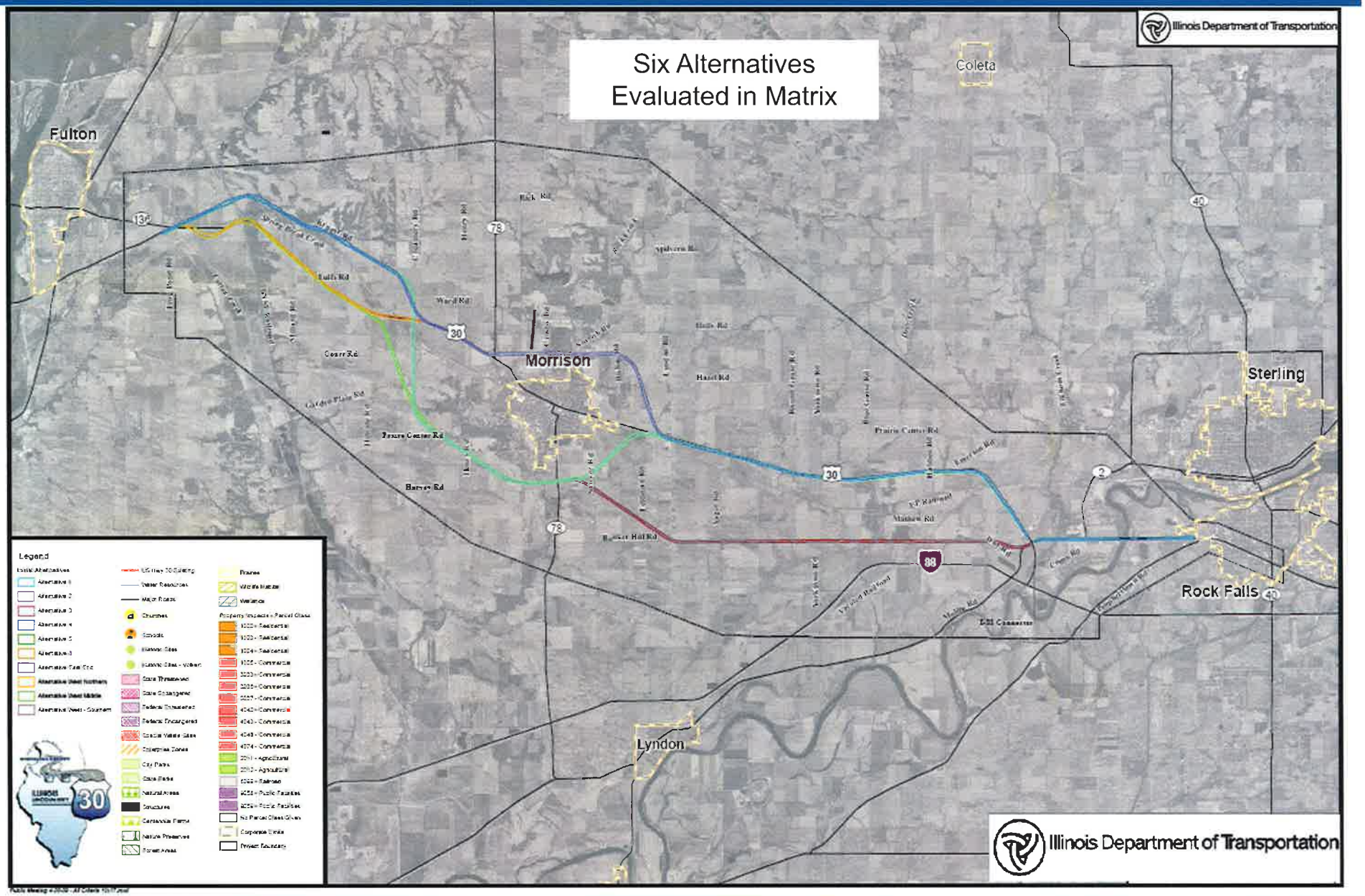
  - Traffic & Safety
  - Social & Economic
  - Environmental
  - Cost
- The alignments were then scored and ranked

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	Indicator	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 5. Point values then totaled for each alternative for comparison.	Roadway Segment LOS (point)	1	1	1	1	1	1
Utilization of Improvements	Improve LOS along existing US 30 in design year.	Existing Roadway LOS in 2032 within Segment (points)	1.92	1.75	2.78	1.69	1.92	2.28
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)	4.83	7.94	1.01	4.46	8.34	0.24
		Public Facilities (acres)	10.47	9.44	0.50	10.44	9.44	0.50
		Agricultural Ground (acres)	261.19	422.46	497.94	289.26	343.62	419.26
		Residential (acres)	34.93	15.01	22.60	21.98	13.79	22.22
		Total (acres)	411.32	454.85	521.94	384.83	376.17	432.54
Agricultural Land Severance	Evaluate alternatives relative to Farm Severance	Number of farms severed + impacted	18	9	8	12	2	4
		Number of farms severed + displaced	11	32	11	9	26	26
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)	11	10	7	11	12	9
		Residential (each)	19	8	8	19	7	8
		Total (each)	32	22	16	32	22	18
Cultivated Farm Impacts	Evaluate alternatives re: disturbance to cultivated farms	Area of cultivated farms affected (acres)	3.38	7.47	11.08	8.67	13.80	17.73
Economic Sustainability	Evaluate potential to sustain the economic viability of the communities	Required ROW from Enterprise Zone (acres)	15.86	20.81	2.38	15.86	20.43	2.37
		Bringing 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)/ Properties	Evaluate potential impact on 4(f)/6(f) properties (parkland, recreational land, historic sites)	Number of sites affected (each)	3	2	0	5	3	0
Floodplain	Evaluate potential impact to floodplains	Area of floodplain affected - longitudinal (acres)	2.66	0.00	0.00	13.07	36.45	45.43
		Area of floodplain affected - lateral (acres)	27.95	37.42	40.54	14.24	23.95	13.97
Natural Area	Evaluate potential impacts Natural Area	Number of sites affected (each)	0	0	0	0	0	0
Nature Preserve	Evaluate potential impacts 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 + assigned point value)	18	17	13	18	17	16
Wetlands	Evaluate potential impacts to wetlands using Floristic Quality Index of QI. 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)	3.85	3.28	1.10	0.47	1.48	0.18
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)	25.34	26.26	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)	42.56	30.26	44.78	28.62	54.29	19.64
Cost								
Construction Cost	Opinion of probable construction cost	Total Construction Cost	$208,826,000	$253,748,000	$237,081,000	$225,826,000	$203,200,000	$221,002,000
Land Acquisition Cost	Opinion of probable land acquisition cost	Single Family Homes	$1,452,222	$650,922	$600,400	$1,527,262	$650,400	$749,000
		Farm Buildings	$797,100	$590,120	$281,000	$804,679	$396,600	$591,100
		Commercial Buildings	$60,264	$160,000	$60,264	$60,064	$136,823	$0
		Residential Property Impacts	$178,885	$134,702	$119,436	$134,786	$149,741	$179,888
		Agricultural Property Impacts	$1,755,880	$2,112,257	$2,480,000	$1,383,580	$1,703,108	$2,173,042
		Commercial Property Impacts	$16,347	$32,496	$5,270	$17,001	$30,074	$000
		Total Land Acquisition cost	$4,260,711	$3,680,540	$3,510,100	$4,026,000	$3,666,875	$3,794,130
Operations & Maintenance Costs	Estimate costs as reflected by resulting lane miles. Assumes a direct correlation between total lane miles & operation/maintenance costs.	Length of proposed alignment (lane miles)	60.28	86.28	93.96	78.20	62.15	79.60
		Length of resulting existing roadway not in alternative (lane mi.)	26.15	22.01	27.55	9.83	15.57	21.11
		Total Length (lane miles)	106.43	108.30	121.35	88.03	97.72	100.77

5/27/2008

US Route 30 - Whiteside County
Rankings

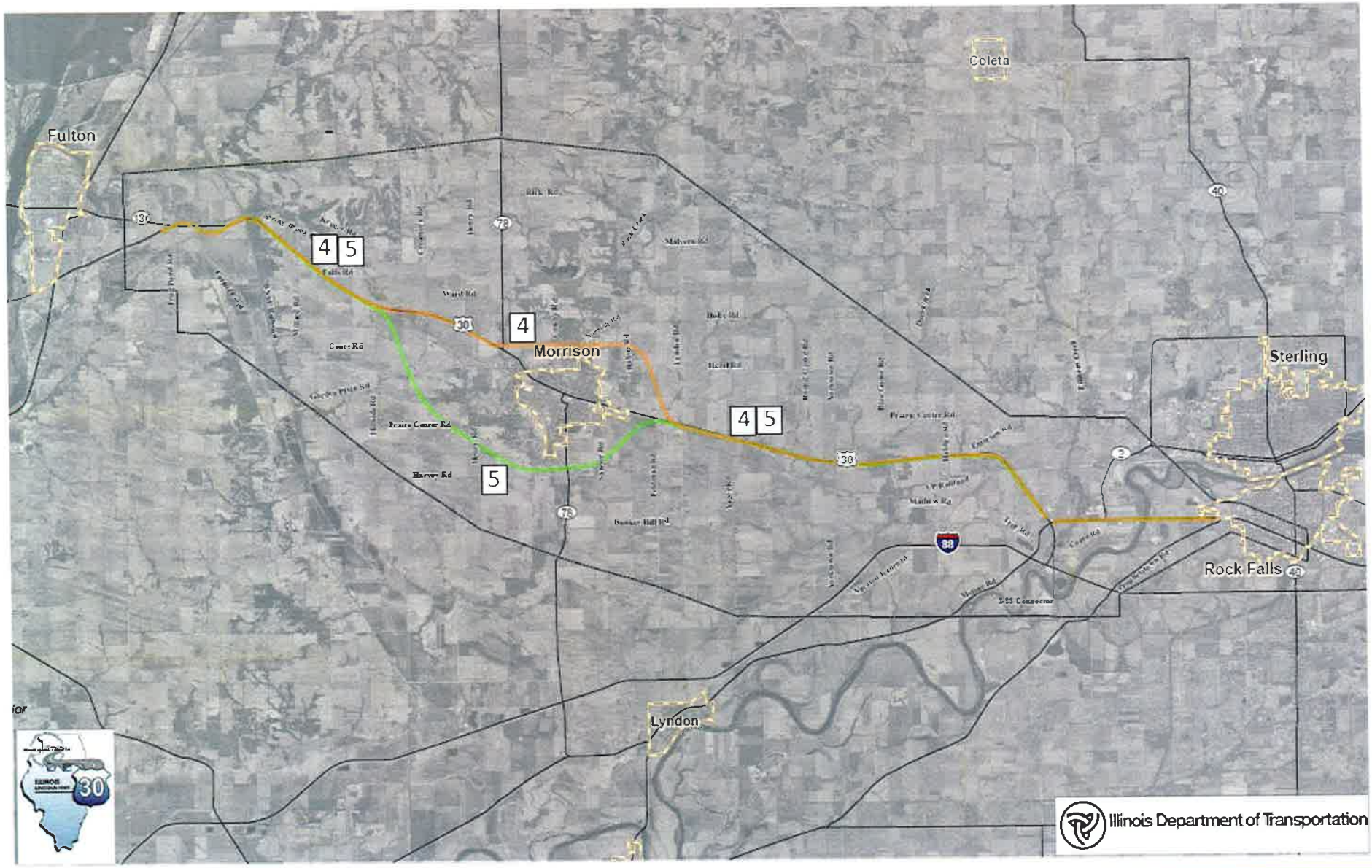
RANKINGS

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	64.60	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	35.00	40.00	32.00
Environmental Sensitivity - Social and Economic Criteria		162.01	207.30	249.06	261.40	235.96	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	56.25	0.00	31.25	56.25
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	791.66	864.56	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 4f/106 properties (parkland, recreational lands, 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	7.87	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	58.12
Cost		30.16	10.69	6.32	38.36	27.46	21.08
		Rank: 2	Rank: 5	Rank: 6	Rank: 1	Rank: 3	Rank: 4
Project Cost	Opinion of probable cost for construction & land acquisition	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

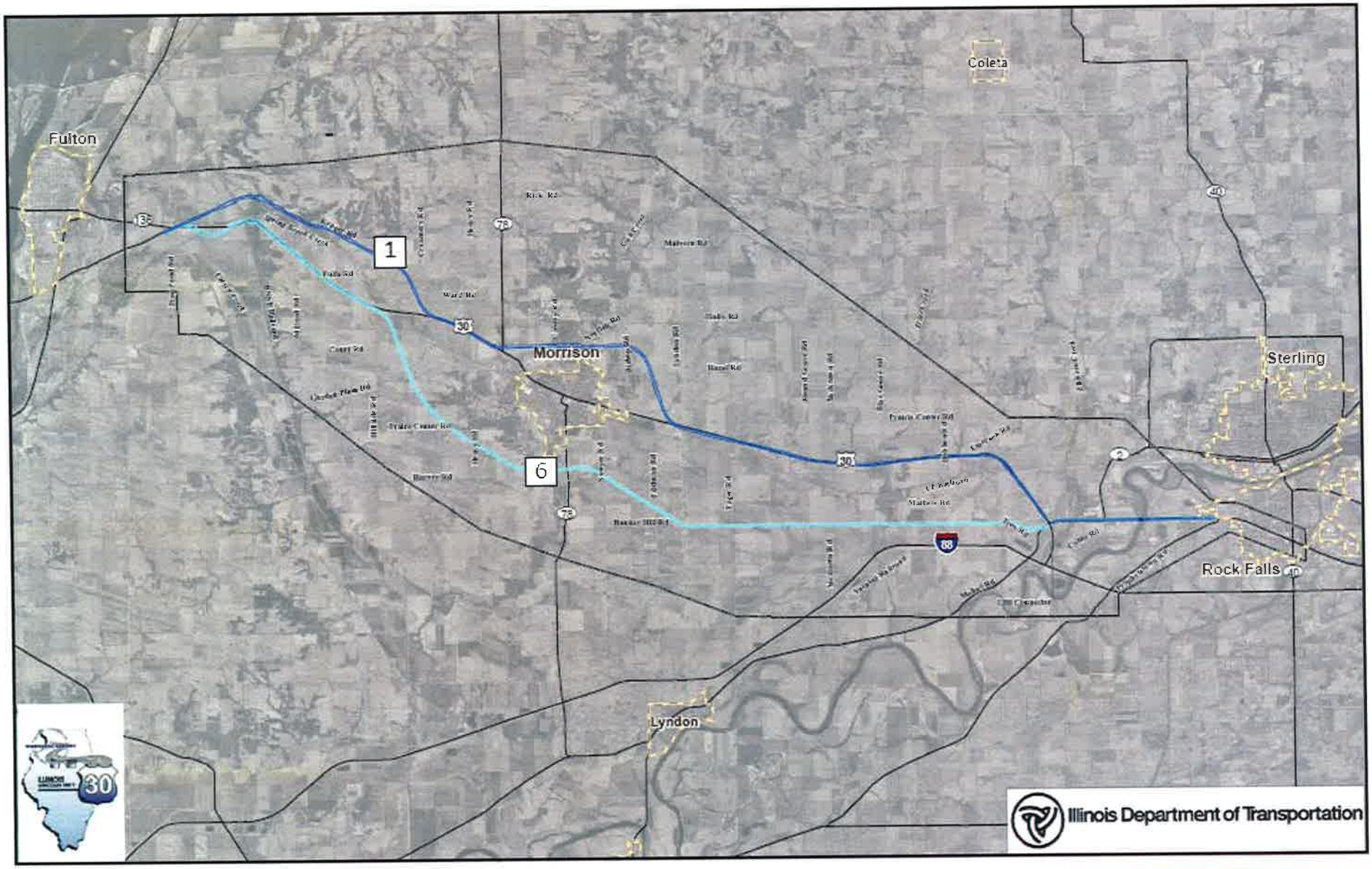
Alternative 4 ranked #1

Alternative 5 Ranked #1



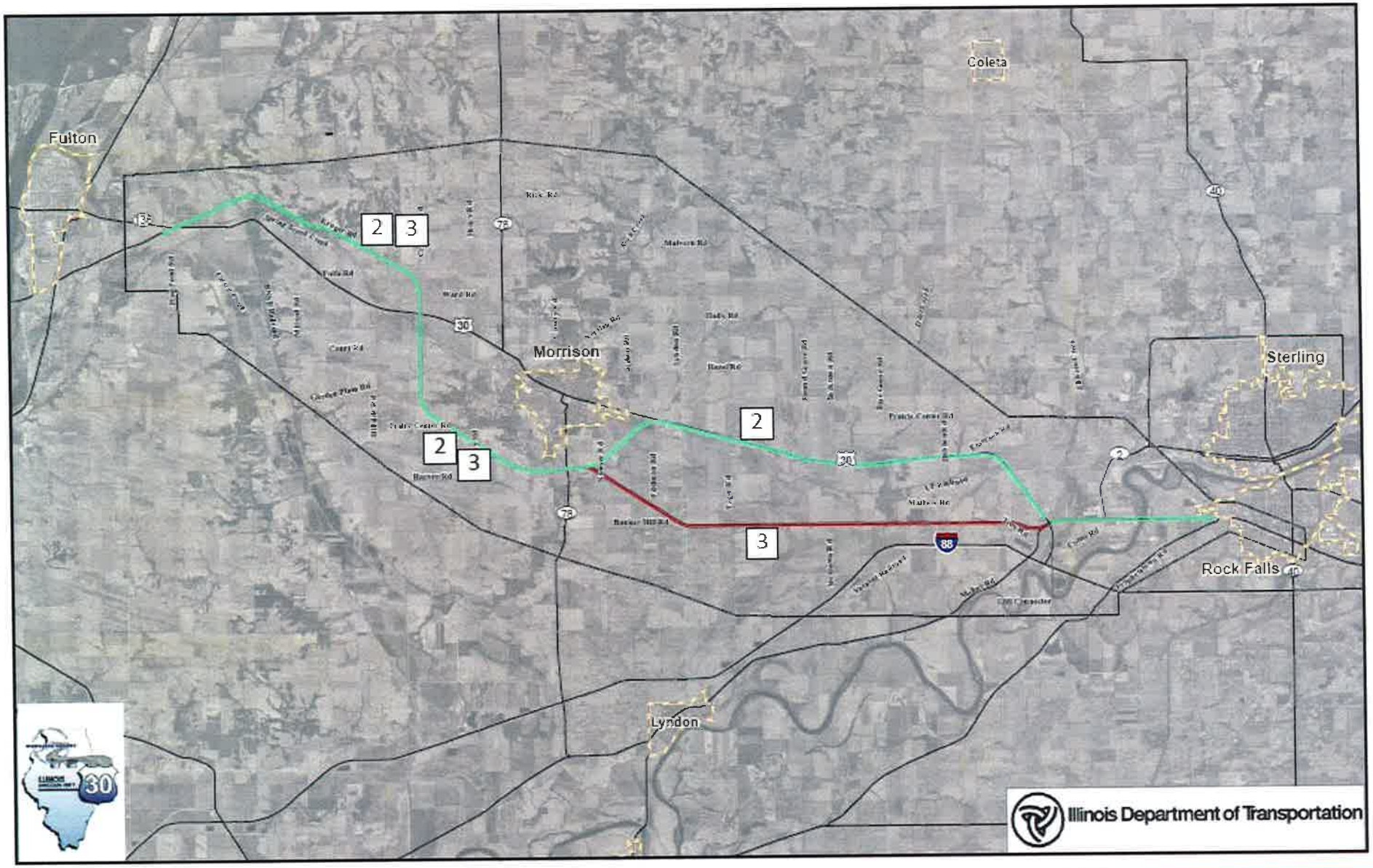
Alternative 6 ranked #3

Alternative 1 Ranked #4



Alternative 2 ranked # 5

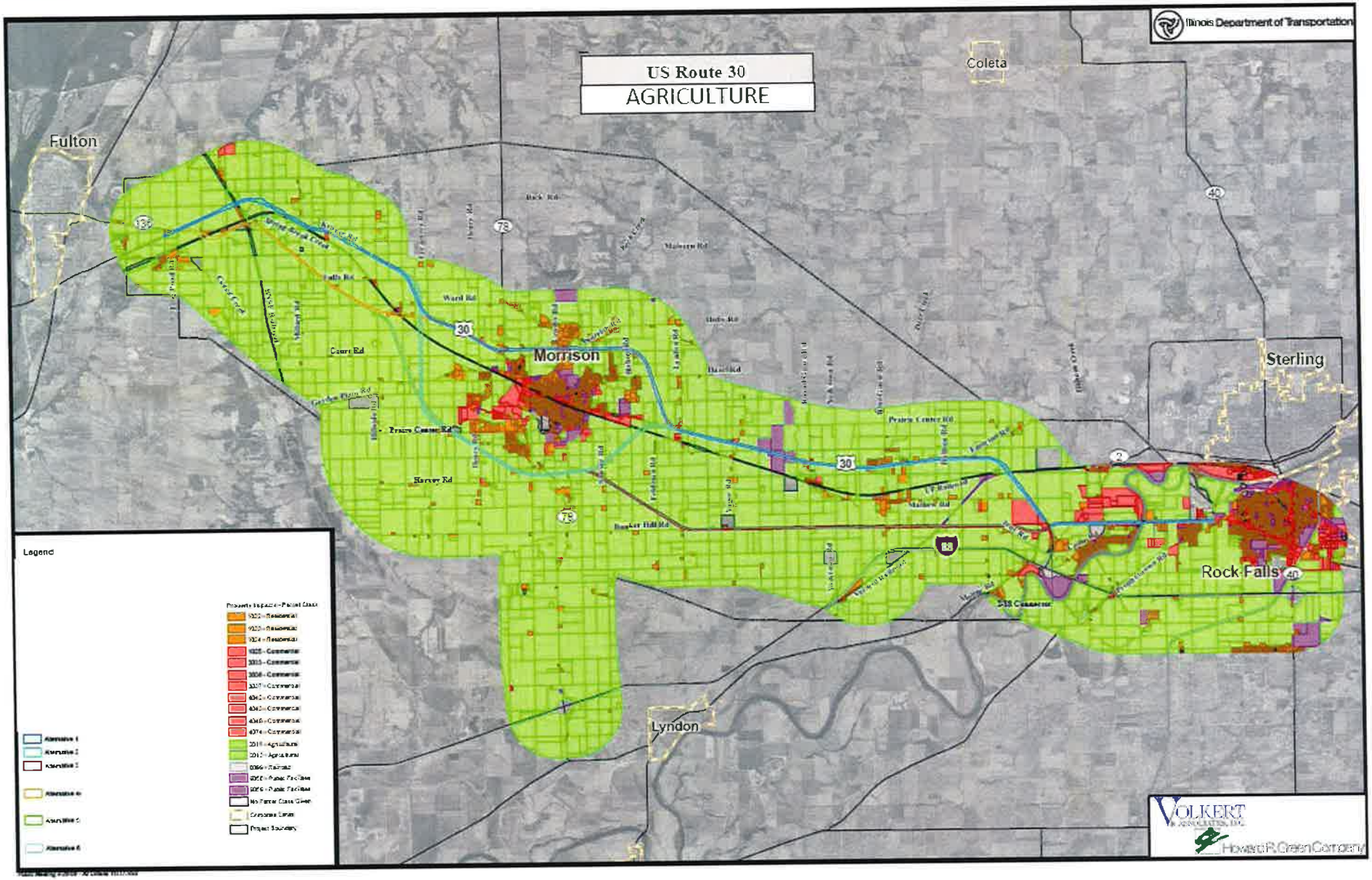
Alternative 3 ranked #5



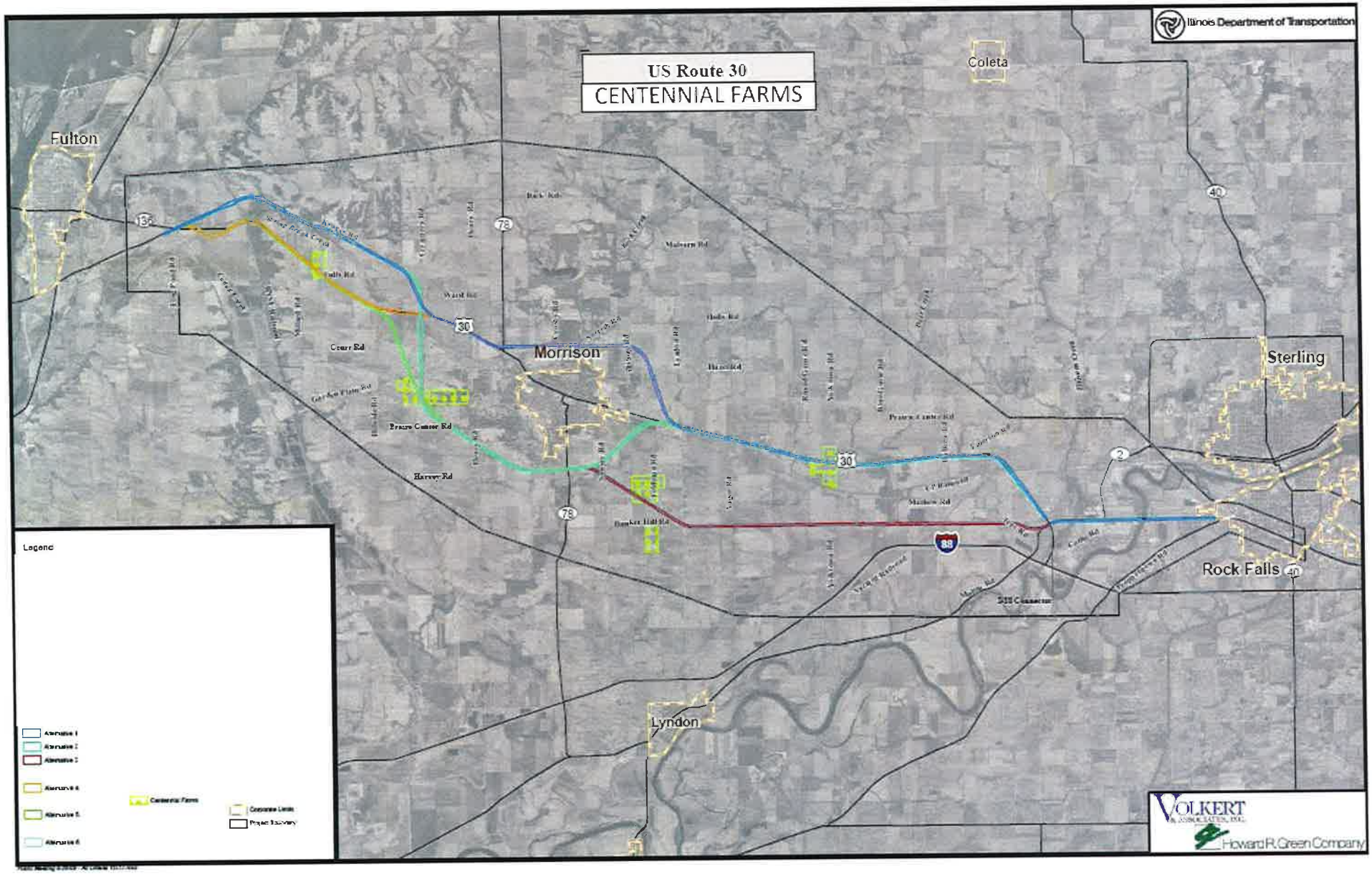
Potential Environmental Impacts

- 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.

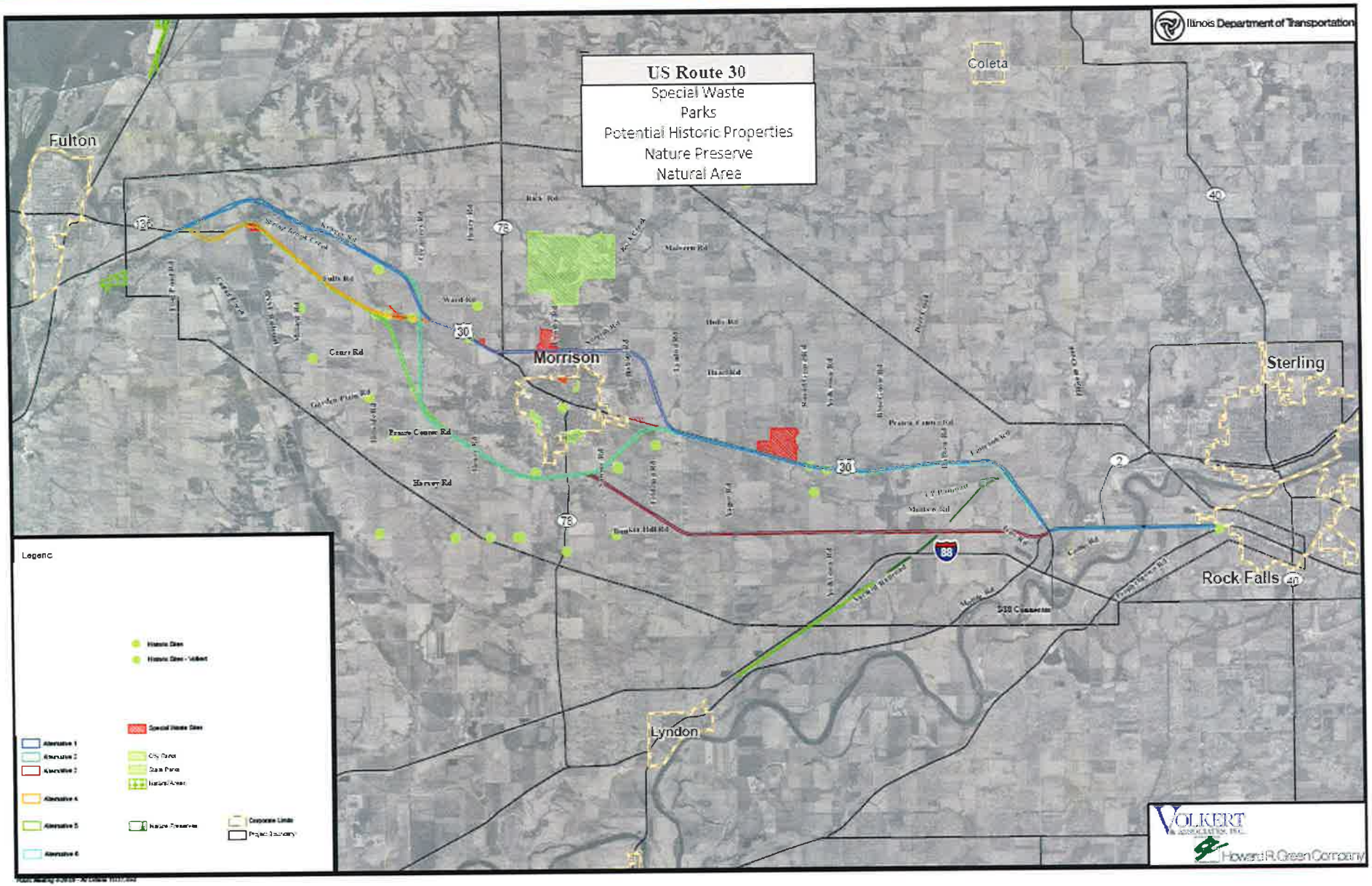
Agriculture



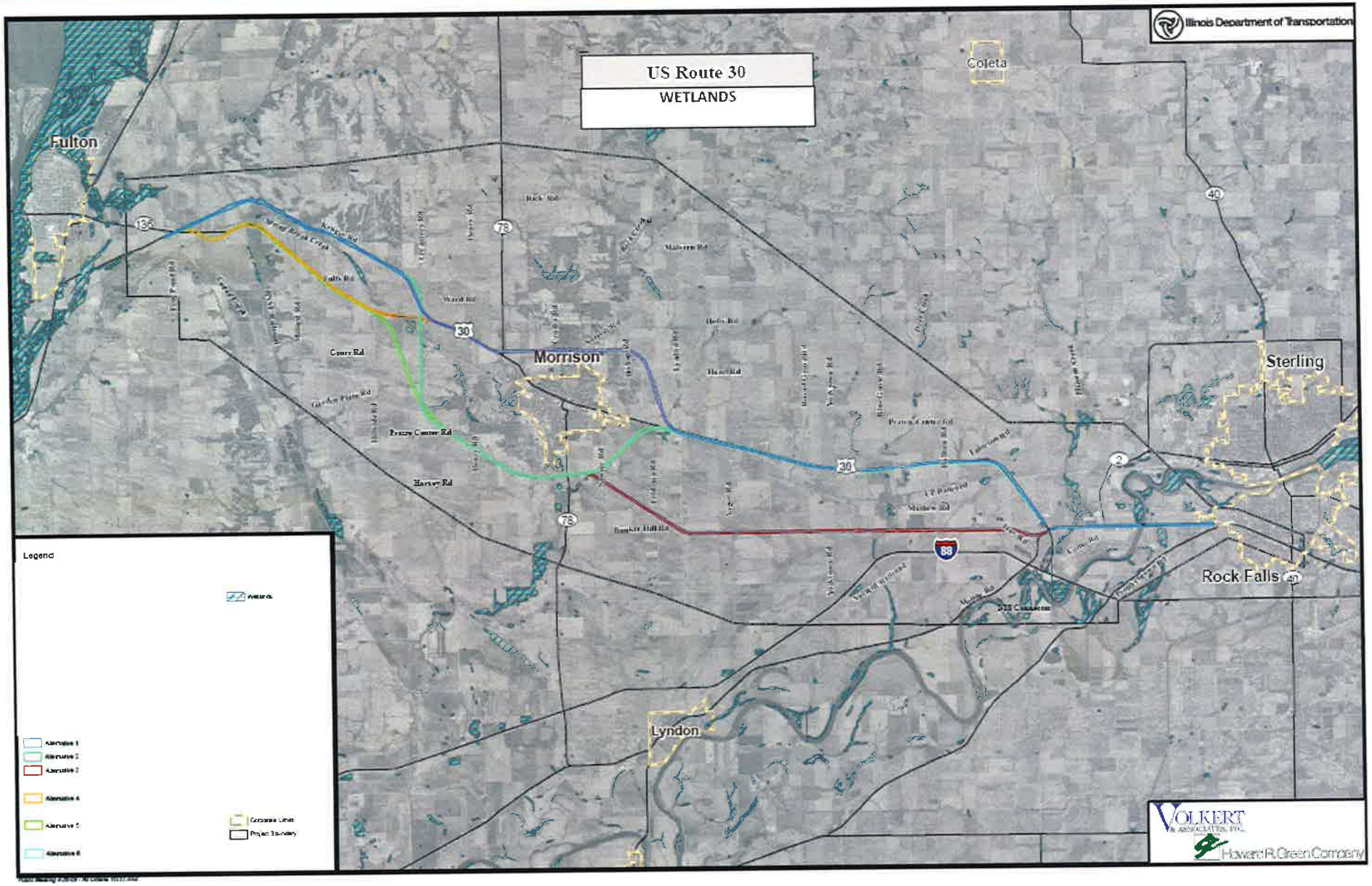
Centennial Farms



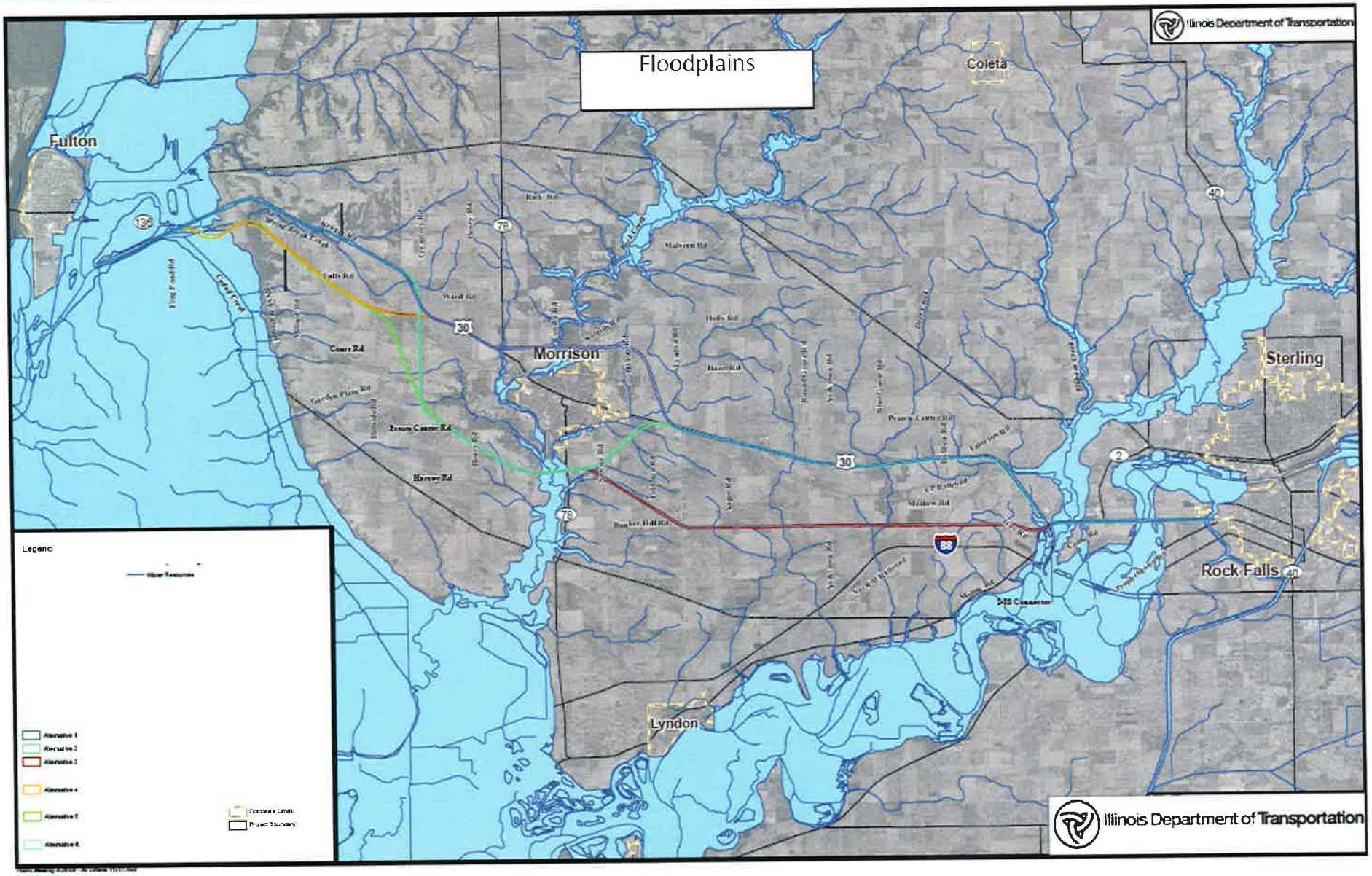
Special Waste/Parks/Potential Historic Properties/ Nature Preserves/Natural Areas



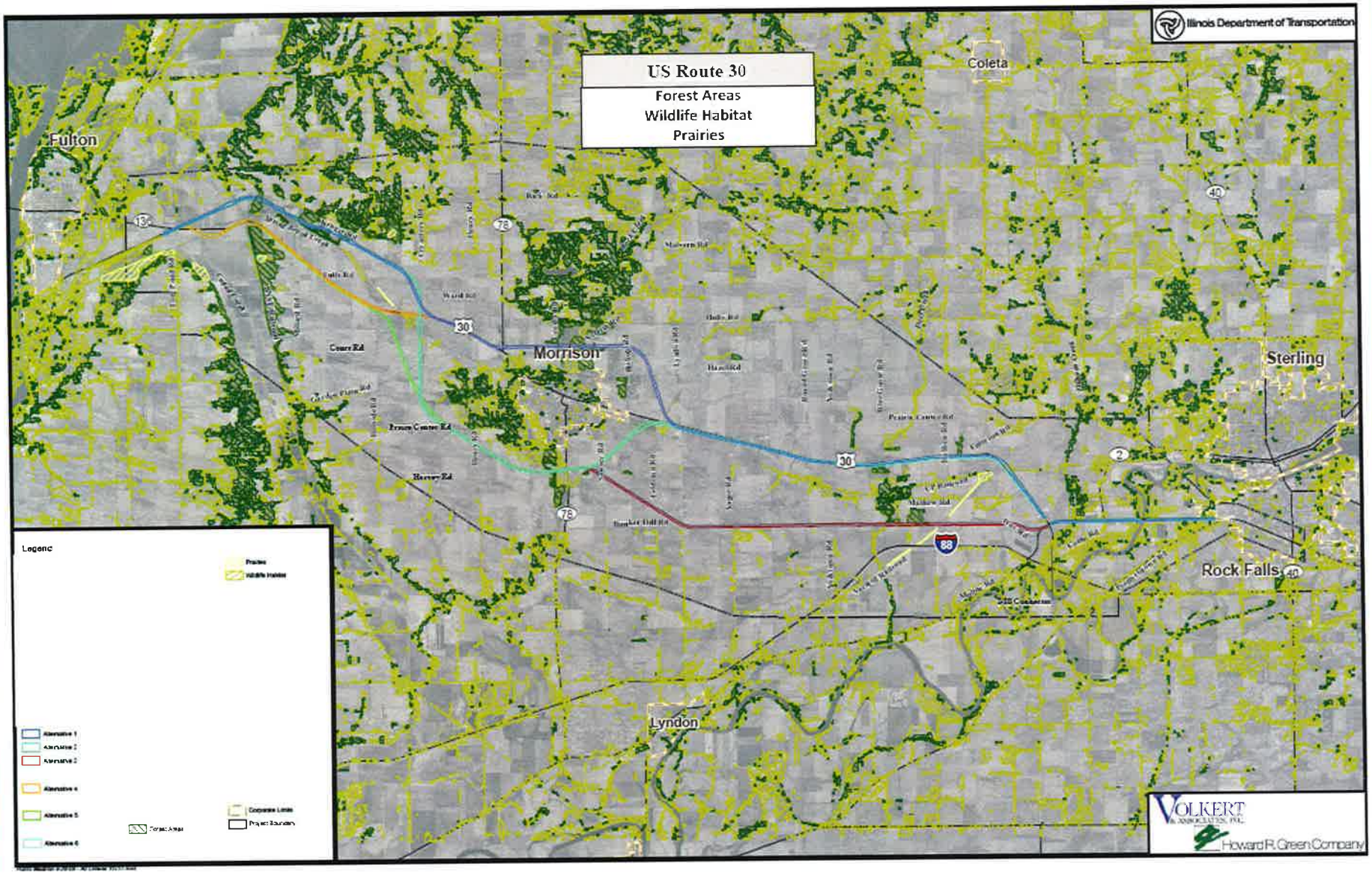
Wetlands


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

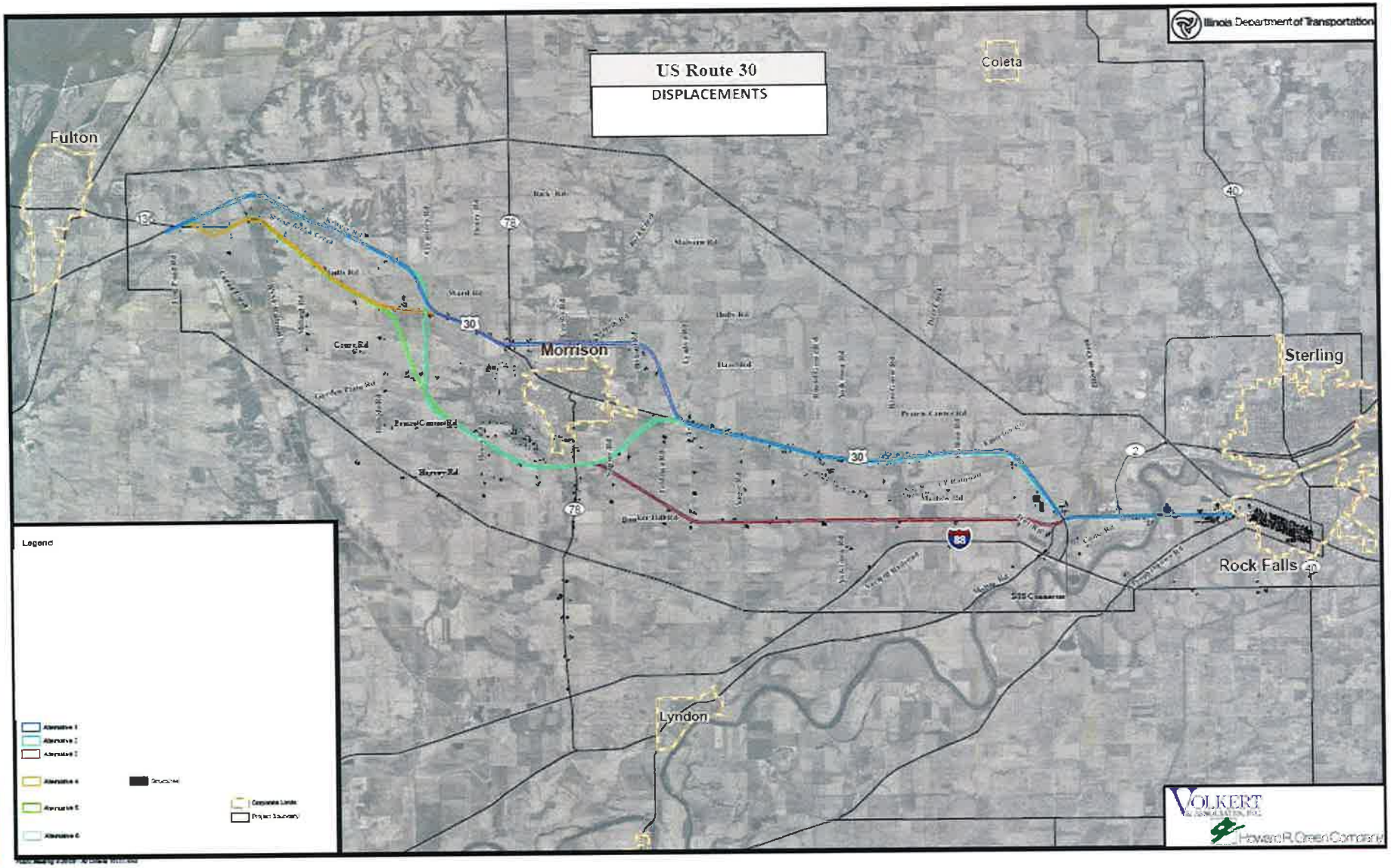
Floodplains



Forest/Wildlife Habitat/Prairies



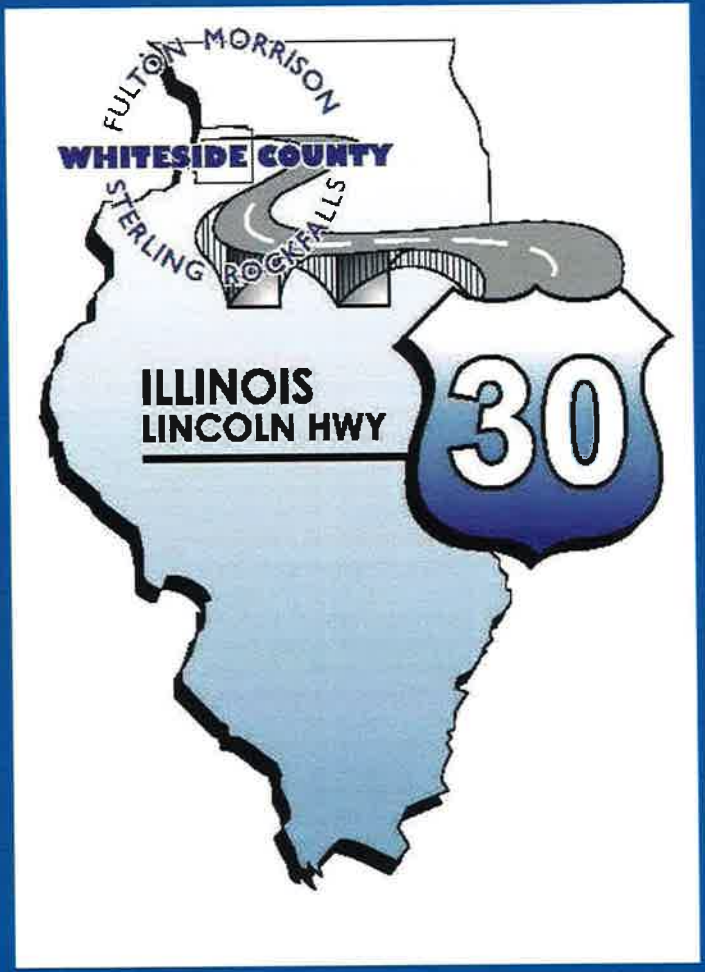
Displacements



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 !!!!



Illinois Department of Transportation

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

Date: April 15, 2010
Time: 5:00pm
Location: Odell Public Library, Morrison, Illinois
Subject: Stakeholder Meeting – Businesses of Morrison

The purpose of meeting was to discuss the concerns of the businesses of Morrison in regard to a potential bypass of Morrison with the construction of a new U.S. 30 route. The stakeholder group that was being addressed is the Area Business Development Alliance.

AGENDA

1. Introductions
2. Meeting Objectives & Ground Rules
3. Project Overview
4. Project Study Process
5. Where are we in the Process?
6. Bypass Study
7. Questions Received from Morrison Businesses

INTRODUCTIONS

Mr. Bob Vaughn of the Area Business Development Alliance opened the meeting by thanking IDOT for attending and providing information in regard to the U.S. 30 project study.

Ms. Becky Marruffo of IDOT next introduced the IDOT staff in attendance, and Mr. Mike Walton of Volkert introduced the consultant team.

MEETING OBJECTIVES

Ms. Marruffo went on to state that IDOT's objective for this meeting was to provide information as it pertains to the businesses of Morrison in regard to the U.S. 30 project, gather input from the business community, and answer questions from the business community. Although advertised by the Area Businesses Development Alliance as a public meeting, it should actually be considered a stakeholder meeting.

GROUND RULES

In order to make the best use of the time, some ground rules were established:

1. Input from all participants is valued and considered
2. Please hold questions until after the presentation
3. Advocate respectful interaction of all parties
4. Wrap up meeting by 7 pm

PROJECT OVERVIEW

Mr. Walton provided a project overview:

- Project limits are from IL 136 east of Fulton heading east to IL 40 in Rock Falls
- The project study area is approximately 24 miles long and 10 miles wide

With the help of the Community Advisory Group (CAG), a problem statement for the project was created: "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 helped develop the Purpose & Need Statement for the project. A Purpose & Need Statement is required by the National Environmental Policy Act (NEPA) as part of the Environmental Impact Statement (EIS) process. The alternatives to be considered and the preferred alternative must address the Purpose & Need. The goals of the Purpose & Need Statement for this project are:

1. Reduce Traffic Congestion
    - Current and projected average daily traffic volumes in Morrison exceed 10,000.
2. Improve Traffic Capacity
    - Current and projected LOS in Morrison are the lowest in the study area.
3. Improve Safety
    - Factors for increased accident potential include high traffic, low LOS, intersections, side friction, sight distance, roadway geometry.
4. Accommodate Freight
    - Truck traffic is high in Morrison. The downtown is an incompatible environment for truck traffic.
5. Establish Roadway Continuity

- In the long-term provide a continuous stretch of 4-lane highway throughout the study area.

PROJECT STUDY PROCESS

Mr. Walton went on to explain the project study process:

- The level of effort necessary in order to complete an environmental study and Phase I Design Report for a project of this size requires an EIS to be conducted. This requirement comes from the National Environmental Policy Act (NEPA) which states that government agencies must be responsible for their actions and the resulting impacts to the environment. The EIS is currently being developed.
- The engineering studies for this project are ongoing and follow DOT design policies and guidelines. As a part of this work, efforts to minimize environmental impacts and displacements are being made.
- The project has incorporated a highly intensive process of public involvement called Context Sensitive Solutions (CSS). CSS is an approach that strives to :
    - Strike a balance between cost, safety, mobility, community and the environment.
    - Apply flexibility in the design to fit the project to its surroundings.
    - Involve stakeholders in the decision-making process.
        - Project Study Group (PSG) – FHWA, DOT, Public Agencies
        - Community Advisory Group (CAG) – Cross Section of Stakeholders
        - Stakeholder Meetings
        - Public Meetings

WHERE ARE WE IN THE PROCESS?

Mr. Walton next explained that the following milestones have been achieved with the help of the Project Study Group (PSG) and Community Advisory (CAG):

- Corridors were identified within the study area: Twenty-eight corridors were identified. The corridors were established at a width of 1400 feet.
- Several alternative alignments have been developed and analyzed within the corridors.
- Six alternative alignments at a width of approximately 220 feet are currently under consideration in addition to a NO BUILD alternative. These alternative alignments were illustrated in the latest U.S. 30 newsletter.

The next step in the project's process is to complete the Draft EIS and go to a Public Hearing. After that process, a recommended alignment will be chosen. This will be accomplished with the help of the PSG and CAG and will involve a public input during the Public Hearing.

BYPASS STUDY

Ms. Jacquot presented this portion and stated that significant concerns have been expressed by the members of the Morrison Business Community regarding the potential impacts of a US 30 bypass. A Bypass Study is currently under development by IDOT to thoroughly study any potential impacts to the businesses of Morrison.

Bypass Study Guidelines established in IDOT's Community Impact Assessment manual will be utilized in order to complete the study. The following is a summary of what will be in the report:

1. **Business Activity**
   - Identify traffic-dependent and non-traffic dependent businesses along U.S. 30 and within downtown Morrison
     - *Typically Traffic-Dependent Businesses Examples*: Restaurant, lounge, convenience stores, confectionery, gas stations, hotel, motel, vegetable stand
     - *Traffic-Dependency Uncertain:* Garden center, hardware, food market, antiques, art/craft/gift, video, recreational, boat sales/service, flea markets
     - *Typically Not Traffic-Dependent Examples:* Bank, medical services, personal grooming, pharmacy, auto sales/parts, legal, furniture, veterinary, industrial, real estate agency, laundry, newspaper/printing, insurance, mortuary, appliance stores/repair
   - Determine anticipated effects of potential business closings (qualitatively in terms of sales and property taxes)
   - Identify potential for new businesses due to the bypass
2. **Social/Community Characteristics**
   - Bypass Effects on Community Cohesion
   - Anticipated Access Changes
   - Increased/Decreased Safety
   - Effects on Noise
3. **Mitigation/Suggestions**
   - Engage Stakeholders
   - Access
   - Signing
   - Zoning policies
   - Tax incentives
   - Advertising Campaigns
   - Logo Identification

Ms. Jacquot stated that some of the mitigation efforts IDOT could potentially be a part of is providing access and signage. She also stated that it was important to note there are many mitigation efforts the city of Morrison can carry out themselves in anticipation of a bypass such as establishing a land use plan, economic development plan, zoning policies, offering tax incentives, start an advertising campaign for the city and creating a logo that can be identified with the city of Morrison.

A draft of this Bypass Study will be available for review by the businesses of Morrison in September.

PRIMARY QUESTION FROM THE BUSINESSES OF MORRISON

The next portion of the meeting, Ms. Marruffo provided an answer to what seemed to be one of the primary questions from the businesses of Morrison. The question is "Why is IDOT not proposing to widen U.S. 30 through town?" It was explained that in 2004, IDOT completed a study that proposed to widen U.S. 30 to a three-lane through town from IL 78 North to French Creek. The public voiced such strong opposition to the project that the project limits were reduced to Jackson Street to French Creek. It was further explained that the project currently being proposed is for the construction of a four-lane transportation corridor. Therefore, a three-lane widening would not meet the policy for which this project is being planned. In addition, it would not meet the goals of the Purpose & Need Statement. Lastly, a four-lane section through town would cause even more extensive impacts than those identified in the 2004 study, which include:

- Potential displacements of churches, gas stations, historic properties, businesses and residences would result.
- A reduction in sales and property tax receipts would result from any such displacements.
- High truck traffic volumes would continue to cause noise and safety concerns within the business and residential areas through town.

QUESTIONS RECEIVED FROM MORRISON BUSINESSES

The last portion of the meeting consisted of Mr. Gil Janes reading questions submitted by the Morrison business community prior to the meeting and then providing the answer. After this the remainder of the meeting was in an "open house" format where individuals could speak with the IDOT and consultant staff one on one.

The following are the questions and answers:

1. Is this Rt. 30 bypass still being considered? If so, where will it go exactly? 4 lane? Who's paying for it?

   Yes, a bypass alignment is still under consideration. IDOT is currently studying six alternative alignments for US 30 and a recommendation for a final alignment has not yet been made. The roadway configuration under study for this project is a 4-lane expressway. A 4-lane configuration has been determined to be necessary based on the projected traffic volumes for the corridor and the established purpose and need for the project.

   Construction funding is not currently available. If funding becomes available in the future it will most likely include a mix of federal and state funding, and may also include local funds.

2. Has the state decided on a north or south route for the bypass?

   No, a final alignment has not been determined. Six alternatives are still under study, which include both north and south alignments.

3. When is the estimated date of construction for the bypass?

   Construction timing will be dependent on the availability of funding for the project. No construction funding is currently available for this project. At a minimum, preliminary design, final design & land acquisition will require another 8 to 10 years, all of which must be completed prior to beginning construction of the project if funding does become available.

4. Why aren't the businesses being represented on the CAG group as we are the folks directly affected one way or another? It seems that the group was cherry picked to influence the process in the direction that benefits Clinton, Fulton and Rock Falls at the expense of Morrison.

   The CAG was selected by gathering information regarding groups, organizations, and agencies from the communities within the project study area representing a wide cross-section of people and interests. In addition, plat maps were researched to identify farm owners, property owners, and home owners from various areas within the project study area. IDOT was careful to select members throughout the project study area with the goal of creating an unbiased group. The intention of CAG members is to serve as your representatives and to be a pipeline for information exchange to and from the project development team. There are thousands of people who will be affected by the project. It is unmanageable to involve such a large number of people directly in the design process. Therefore, a specific group of people were selected to represent the interests of many.

IDOT has hosted a total of five CAG meetings since the inception of the US 30 Phase I Study. The Department believed that the businesses of Morrison were effectively represented because the CAG members have clearly expressed that economic

development is one of the primary issues associated with this project. This is evidenced within the key issues stated by CAG members during their September 12, 2007 meeting, as follows:

- Impacts to Morrison Downtown Business District & Route 30 Businesses
- Economic Impacts – Good and Bad in Morrison
- Business Displacements in Morrison
- Stay close to Morrison & not adversely affect
- Potential loss of downtown Morrison business
- Staying as close to Morrison in order to not by-pass the City

Additionally, the CAG members developed the following problem statement:

> "The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing in 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."

A project Purpose and Need was developed in conjunction with the CAG that identifies key criteria that must be satisfied with any alternative:

1. Reduce Traffic Congestion
2. Improve Traffic Capacity
3. Improve Safety
4. Accommodate Freight
5. Establish Roadway Continuity

If these criteria are not satisfied by a specific alternative, then that alternative will be considered unacceptable.

We have recently received correspondence from several business owners in the area of downtown Morrison and understand that they feel their interests are not being taken into consideration. We were disappointed to learn that this is the case, as one of the most significant goals of this study is to hear, acknowledge and consider concerns of stakeholders during the development of the proposed roadway design. The Department is committed to this goal and will take additional steps as necessary to ensure that business

owners and all other stakeholders are provided with ample opportunities to provide input to the project team.

The minutes for all CAG meetings, the problem statement, and a roster of CAG members are located on the project website at http://www.dot.il.gov/us30/getinvolved2.html.

5. Would the State reconsider the three-lane project that they had originally planned through Morrison?

   The study that proposed the construction of a three-lane roadway section from IL 78 (N) to French Creek in Morrison was completed in 2004. As a direct result of public comments and concerns, the project length was reduced to extend only from Jackson Street to French Creek. Resurfacing and maintenance work has been performed on the remaining roadway section, including the replacement of the bridge carrying US 30 over Rock Creek. No additional improvements to this section of roadway are funded at this point in time.

   The construction of a three-lane roadway would not eliminate the safety and operational concerns associated with the non-compatible uses of the corridor with large truck traffic, increasing volumes of traffic, narrow lanes, sidewalks adjacent to the roadway, school crossings, and farm equipment use. As a result, construction of a three-lane roadway through the downtown area would not eliminate the need for a four-lane expressway routed outside of town to accommodate future traffic demands.

6. We have been told that the 4 lane bypass is needed, because of the traffic studies of the current highway 30 showing high traffic counts and safety issues, especially trucks. If the current situation is critical and the bypass may not be built within the next 15 years, what does IDOT plan to do in the interim?

   As noted above, a project to construct a three-lane section was proposed for the downtown area several years ago, but due to public input the project was limited to improving the roadway between Jackson Street and French Creek. The replacement of the structure carrying US 30 over Rock Creek is currently underway. IDOT will continue to address the maintenance needs of the roadway including resurfacing and structural improvements as necessary to maintain the existing route.

7. Is there a plan "B" if the four- lane by pass is not built?

   Several "plan B" options will be considered as the project study is developed. One possible option would be to construct a 2-lane bypass of Morrison as an initial step. Another option is to prioritize the various segments and construct a four-lane expressway within those segments. These options, as well as others, will be considered in determining the potential for roadway sections of independent utility that can be constructed if full funding for the

project is not available in the future. A "no-build" alternative will continue to be considered as a part of the study as well.

8. Would a 3 lane widening of Route 30 as it passes through Morrison satisfy the purpose and need statement of "To reduce traffic congestion, improve traffic capacity, improve safety, accommodate freight, and establish roadway continuity" ?

   A three-lane roadway configuration could potentially reduce traffic congestion, improve traffic capacity, improve safety, and accommodate freight based on our current traffic volumes. However, the proposed project and its roadway design/alignment must accommodate not only the traffic that utilizes the roadway today, but that which is anticipated to utilize the route within the next 20 years. Based on our projected traffic volumes, a three-lane improvement would be insufficient to meet the goals of the purpose and need statement within the 20-year timeframe.

9. Have they considered building a truck bypass around Morrison that could later be incorporated into the four-lane bypass, as an interim solution to the safety and the high traffic counts?

   If a bypass were to be constructed it would be open to all motorists. Enforcement and control of a "trucks only" alternative route around Morrison would be infeasible. Currently, the alternatives under study are for a four-lane expressway, but the initial construction of only two of the four lanes could be an option, if funding permitted.

10. What will be the impact on my downtown or Highway 30 business if a by-pass is built around Morrison?

    Based on historical results of previous bypass projects, we understand that a bypass has the potential to bring both positive and negative impacts to frontage and downtown businesses within the City of Morrison. As an example, one potential benefit to building a bypass around the city could be the minimization of commercial truck traffic travelling through the downtown area. However, we also realize that this change in traffic patterns may have a negative impact on some businesses in the downtown area, particularly businesses that are traffic-dependent. The determination of both positive and negative impacts depends significantly on the characteristics (e.g. proximity to the existing route, access, signing, etc.) of the route that is selected for further study, as well as the type and nature of the business. The project team is presently completing a "Community Impact Analysis" to assist in identifying issues and concerns specific to Morrison and ways to minimize impacts and improve the situation for business in Morrison.

The city of Morrison can take various steps to ensure the vitality of their business district in anticipation of a potential bypass. These steps might include developing a Land Use Plan, developing an Economic Development Plan, developing a Zoning Plan, providing tax incentives for new businesses, becoming a Certified Local Government (CLG), conducting

an advertising campaign in order to encourage visitors to come to Morrison, and developing a logo that identifies Morrison. Many of these steps can be taken by the city regardless of the construction of a bypass in the future. Such an effort may have additional positive impacts, such as providing opportunities for the city to obtain financial grants as well as additional enhancement funding for projects within the city.

Also, it may be noted that 20-year traffic projections indicate that more traffic will travel on the existing alignment (up to 7100 vehicles per day) than that which will travel on a bypass alignment (4900 vehicles per day). The existing US 30 roadway will not be eliminated if a bypass route is constructed in the future. It will continue as either a Business Route or as a local road providing direct service to downtown Morrison.

11. With the economy the way it is, isn't it rather silly to bypass the town/businesses?

The Illinois DOT has the obligation and the responsibility to address capacity and safety concerns on the US Highway 30 corridor. The potential economic impacts of a bypass will be assessed as a part of the study, and we are working to ensure that the concerns of the business community are addressed during this process. In addition, it is well documented that bypasses often times have a positive effect on the business community if planned properly.

12. If a bypass is built, who will maintain the existing Route 30 through town?

Maintenance of the roadway could remain the responsibility of the State, or a jurisdictional transfer agreement could be developed between the State and a local entity (City, Township or County). This would be determined during the final design phase of the project, which is not currently funded.

13. Can the state help us help ourselves or is that a matter to take to our legislators?

Helping the community to help themselves by considering their input in the decision-making process and gathering their consensus is exactly what the public involvement process for this project is designed to do. The project team will continue to be available to provide information about the decisions taking place for this project. We will strive to ensure that the

business community remains involved in this process, as well as all other members of the community. We continue to strive for all to be represented in the study and to keep our legislators involved and informed as well.

Illinois Department of Transportation

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

Area Business Development Alliance

Morrison, Illinois

April 15, 2010

Agenda

1. Introductions
2. Meeting Objectives & Ground Rules
3. Project Overview
4. Project Study Process
5. Where Are We in the Process?
6. Bypass Study
7. Questions Received from Morrison Businesses

Meeting Objective

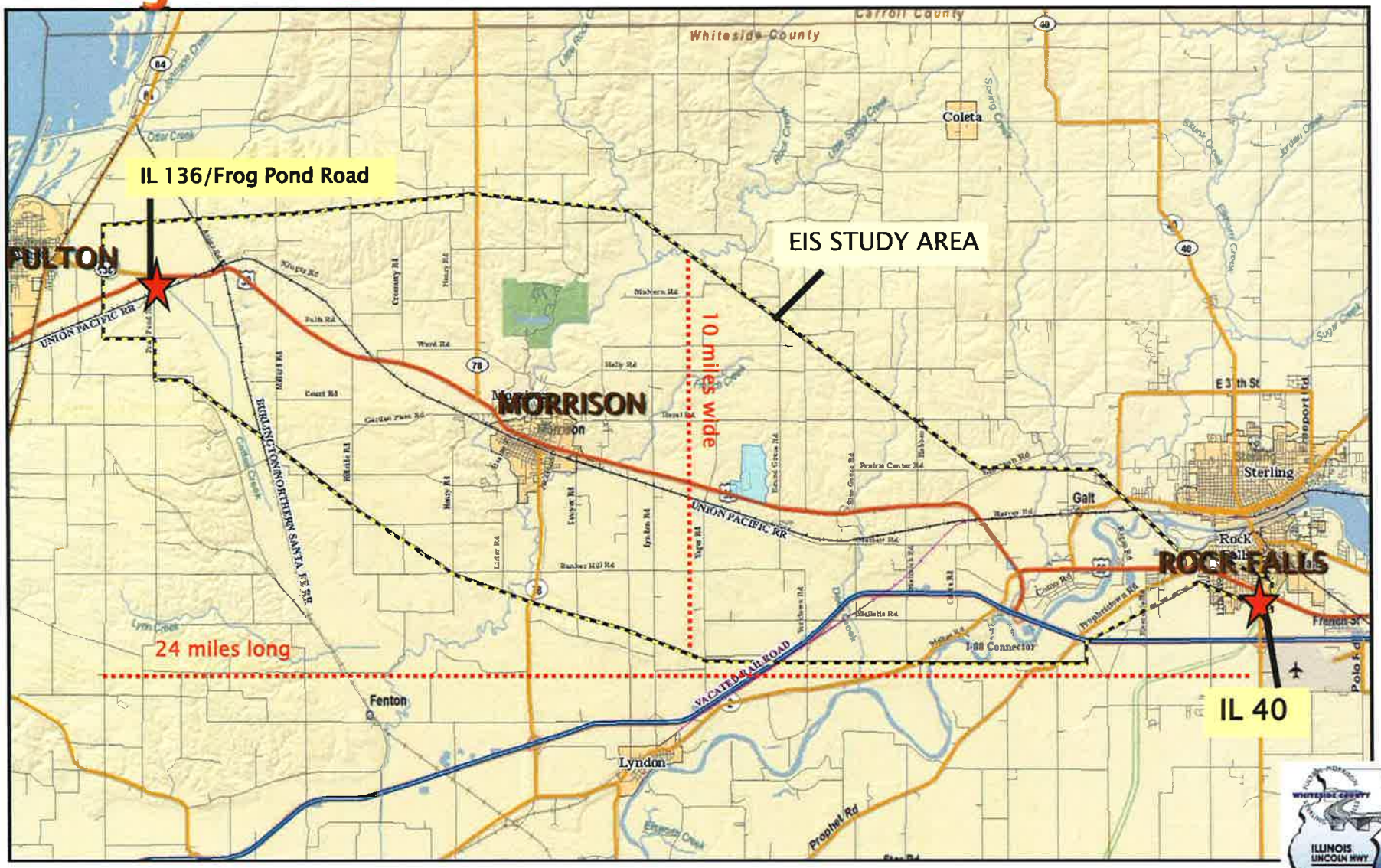
1. Provide Information on the Project to the Business Owners
2. Gather Input from the Business Community
3. Provide Responses to Questions sent Prior to the meeting

Illinois Department of Transportation

Ground Rules

1. Input from all participants is valued and considered
2. Please Hold questions until after the presentation
3. Advocate respectful interaction of all parties
4. Wrap up meeting by 7pm

Project Overview



Illinois Department of Transportation

Project Overview

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.

Project Overview

PURPOSE & NEED STATEMENT

- Reduce Traffic Congestion
  - Current/proposed daily volumes in Morrison exceed 10,000
- Improve Traffic Capacity
  - Current/projected LOS in Morrison lowest in study area
- Improve Safety
  - Factors for increased accident potential: high traffic, low LOS, intersections, side friction, sight distance, roadway geometry
- Accommodate Freight
  - Truck traffic high in Morrison – incompatible environment
- Establish Roadway Continuity
  - Long-term need to provide continuous stretch of 4-lane highway

Project Study Process

- National Environmental Policy Act (NEPA)
  - Government agencies must be responsible for their actions and impacts to the environment
  - Environmental Impact Statement (EIS)
- Engineering Studies of the Project Area
  - Identify the appropriate design and location for an improved U.S. 30 route
  - Avoid and minimize environmental impacts and displacements
  - Follow DOT design policies and guidelines
- Incorporate a Process of Public Involvement called Context Sensitive Solutions

Project Study Process

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.
- Apply flexibility in the design to fit the project into its surroundings.
- Involve stakeholders in the decision-making process
  - Project Study Group (PSG) – FHWA, DOT, Public Agencies
  - Community Advisory Group (CAG) – Cross Section of Stakeholders
  - Stakeholder Meetings
  - Public Meetings

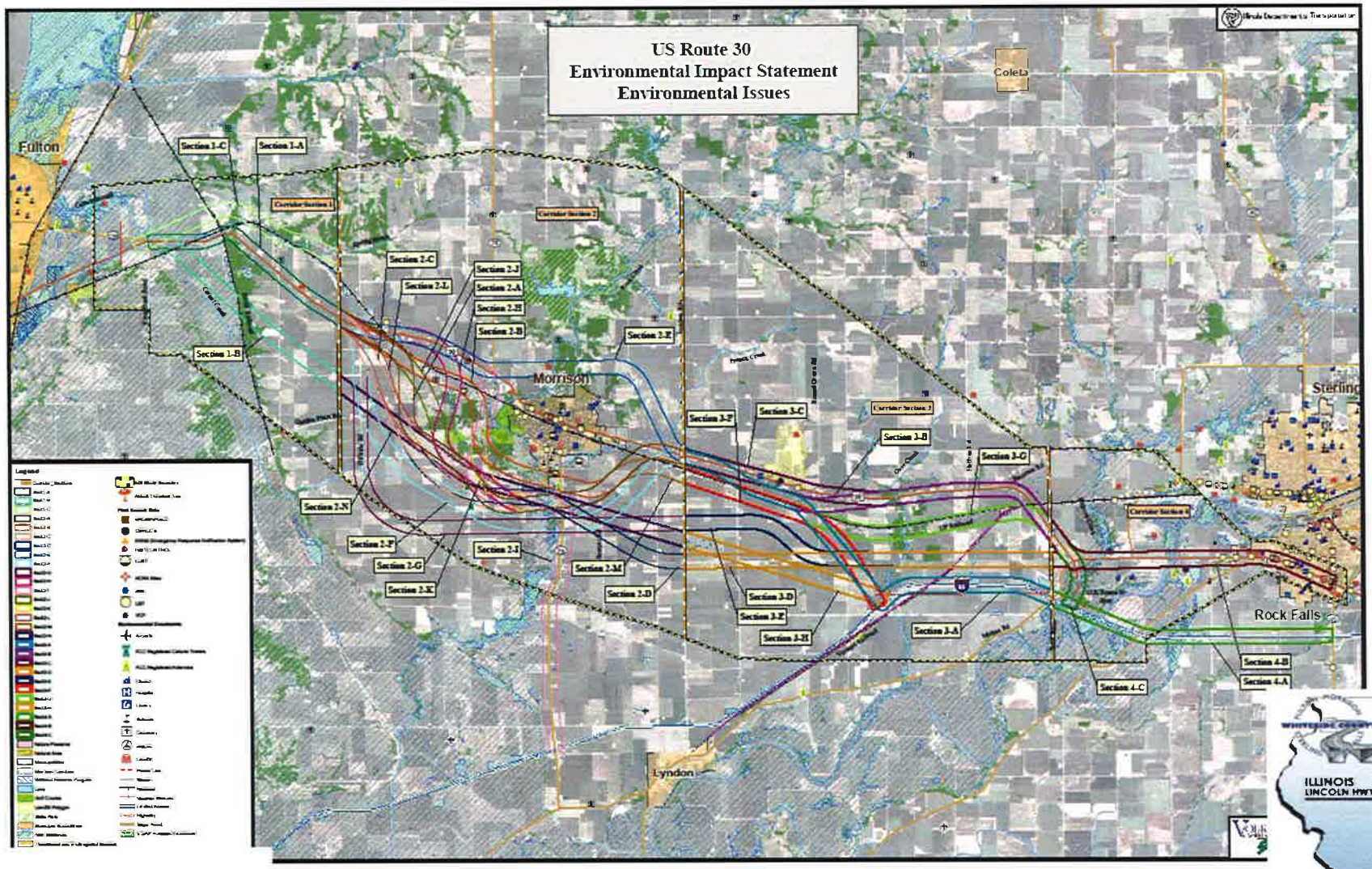
Where Are We in the Process?

The following milestones have been achieved with the help of the PSG & CAG:

- Corridors identified within the study area
- Several alternative alignments developed and analyzed within the corridors
- Six alternative alignments are currently under consideration in addition to a NO BUILD alternative

Where are we in the Process?

Creation of Corridor Alternatives (2008)



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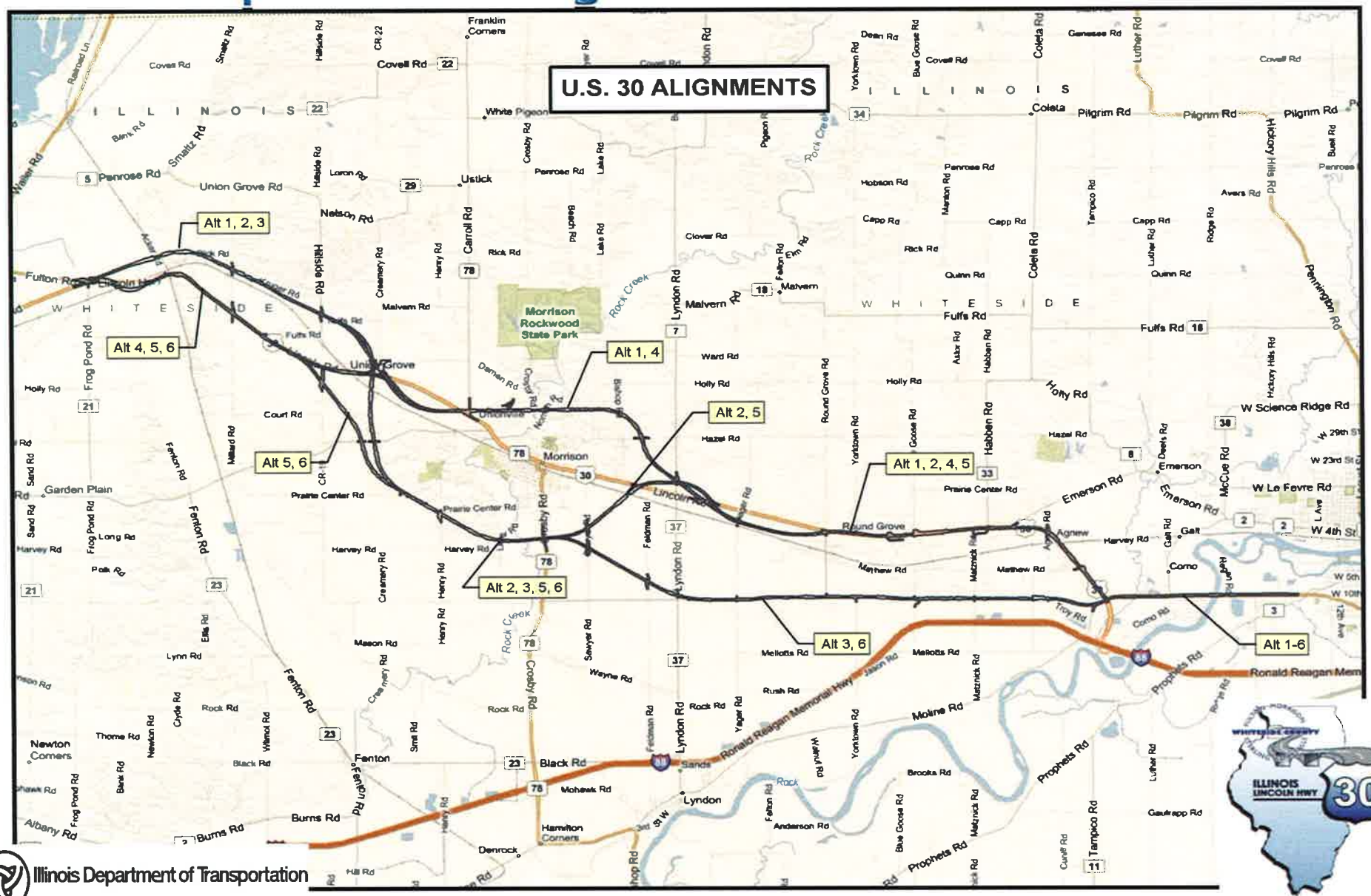
Where are we in the Process?

Development of Alignments



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Where are we in the Process?

Next Step – Select Recommended Alignments

- Project Study Group (PSG) Meeting (April 2010)
- Community Advisory Group (CAG) Meeting (May 2010)
- Public Meeting

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BYPASS STUDY

- Significant concerns have been expressed by the members of the Morrison Business Community regarding the potential impacts of a US30 Bypass.

- A Bypass Study is currently under development to thoroughly study any potential impacts to the businesses of Morrison.

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BYPASS STUDY GUIDELINES

These guidelines are provided by the IDOT Community Impact Assessment Manual

1. Business Activity

- Identify Traffic-Dependent and Non-Traffic Dependent businesses along U.S. 30 and within downtown Morrison*
- Determine anticipated effects of potential business closings (qualitatively in terms of sales and property taxes)*
- Identify potential for new businesses due to the bypass*

*Traffic-Dependent Businesses**

Restaurant, Lounge, Convenience Stores, Confectionery, Gas Stations, Hotel, Motel, Vegetable Stand

*Traffic-Dependency Uncertain**

Garden Center, Hardware, Food Market, Antiques, Art/Craft/Gift, Video, Recreational, Boat Sales/Service, Flea Markets

*Not Traffic-Dependent**

Bank, Medical Services, Personal Grooming, Pharmacy, Auto Sales/Parts, Legal, Furniture, Veterinary, Industrial, Real Estate Agency, Laundry, Newspaper/Printing, Insurance, Mortuary, Appliance Stores/Repair

*** IDOT Community Assessment Impact Manual**

Illinois Department of Transportation

BYPASS STUDY GUIDELINES

continued.....

2. Social/Community Characteristics

- Bypass Effects on Community Cohesion
- Anticipated Access Changes
- Increased/Decreased Safety
- Effects on Noise

3. Mitigation/Suggestions

- Engage Stakeholders
- Access
- Signing
- Zoning policies
- Tax incentives
- Advertising Campaigns
- Logo Identification

BYPASS STUDY

- 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.

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Primary Questions from the Businesses of Morrison

Question:

1. **Why is IDOT not proposing to widen U.S. 30 through town?**

Answer:

- A study to widen US 30 from IL 78 (N) to French Creek was completed in 2004
  - Utilized "3R" (Resurfacing, Restoration, Rehabilitation) Policy
  - Proposed a three-lane roadway cross-section
  - Public opinion due to property impacts resulted in reducing the project limits from Jackson Street to French Creek
  - Would not meet the policy for the current study (New Construction/Reconstruction)
  - Would not meet the established Purpose and Need for the current study

- A 4-lane section through town would cause even more extensive impacts than those identified in the 2004 study
  - Potential displacements of churches, gas stations, historic properties, businesses and residences would result
  - A reduction in sales and property tax receipts would result from any such displacements
  - High truck traffic volumes would continue to cause noise and safety concerns within the business and residential areas through town

Primary Questions from the Businesses of Morrison

Question:

2. What will be the impact on downtown traffic in Morrison with the proposed expressway alignments?

Answer:

- Traffic Projected on new route
  4900 vpd (in 2018)

- Through town would vary up to
  7100 vpd (in 2018)

Answers to Questions Previously Received from the Businesses of Morrison

Illinois Department of Transportation

THANK YOU!

1-866-ROUTE30

www.dot.il.gov/us30/getinvolved2.html

Illinois Department of Transportation

Whiteside County Farm Bureau Meeting
Farm Bureau Conference Room
Monday, September 13, 2010

MEETING MINUTES

Attendees
William Abbott
Phil Schultz
Paul Kane
Reid Johnson
Donald Temple
Tom Witmer
Doug Kuehl
Jim Friedrichs
Matt Lillpop
Brian Puetz
Jennifer Williams, IDOT
Rebecca Marruffo, IDOT
Mark Nardini, IDOT
Michael Walton, Volkert
Jon Estrem, HR Green
Mary Lou Goodpaster, Kaskaskia

Handouts
The handout was a copy of the presentation.

Agenda
1. Introductions
2. Meeting Objectives
3. Project Overview
4. Project Study Process
5. Where Are We In The Process?
6. Project Timeline
7. Questions and Answers

Introductions
Ms. Rebecca Marruffo of IDOT introduced the IDOT staff and consultant team in attendance.

Meeting Objectives
Mr. Michael Walton stated IDOT's objective for this meeting was to provide information as it pertains to the Whiteside County Farm Bureau in regard to the U.S. Route 30 project, gather input from the Farm Bureau Board, and answer questions from the Farm Bureau Board.

Project Overview

Mr. Michael Walton provided a project overview:

- Corridor Study completed in 2006. Findings from this study indicated a need to:
  - Improve regional mobility
  - Accommodate land use planning goals
  - Address local system deficiencies and safety
- Environmental Impact Study initiated in 2007
- Project limits are from IL 136 east of Fulton heading east to IL 40 in Rock Falls
- The project study area is approximately 24 miles long and 10 miles wide

With the help of the Community Advisory Group (CAG), a Problem Statement for the project was created: "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 helped develop the Purpose and Need Statement for the project. A Purpose and Need Statement is required by the National Environmental Policy Act (NEPA) as part of the Environmental Impact Statement (EIS) process. The alternatives to be considered and the preferred alternative must address the Purpose and Need. The goals of the Purpose and Need Statement for this project are:

- Reduce Traffic Congestion
- Improve Traffic Capacity
- Improve Safety
- Accommodate Freight
- Establish Roadway Continuity

Project Study Process

Mr. Walton went on to explain the project study process:

- The level of effort necessary in order to complete an environmental study and Phase I Design Report for a project of this size requires an EIS to be conducted. This requirement comes from the National Environmental Policy Act (NEPA) which states that government agencies must be responsible for their actions and the resulting impacts to the environment. The EIS is currently being developed.
- The engineering studies for this project are ongoing and follow DOT design policies and guidelines. As a part of this work, efforts to minimize environmental impacts and displacements are being made.
- The project has incorporated a highly intensive process of public involvement called Context Sensitive Solutions (CSS). CSS is an approach that strives to:
  - Strike a balance between cost, safety, mobility, community and the environment
  - Apply flexibility in the design to fit the project to its surroundings
  - Involve stakeholders in the decision-making process

Stakeholder input is obtained throughout the study in the form of various meetings including:

- Project Study Group (PSG) – FHWA, DOT, Public Agencies
- Community Advisory Group (CAG) – Cross Section of Stakeholders
- Stakeholder Meetings
- Public Meetings

Where Are We In The Process?

Mr. Jon Estrem next explained that the following milestones have been achieved with the help of the Project Study Group (PSG) and Community Advisory (CAG):

- Corridors were identified within the study area: Twenty-eight corridors were identified. The corridors were established at a width of 1400 feet.
- Several alternative alignments have been developed and analyzed within the corridors.
- Six alternative alignments are currently under consideration in addition to a No-Build alternative. These alternative alignments are illustrated in the presentation handout.

A press release and the fifth U.S. Route 30 project newsletter were sent out in early August. Although the public comment period on the recent newsletter is now closed, the project team will continue to accept questions/comments from the public throughout the project study phase.

The following is the project timeline provided at the meeting:

- Select two (2) alignments to be carried forward in Draft EIS (Nov. 2010)
- Project Study Group (PSG) Meeting (Nov. 2010)
- Community Advisory Group (CAG) Meeting (Nov. 2010)
- Signed Draft EIS (Jan. 2011)
- Public Hearing (Feb. 2011)

Questions and Answers

Q.) Why is IDOT not proposing to widen U.S. Route 30 through the city of Morrison?

A.) Ms. Marruffo explained that in 2004, IDOT completed a study that proposed to widen U.S. 30 to a three-lane section through town from IL 78 North to French Creek. The public voiced such strong opposition to the project that the project limits were reduced to Jackson Street to French Creek. It was further explained that the project currently being proposed is for the construction of a four-lane transportation corridor. Therefore, a three-lane widening would not meet the policy for which this project is being planned. In addition, it would not meet the goals of the Purpose and Need Statement. Lastly, a four-lane section through town would cause even more extensive impacts than those identified in the 2004 study and would result in:

- Potential displacements of churches, gas stations, historic properties, businesses and residences.
- High truck traffic volumes which would continue to cause noise and safety concerns within the business and residential areas through town.

Q.) What is the potential impact to drainage off of farm fields?
A.) Prior to construction, field tiles will be located and positive drainage re-established to incorporate the improvement needs.

Q.) Will there be access points for farm machinery?
A.) Yes, the design will incorporate these points onto side-roads instead of the mainline roadway where possible.

Q.) Will farm machinery be allowed to use the roadway?
A.) Yes, farm machinery is allowed on expressways.

Q.) Land Acquisition: What is the process?
A.) The Department:
- Indentifies areas of properties affected
- Inspects and values properties
- Makes offer to property owner

Q.) Land Acquisition: Who will do this?
A.) IDOT or an IDOT representative

Q.) Land Acquisition: Can/will eminent domain be used?
A.) Yes, it can be used if negotiations are unsuccessful.

Questions/Concerns Received From Whiteside County Farm Bureau

1. Concern about access between fields, especially if they are on opposite sides of the new facility.

   Farm machinery will be allowed on the expressway. Multiple lanes and a 10-foot wide paved shoulder will allow traffic to safely pass farm equipment that uses the shoulder and the right lane. Equipment will only be able to cross the facility at median crossovers. The locations of crossovers will be determined based on IDOT guidelines after a preferred alternative is selected.

2. Concern that a grain semi would not fit completely within a 50-foot median crossover.

   It is true that a semi crossing from one side of the expressway to other will be too long to stop within the median. However, most traffic will be turning left from U.S. Route 30 and will have a left turn lane to wait in, so it will be out of the way of through traffic.

3. What is the proposed speed limit?

   The facility is being design to allow 65 mph as the posted speed. It is anticipated this will be the speed limit for the majority of the improvement.

4. Concern was expressed as to whether the sellers would be liable for capital gains taxes from the sale of this land.

The project team indicated that it is unlikely capital gains taxes would apply, but to know for sure property owners would need to discuss this question with a professional accountant or attorney.

Illinois Department of Transportation

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

WHITESIDE COUNTY FARM BUREAU

Morrison, Illinois
September 13, 2010

Agenda

- Introductions
- Meeting Objectives
- Project Overview
- Project Study Process
- Where Are We in the Process?
- Project Timeline
- Questions and Answers

Meeting Objectives

- Provide information on the project
- Gather input from the Farm Bureau Board
- Provide responses to Farm Bureau Board questions

Project Overview

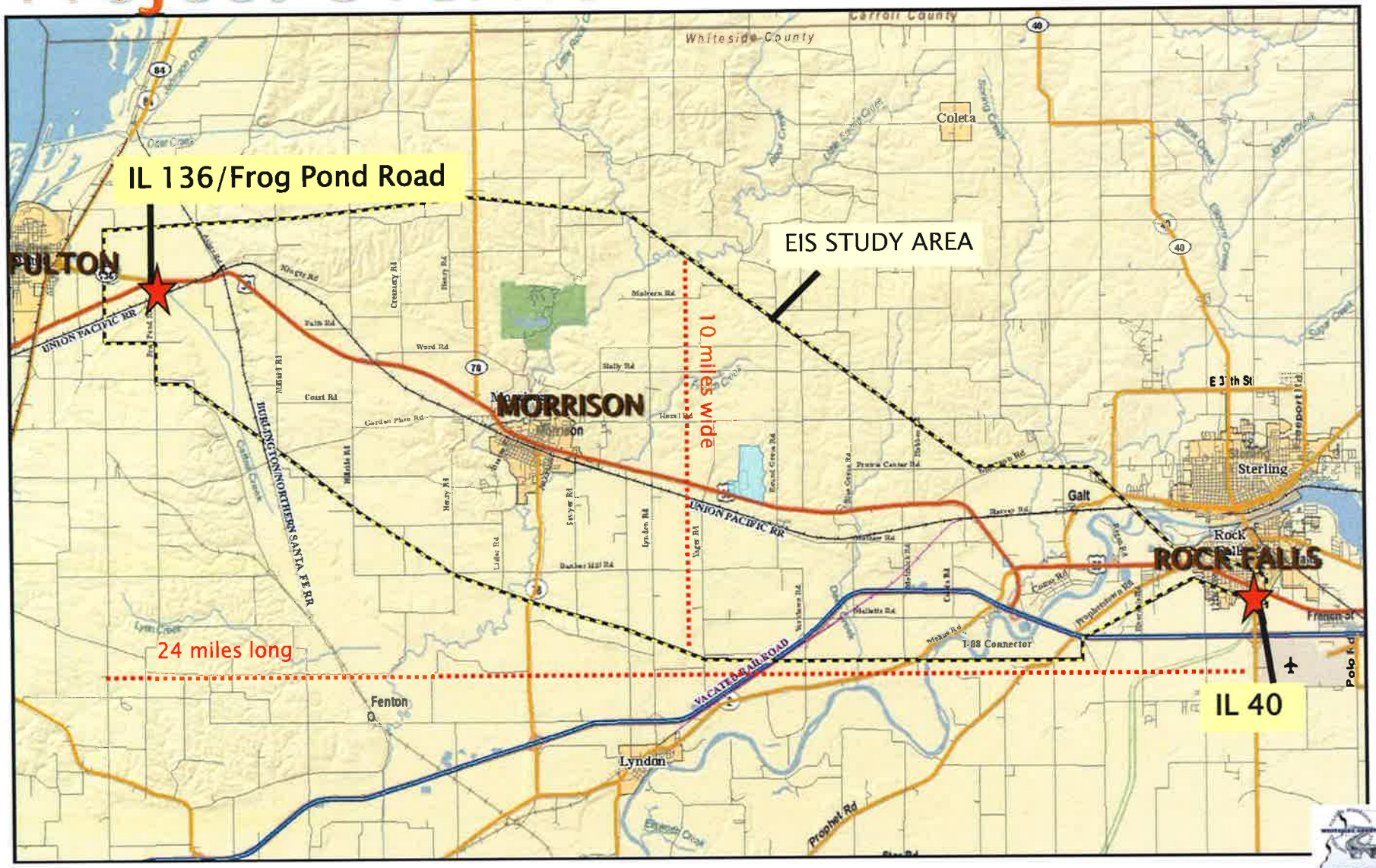
- Corridor Study completed in 2006

  Findings indicated a need to:

  - Improve regional mobility
  - Accommodate land use planning goals
  - Address local system deficiencies and safety

- Environmental Impact Study initiated in 2007

Project Overview



Project Overview

Project Purpose & Need

- Reduce Traffic Congestion
- Improve Traffic Capacity
- Improve Safety
- Accommodate Freight
- Establish Roadway Continuity

Project Study Process

- National Environmental Policy Act (NEPA)
  - Government agencies must be responsible for their actions and impacts to the environment
  - Environmental Impact Statement (EIS)
- Engineering Studies of the project study area
  - Identify the appropriate design and location for an improved U.S. Route 30
  - Avoid and minimize environmental impacts and displacements
  - Follow IDOT design policies and guidelines
- Incorporate Context Sensitive Solutions (CSS)

Project Study Process

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:

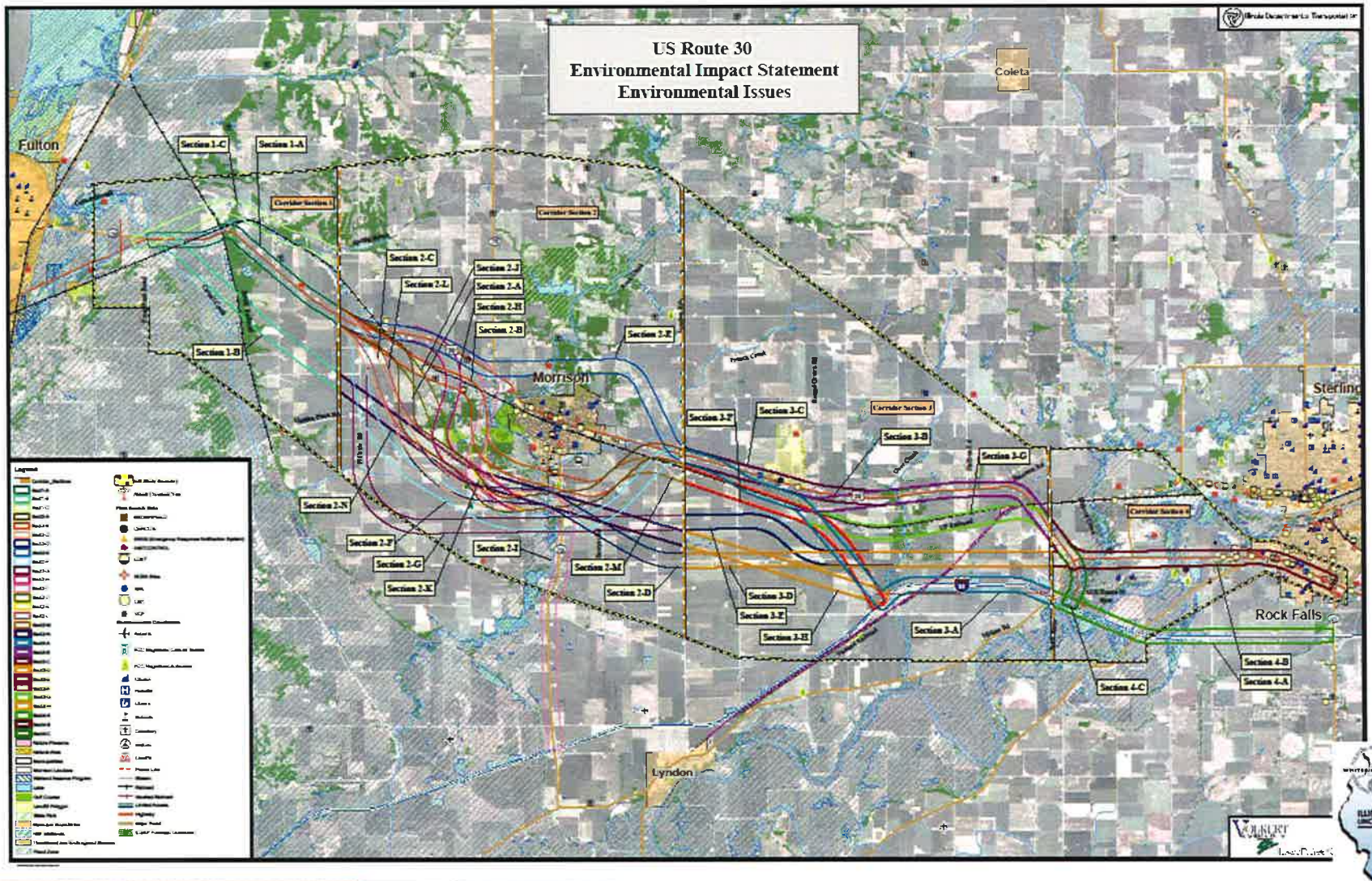
- Strike a balance between cost, safety, mobility, community needs, and the environment
- Apply flexibility in the design to fit the project into its surroundings
- Involve stakeholders in the decision-making process

Where Are We in the Process?

- Corridors identified within the project study area
- Several alternative alignments developed and analyzed within the corridors
- Six (6) alternative alignments are currently under consideration in addition to a No-Build alternative

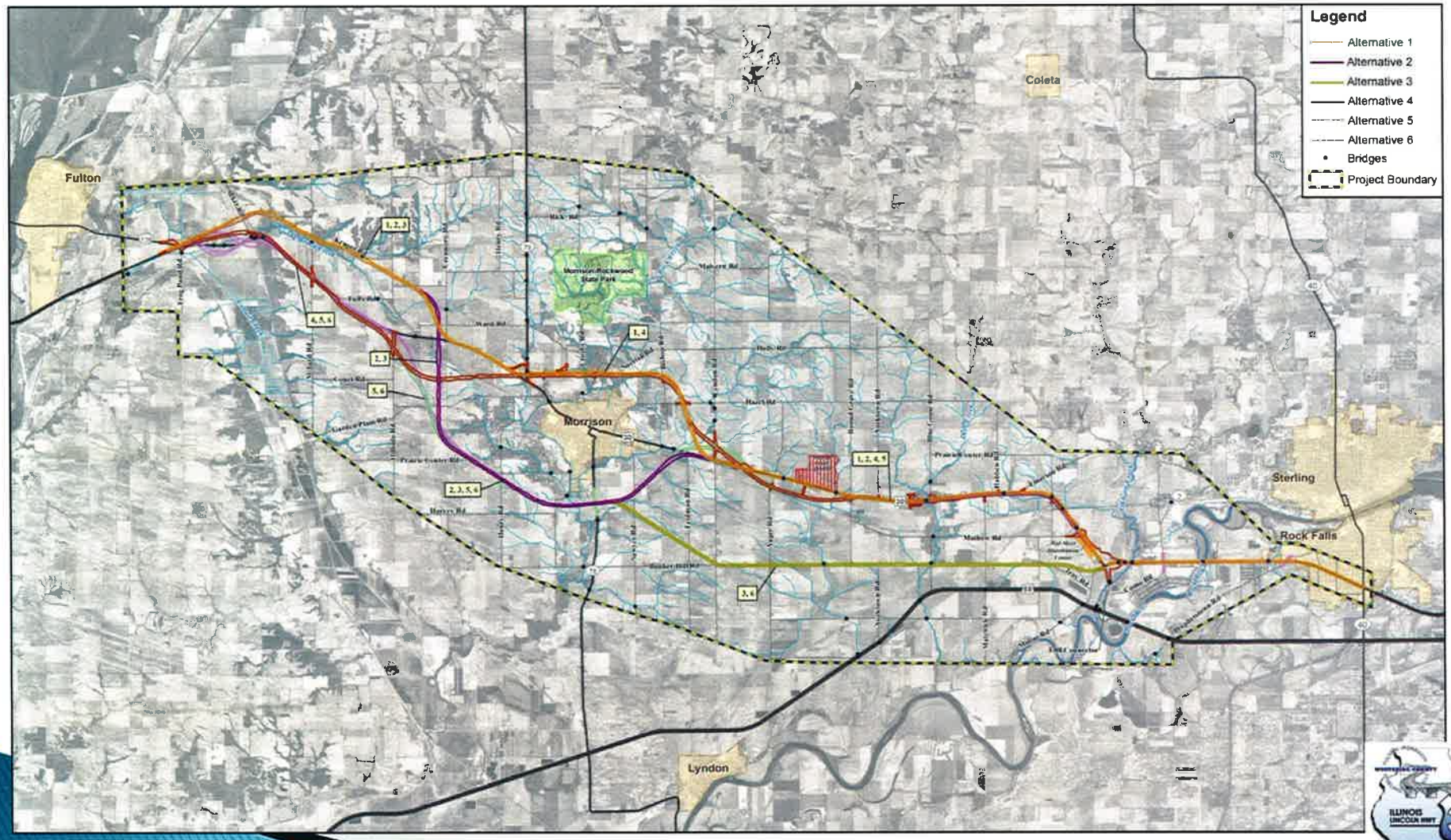
Where Are We in the Process?

Creation of Corridor Alternatives (2008)



Where Are We in the Process?

Six (6) Alternative Alignments (2010)



Where Are We in the Process?

Public Input

- Newsletter/Press Release
- Public Comment Period
- Reviewing Public Comments

Project Timeline

- Select two (2) alignments to be carried forward in Draft EIS (Nov. 2010)
- Project Study Group (PSG) Meeting (Nov. 2010)
- Community Advisory Group (CAG) Meeting (Nov. 2010)
- Signed Draft EIS (Jan. 2011)
- Public Hearing (Feb. 2011)

Questions and Answers

Q: Why is IDOT not proposing to widen U.S. Route 30 through the city of Morrison?

A: A study to widen U.S. Route 30 from IL 78 (N) to French Creek was completed in 2004:

- Utilized "3R" (Resurfacing, Restoration, Rehabilitation) and Proposed a three-lane roadway cross-section
- Public strongly opposed proposed improvement
- Would not meet the design policy for the current study
- Does not meet the Purpose and Need for the current study

Questions and Answers

Answer continued:

- A four or five lane section through town would cause even more extensive impacts than those identified in the 2004 study:
  - Potential displacements
  - High truck traffic volumes continue to cause noise and safety concerns

Questions and Answers

Q: What is the potential impact on drainage off of farm fields?

A: Prior to construction, field tiles will be located and positive drainage re-established to incorporate the improvement needs.

Q: Will there be access points for farm machinery crossing?

A: Yes, the design will incorporate these points onto side-roads instead of the mainline roadway where possible.

Questions and Answers

Q: Will farm machinery be allowed to use the roadway?

A: Yes, farm machinery is allowed on expressways.

Q: Land Acquisition: What is the process?

A: The Department:

- Identifies areas of properties affected
- Inspects and values properties
- Makes offer to property owner

Questions and Answers

Q: Land Acquisition: Who will do this?

A: IDOT or an IDOT representative

Q: Land Acquisition: Can/will eminent domain be used?

A: Yes, it can be used if negotiations are unsuccessful.

THANK YOU!

1-866-ROUTE30

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

Morrison Business Advisory Group (MBAG)
Tuesday, May 24, 2011

Location: Morrison Public Library/Odell Community Center
Time: 6:00 pm
Preparer of Minutes: Shelia A. Hudson

MEETING MINUTES

Attendees

Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Cassandra Rodgers	IDOT D2	cassandra.rodgers@illinois.gov
Jay Howell	IDOT D2	jay.howell@illinois.gov
Jennifer Williams	IDOT D2	jennifer.williams@illinois.gov
Mark Nardini	IDOT D2	mark.nardini@illinois.gov
Vic Modeer	Volkert, Inc.	vmodeer@volkert.com
Mike Walton	Volkert, Inc.	mwalton@volkert.com
Jill Calhoun	Volkert, Inc.	jcalhoun@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
Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net
Bob Innis	Hudson & Associates	Bob.Innis@yahoo.com
Morrison Business Advisory Group Members		(see sign-in sheet)

Agenda

1. Introductions
2. Meeting Objectives
3. Ground Rules
4. Bypass Comparison
5. Bypass Example
6. Where Are We Now?
7. Next Steps
8. Questions received from Morrison Businesses

Handouts

None

Welcome Remarks

Mr. Bob Vaughn, Chairman of the Morrison Business Advisory Group (MBAG), welcomed everyone to the meeting and thanked the project study team for their efforts to keep the community informed about the project. He informed the audience that there have been ongoing stakeholder meetings in the community with the MBAG and others to discuss the project status and gather input. In closing, Mr. Vaughn stated that during the presentation the team will answer questions previously submitted from the group.

Ms. Becky Marruffo, Project Engineer for IDOT, introduced IDOT staff present and their roles. She informed the audience that the goal of the meeting was to update them on the project progress and address their concerns about the potential impacts to their businesses. She reiterated Mr. Vaughn's comment that the consultant team will answer questions previously submitted by the MBAG during the presentation and that everyone on the study team would be available to answer any additional questions after the presentation. She also informed the audience that a copy of the Draft Environmental Impact Statement (DEIS) was on hand to view.

Presentation Overview

Mr. Mike Walton introduced members of the study team. He also highlighted the agenda and meeting objectives as well as ground rules for the meeting. Mr. Walton noted that the focus of the meeting would be the bypass portion of the project since this was the primary issue relevant to the group. He then presented a brief overview of the study's progression:

- In 2007, the consultant team was hired to conduct an Environmental Impact Statement/Phase I Design Report for U.S. 30 from Fulton to Rock Falls. The study area covers 24 miles within the project study boundary.
- The study started with 32 corridors that were 1,400 feet in width. It was screened to 16 corridors using the Purpose and Need criteria (safety, level of service, and travel opportunity).
- Through further analysis and coordination a determination was made to pursue the three corridors that best met the needs and minimized impacts. Six alternatives were studied within these corridors. Each of the alternatives was approximately 200 feet in width.
- After continued analysis and coordination with the Project Study Group (PSG), Community Advisory Group (CAG) and various stakeholders, two alternatives were selected for further study in the Draft Environmental Impact Statement (DEIS). These alternatives include a northern and southern bypass (Alternatives 4 and 5) as well as a No-Build Alternative.

Mr. Walton described the concepts of the two preliminary design alternatives. He continued by highlighting the various direct access points associated with the proposed concepts and that there will be no displacements or loss of direct access to businesses within the city of Morrison.

Mr. Walton highlighted the business impacts, economic and tax revenue impacts as well as potential mitigation measures as described in the DEIS. He informed the audience that eight businesses considered to be traffic-dependent, could potentially be affected by the construction of a bypass. They are as follows:

- Dairy Queen
- Parkview Motel
- FS Fast Stop
- Casey's General Store
- Subway

- Shop N Go Gas Station
- Shell Gas Station
- Hardees's Restaurant

He also explained that there are various measures related to signing and zoning/economic development plans that could be pursued to lessen the impacts of a bypass.

Next, Mr. Gil Janes presented an example of a bypass in Dewitt, Iowa, and its impacts on economic activity. This bypass on highways, U.S. 61 and U.S. 30, was constructed in the mid 1980s. Through the use of slides he described the effects of the bypass and highlighted how the community remains strong to this day. This was supported by various population and business growth numbers. He went on to state that there was not unanimous support for the project. However, input gathered indicated that the community and local business owners felt the effects of the bypass have been manageable and in some ways been the catalyst for primarily industrial growth in the area.

Mr. Janes stated that a bypass will affect a community. However, the need for the bypass has been identified through the current study as well as similar previous efforts. It is the responsibility of the State to address that need. The important thing for the community is to work together to capitalize on the opportunities and lessen associated adverse impacts.

Mr. Janes informed the audience that the project study has reached a major milestone. The DEIS was signed by the Federal Highway Administration (FHWA) on April 29, 2011. The document is available for review and comment at the local library and on the U.S. 30 project website, http://www.dot.il.gov/us30/index1.html. In addition, it will be available at the public hearing which is scheduled for Wednesday, June 15, at the United Methodist Church in Morrison from 1 pm to 7 pm. There will an opportunity at the hearing to discuss the project with IDOT and the consultant team. In addition, attendees will be given the opportunity to comment through the use of a court reporter or by submitting written comments. All mailed comments must be received by Friday, July 29, 2011 to be considered for the public record.

The "next steps" were then discussed and included the following: selection of a preferred alternative, preparation of the Final Environmental Impact Statement and the signing of the Record of Decision.

Mr. Janes concluded by responding to questions previously submitted by the MBAG. In addition, the following questions and comments were addressed during the presentation:

Q: Will Sawyer Road have access to the new alignment?
A: No. Spacing requirements based on the safe and efficient conveyance of motorists make it necessary to maintain adequate distance between points of direct access along an expressway.

Q: Does the traffic data shown in the slide describe volumes along existing U.S. 30 with the bypass in place?
A: Yes.

Comment: One business owner stated that they had received a letter stating that their business would be displaced. It was later clarified that this business is not in downtown Morrison.

In closing, the audience was encouraged to view the DEIS or discuss any further concerns with the project team in attendance. The meeting concluded at approximately 7:30 pm.

Illinois Department of Transportation

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

MORRISON BUSINESS ADVISORY GROUP

May 24, 2011

Agenda

1. Introductions
2. Meeting Objectives
3. Ground Rules
4. Bypass Comparison
5. Bypass Example
6. Where Are We Now?
7. Next Steps
8. Questions Received from Morrison Businesses

Meeting Objectives

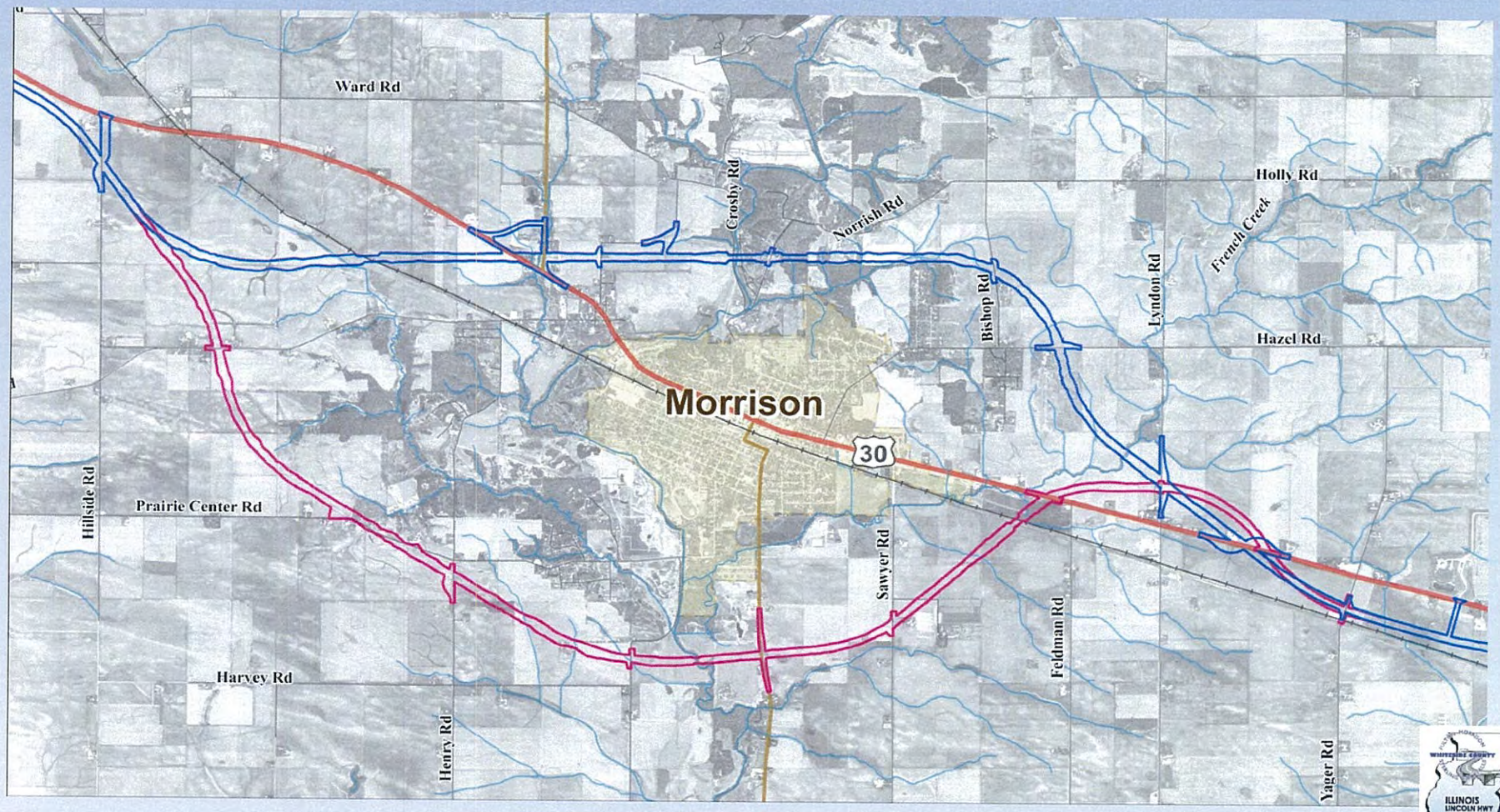
1. Provide information on the bypass section of the Draft Environmental Impact Statement (DEIS)
2. Provide responses to questions sent by the Morrison Business Advisory Group (MBAG)

Ground Rules

1. Input from all participants is valued and considered
2. Advocate respectful interaction of all parties
3. Wrap up meeting by 8pm
4. The project team will be available after the presentation for discussion

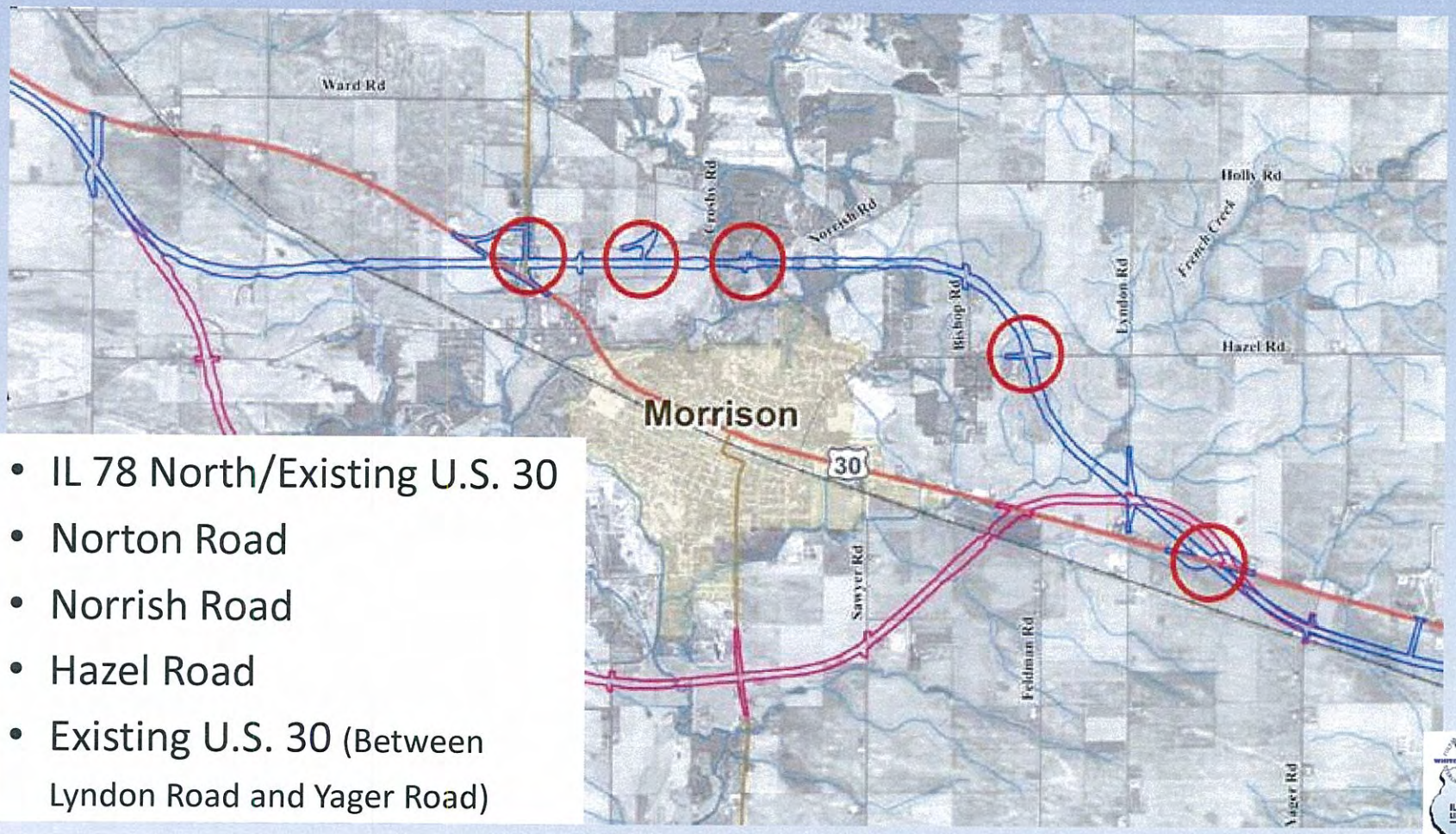
Bypass Comparison

North and South



Bypass Comparison

North Bypass Access

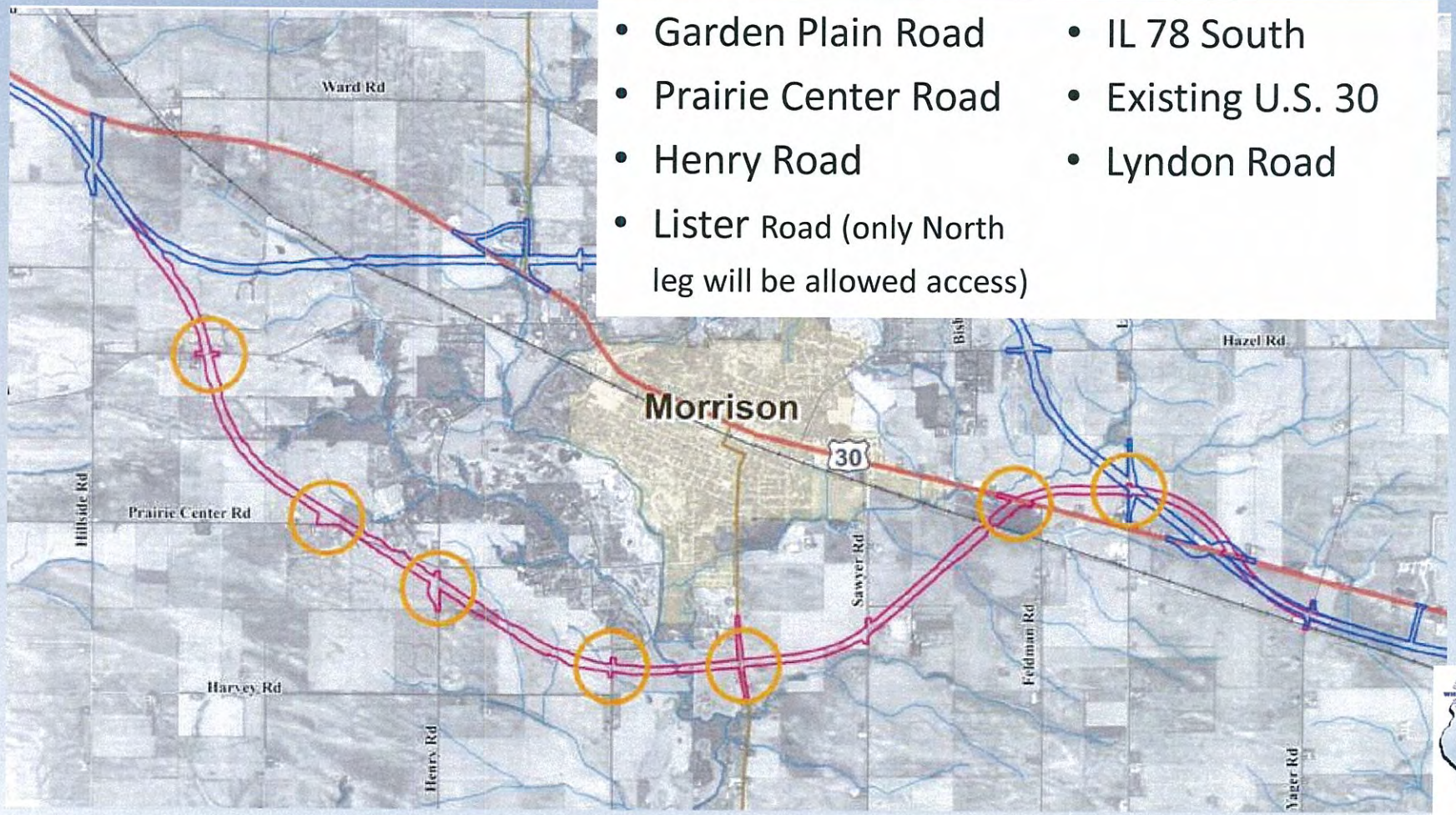


- IL 78 North/Existing U.S. 30
- Norton Road
- Norrish Road
- Hazel Road
- Existing U.S. 30 (Between Lyndon Road and Yager Road)

Bypass Comparison

South Bypass Access

- Garden Plain Road
- Prairie Center Road
- Henry Road
- Lister Road (only North leg will be allowed access)
- IL 78 South
- Existing U.S. 30
- Lyndon Road



Bypass Comparison

Business Impacts

- 52 businesses examined
- 17 businesses considered "traffic-dependent"
- No "direct" business impacts within Morrison
- 8 could experience a reduction in business

TRAFFIC-DEPENDENT BUSINESSES

Dairy Queen
Parkview Motel
FS Fast Stop
Casey's General Store
Subway
Shop N Go Gas Station
Shell Gas Station
Hardee's Restaurant
Fat Boy's Bar & Grill
Casa Gomez Mexican
Main Street Coffee Shop
Da-Bar
Happy Joe's Pizza
KJ's Bar & Grill
Isle of Rhodes Restaurant
China Restaurant
Red Apple Restaurant

Bypass Comparison

Economic & Tax Revenue Impacts

- Top 3 Revenue Generators for Morrison:
  - Whiteside County Government ($1,076,660)
  - Sales Tax ($515,437)
  - Property Taxes ($441,395)

- The total revenue generator amount for the city of Morrison is $2,923,334

The source for this information was the City of Morrison, Illinois: Annual Financial Report for Fiscal Year ended April 20, 2009

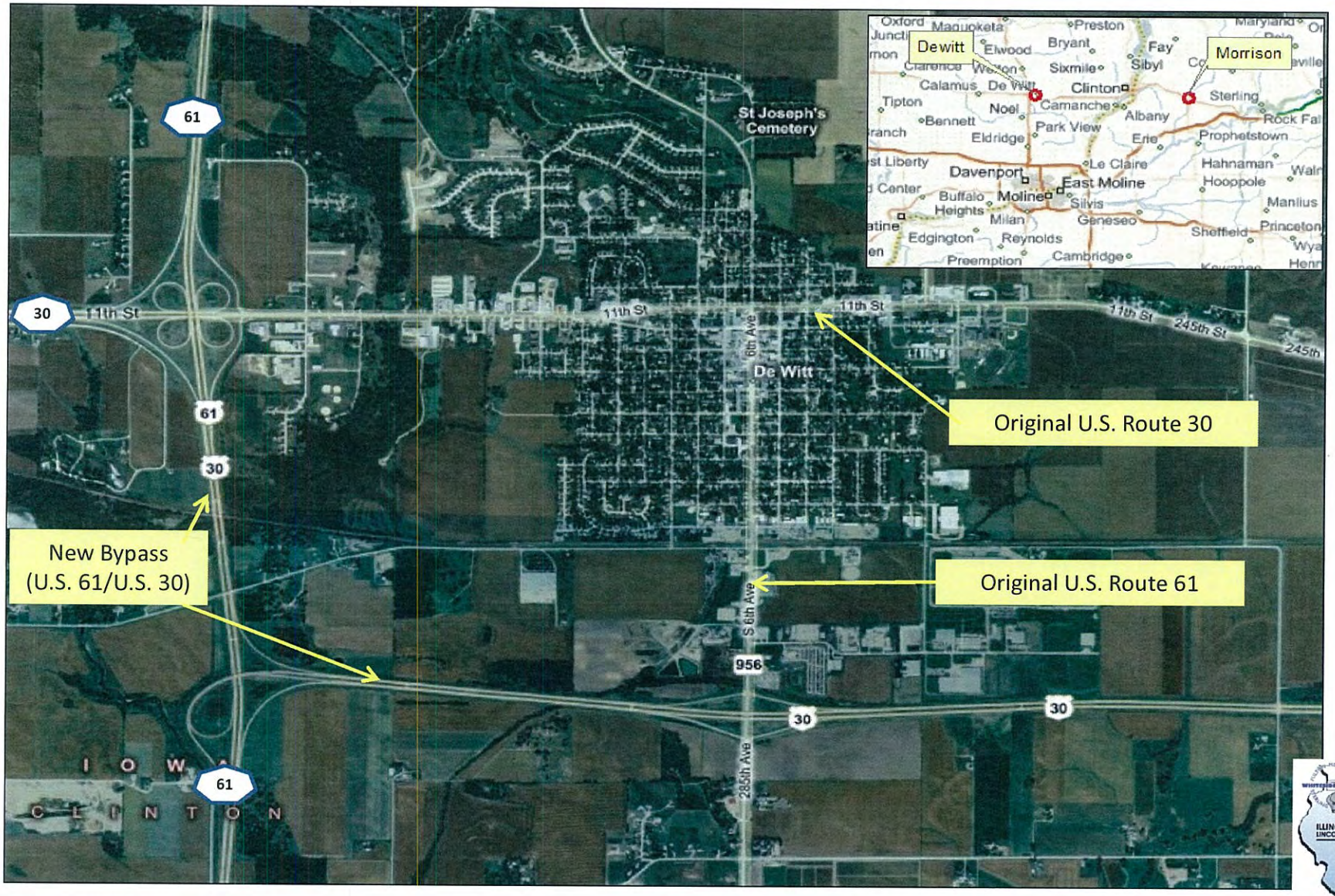
Bypass Comparison

Mitigation Measures

- City of Morrison and IDOT
  - New or additional signage
- City of Morrison
  - Advertising & logo identification for the city
  - Zoning plan
  - Economic development plan

Bypass Example

City of Dewitt, Iowa



Bypass Example

City of Dewitt, Iowa

"In DeWitt, the bypass and 4-lane access to the Interstate has been a key to our development efforts. We have located several new industries because of the transportation system."
Ilene Deckert, DeWitt Area Economic Development

". . some will say the bypass has had some effect in sales but on the other hand, Dewitt has attracted new residents because of the road network we have."
Ilene Deckert, DeWitt Area Economic Development

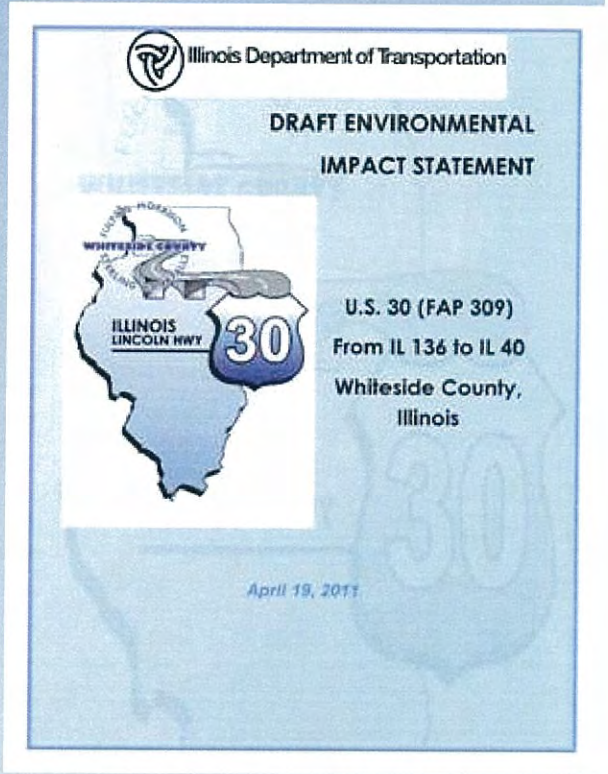
"I think the Bypass is great, it keeps the big trucks a [sic] lots of traffic out of our city. It is also a big savings on wear and tear on our roads. The safety is another big factor as a plus for our city."
Leo Maynard, Mayor, City of DeWitt

Year	Population
1980	4512
1984-1985	61 Bypass Constructed
1990	4514
2000	5037
2010	5322

DeWitt, Iowa Business Survey Results (June 1993)			
In Favor of Bypass	Yes	No	N/A
	75	7	N/A
Impact on Business	Increase	Decrease	No Effect
	5	22	51
Impact on Shopping Environ-ment	Better	No Change	Worse
	17	46	38
Impact of Highway Noise	Better	No Change	Worse
	77	19	2
Impact on Overall Quality of Life	Better	No Change	Worse
	43	38	16

Where Are We Now?

- DEIS signed April 29, 2011
- DEIS available for review and comment
  - Located in public libraries
  - http://www.dot.state.il.us/desenv/env.html
- Public Hearing - June 15, 2011
  - Comments due by **July 29, 2011**

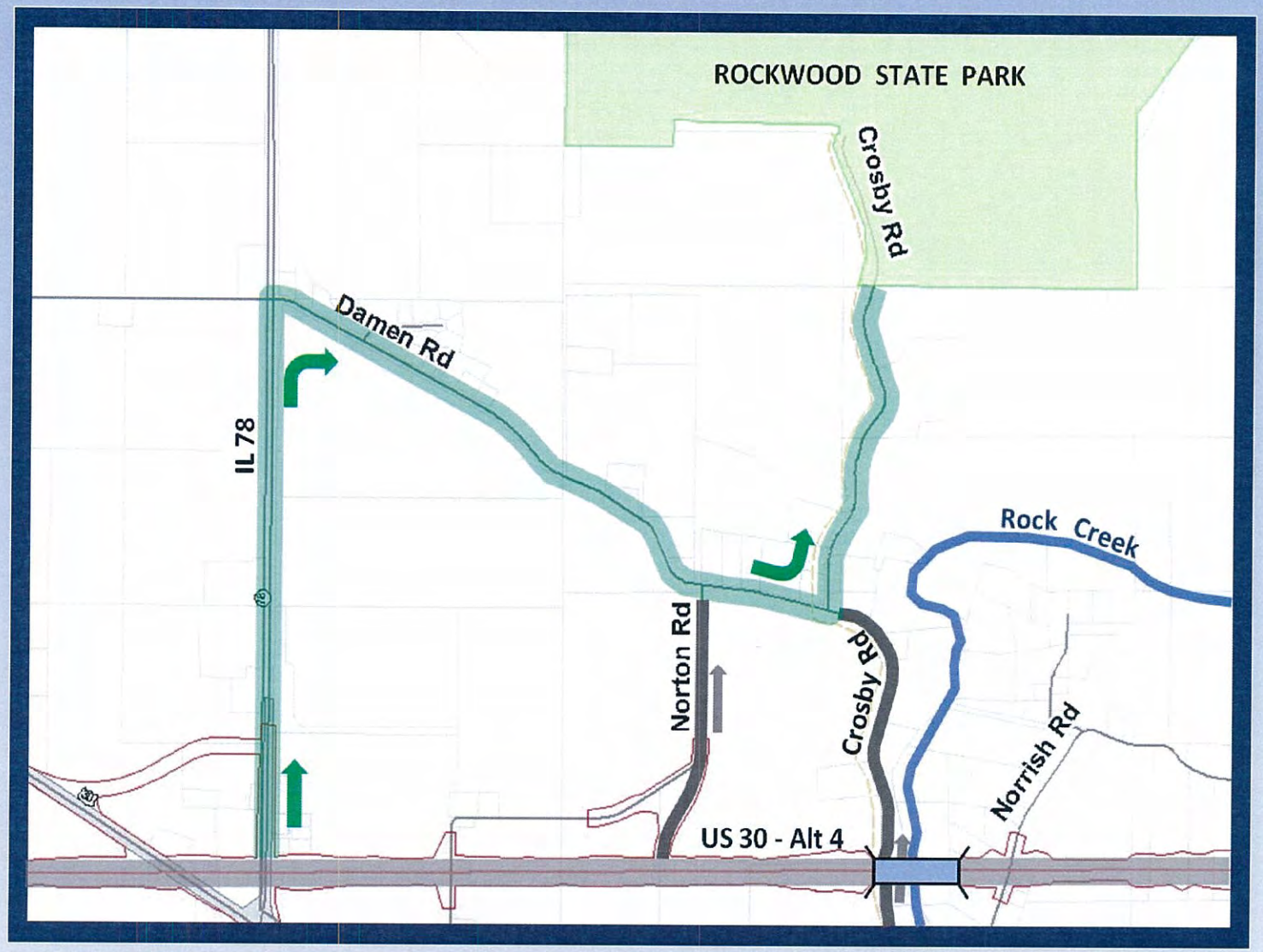


Next Steps

- Selection of Preferred Alternative
- Drafting of Final Environmental Impact Statement
- Record of Decision

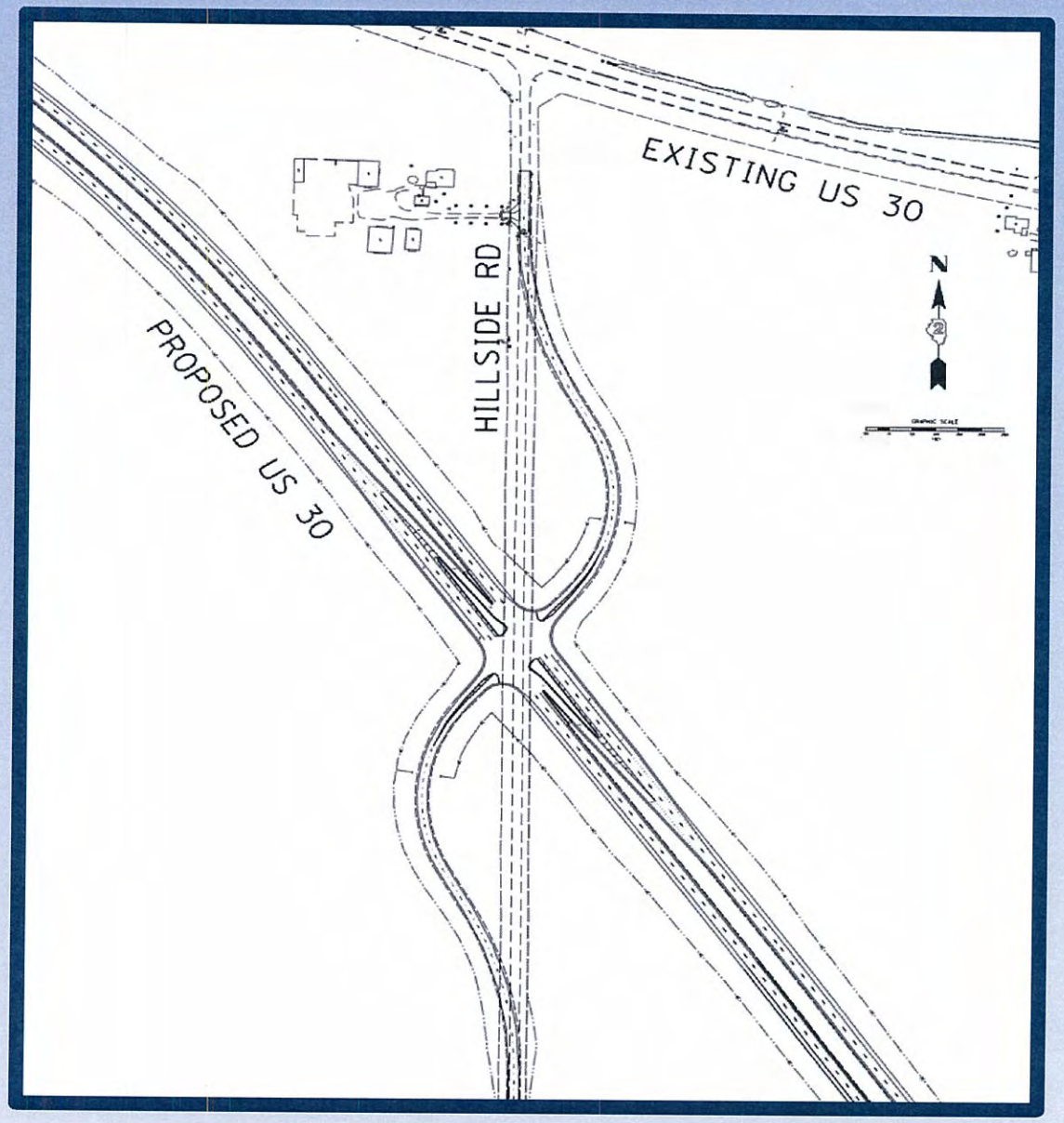
Questions Received from the Businesses of Morrison

Question 2: If the North bypass is selected, please describe the access point into Rockwood Park and specifically if Damen Road melds into this access point or will access to the park be completely changed?

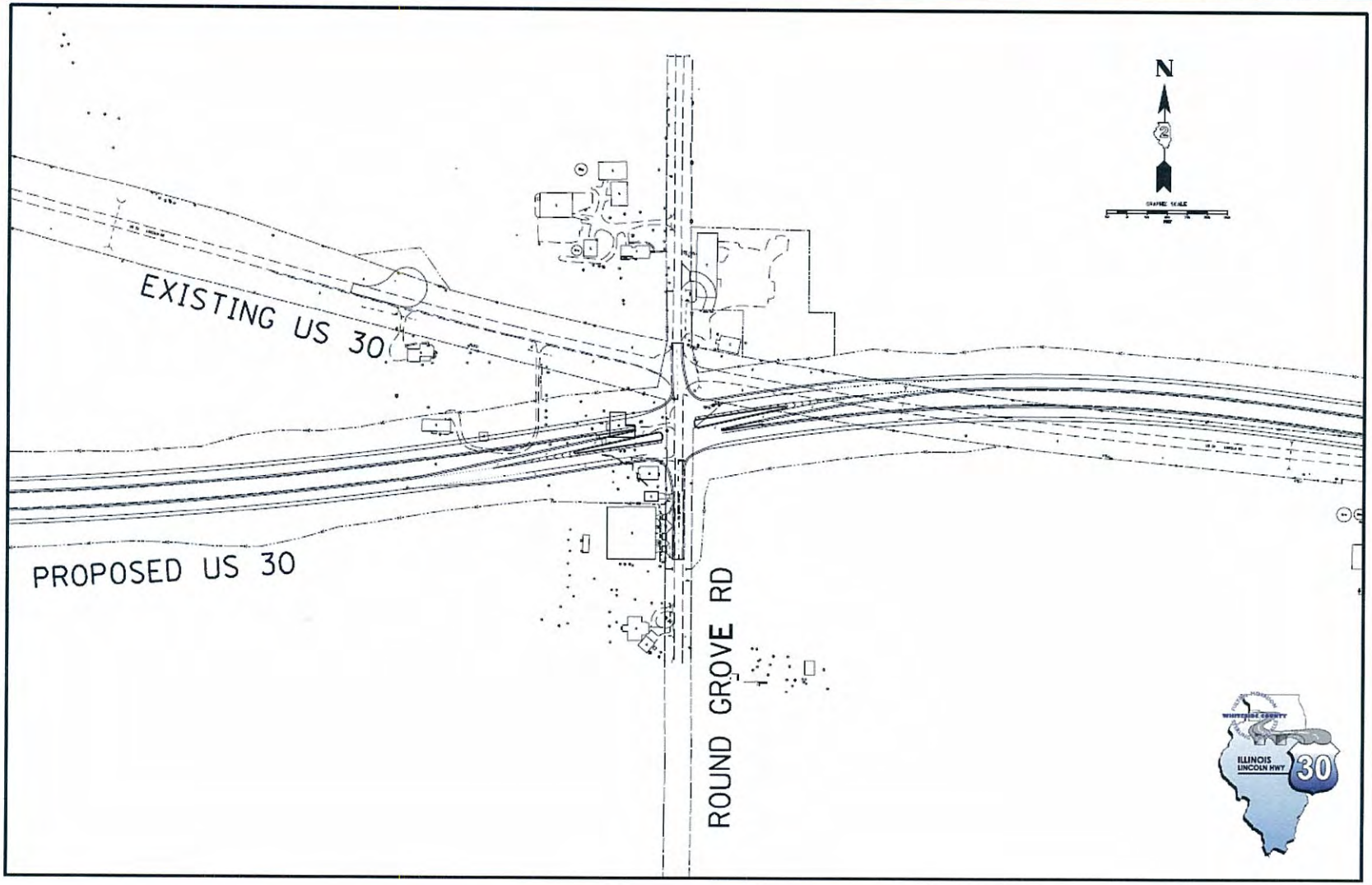


Question 3: Will signage be bold to indicate to campers and others how to find the park entrance from Damen and Crosby Roads?

Question 7: Please describe the extent of new roadway design for the roads leading from the access points into and towards the city of Morrison.

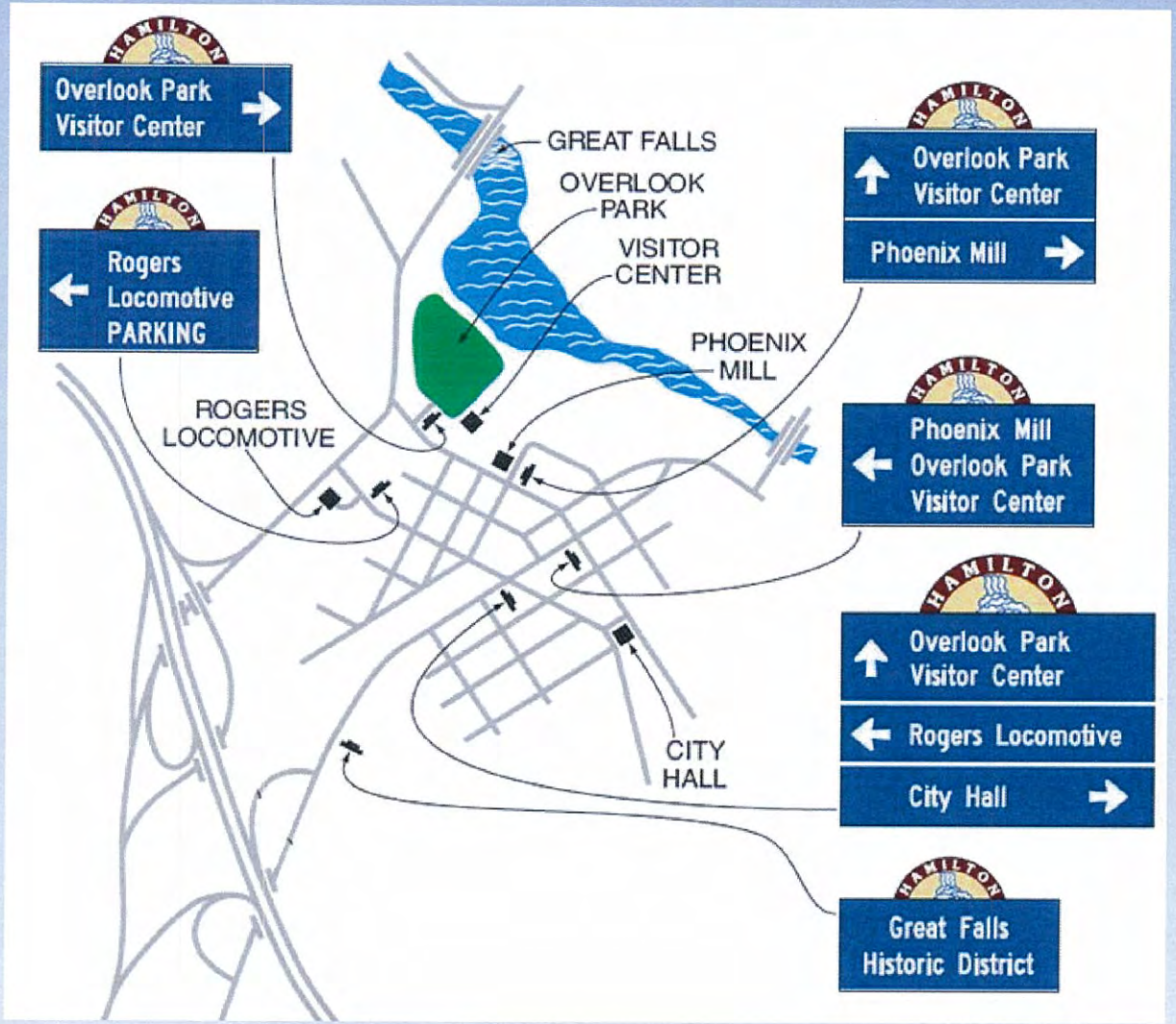


Question 7 (cont.): Please describe the extent of new roadway design for the roads leading from the access points into and towards the city of Morrison.



Question 9: Signage: Can the city of Morrison have site specific signage at each of the access points to encourage pull-off traffic?

Question 9 (Cont.): Signage: Can the city of Morrison have site specific signage at each of the access points to encourage pull-off traffic?



THANK YOU!

1-866-ROUTE30

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

Morrison Business Advisory Group

Thursday, May 12, 2011

Morrison Business Advisory Group
Morrison City Hall
200 W Main Street
Morrison, IL 61270

To: Ms Bridgett Jacquot
Volkert Associates

Subject: MBAG questions for May 24, 2011 Hwy 30 bypass stakeholders meeting.

1) The DEIS document in paragraph 3.2.2.6.2 Traffic (Morrison) gives data of current vehicle traffic counts and a count for year 2038. Can you chart average traffic counts beginning the first year the new bypass opens as compared to the current traffic count?

   In 2009 the traffic on US 30 varied from 6400 vehicles per day (vpd) west of IL 78 North to 11,000 vpd at the intersection of IL 78 South and then back to 7700 vpd east of Sawyer Rd. The truck traffic west of Morrison was approximately 18% and east of Morrison was approximately 25%.

   Based on the Origin-Destination Study data and the historic growth rate for traffic on US 30 the traffic through town was projected as up to 7,100 vpd for a north bypass and 5,800 vpd for a south bypass.

	Existing (2009) Traffic (vpd)	Projected (2018) Traffic Through Morrison		
		With No-build (vpd)	With Alt. #4 (North Bypass) (vpd)	With Alt. #5 (South Bypass) (vpd)
Traffic Volume through Morrison	7800 to 11000	8,500 to 12,000	up to 7100	up to 5800

2) If the North bypass is selected please describe the access point into Rockwood Park and specifically if Damen Road melds into this access point or will access to the park be completely changed?

   Access to Rockwood State Park will be similar to the existing condition. IL 78 (N) to Damen Road will continue to be the official route. Those coming from Morrison can continue to use Crosby Road which will cross under a bridge that will be built on the expressway.

3) Will signage be bold, to indicate to campers and others how to find the park entrance from Damen and Crosby Roads?

   IDOT standards for signing consider matters of legibility for motorists traveling at high speeds. The standards will be followed for signs providing direction to the park. Note that the official route will be from IL 78 (N) to Damen Road.

4) Will Rockwood State Park directional signage continue within the city off existing Route 30?

   All existing signage along the existing US 30 will remain or be updated to current standards. The City of Morrison has the ability and authority to erect wayfinding signs on local jurisdictional roads to supplement DOT signage with IDOT's approval.

5) Will the bypass speed limit be maintained at 55mph throughout its entire length including the access points?

   It is anticipated that the mainline of US 30 will be posted at 65 MPH throughout the corridor. The speed limits on the side roads approaching US 30 will be posted by the local agency having jurisdiction over them.

6) Please describe the access point type of intersections showing as a diamond, cloverleaf or slow down lanes. Are any overhead structures planned?

   Almost all side roads with access to the expressway will be typical at-grade intersections with left & right turn lanes along US 30. Side roads within the limits of the bypass that will not have access to the expressway are:

   <u>Alternate 4</u>:
   Cul-de-sac: Norton (0.3 mile east of IL 78)
   Bridge: Crosby, Browns, Bishop & Lyndon

   <u>Alternate 5</u>:
   Cul-de-sac: Lister (south leg only), Sawyer & existing US 30 (east of Lyndon)
   Bridge: N/A

   Note that for Alternate 4 Norton Road will have access to US 30 further to the east of the location described above (approximately 0.2 mile west of Rock Creek). Also, with Alternate 4 the expressway will have access to existing US 30 approximately 0.5 mile east of Lyndon Road which will provide indirect access to that side road. With Alternate 5, the expressway will provide access to existing US 30 0.6 mile west of Lyndon Road.

7) Please describe the extent of new roadway design for the roads leading from the access points into and towards the city of Morrison.

   The extent of reconstruction along the various side roads is determined primarily by how quickly they can be connected to the existing roadway. Factors affecting this involve intersection geometry (primarily skew between proposed US 30 & the side road), the ability to align the proposed side road to meet the existing roadway and the ability to provide appropriate grades between US 30 & the existing roadway. Because conditions vary significantly from one intersection to the next, the extent of work will also vary considerably depending on the side road. The goal, however, is to reconstruct no more than is necessary to create a safe connection to the existing roadway.

8) Signage: Does IDOT or Whiteside County regulate signage on the bypass?

   Because the bypass will be a State Route, IDOT will regulate the signage.

9) Signage: Can the city of Morrison have site specific signage at each of the access points to encourage pull-off traffic?

   IDOT policies do not allow for business specific (logo) signing along an expressway such as this. However, some types of signing can be incorporated to provide direction to the business district. Specifically, "Business District" signs can be erected at both the west & east ends of the bypass as well as IL 78. In addition, the city can incorporate wayfinding signs along city streets. Finally, off-ROW signage can be pursued by the city or businesses (individuals or groups) through the state's advertising sign permit process. The off-ROW signs must meet applicable policies.

10) Signage: Can Morrison businesses team up on single signs with names, logos?

    See response to Question #9.

11) Signage: Does the state pay for business signage and city signage along the route?

    Signing along state routes will be provided by the state at no cost to the city. As addressed in previous questions, however, signing must meet IDOT policies.

12) How can we promote the existing scenic Lincoln Highway route thru Morrison?

    IDOT signage for the Lincoln Highway will be in advance of the east and west ends of the new bypass. In addition, any signing currently in place along existing US 30 will be maintained unless the existing road is jurisdictionally transferred to the City of Morrison or another local agency.

13) The DEIS document acknowledges certain loss of sales tax revenue due to probable loss of an undetermined amount of businesses. Can funding be made available in the next phase to assist Morrison businesses and the city retool for the major changes that will occur once the bypass is open?

    The described funding is not available as a part of the highway program. However, the city could ask for assistance from the Illinois Department of Commerce and Economic Opportunity, Office of Tourism.

14) Are the options still: 1-Northerly route, 2-Southerly route, and 3-No build?

Yes

15) If the No build becomes the choice by IDOT what improvements would be done on the existing Route 30 thru Morrison?

IDOT will continue to maintain the route through Morrison. Some types of construction such as resurfacing, safety and geometric improvements may be necessary depending on traffic needs and highway conditions.

16) What are the implications for this project if the Morrison business community were firmly opposed to it?

Providing the Morrison business community information and getting your position is exactly what the Department wishes to accomplish, whether you are for the project or not. The purpose of the study is to determine the best engineering alternative that causes the least negative impacts to the environment. The input from all of the stakeholder groups as well as the input from the rest of the community at the upcoming public hearing will be used in making a determination of the alternative that best serves the needs for the project.

17) What is a realistic timeline for the construction of the bypass?

Funding has not been allocated for anything beyond the EIS/preliminary design. Because of this it is not possible to identify timing for construction of the bypass or next phases of the project.

18) Did the DEIS study provide financial data projections by percentage of reduction of business specifically to the Direct Impact gas station businesses?

Several issues relating to the general effect on Morrison businesses were considered and discussed in the EIS. However, the Department does not analyze a percentage of reduction of business unless the access to that business is being eliminated. In regard to the Morrison businesses, no businesses were being displaced or access removed.

19) Similar to Q18, did the DEIS study provide financial data projections by percentage of reduction of business specifically to the Direct Impact restaurants located on existing Highway 30?

See response to Question #18

Respectfully submitted,
Bob Vaughn
Chairman MBAG

Illinois Department of Transportation

Morrison Business Advisory Group (MBAG) Meeting
U.S. Route 30 Environmental Impact Statement and Phase I Design Report

Tuesday, May 24, 2011
6:00 p.m. – 8:00 p.m.
Odell Community Center/Public Library
307 South Madison Street, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Harvey D Zuidema	1023 Hilltop Dr	815-772-3084		
David J Dykstra	509 West Lincolnway Morrison	815-772-4149		
* Sarah Thornbute	1006 Glenwood, Morrison	815.772.7936		
* Arnold Vesta	10909 Prairie Center RD Morrison	815-772-2268		
Kent Dauphin	1751 Reusch RD ELIZABETH	815-598-3282		SULLIVAN'S FOODS
Stephanie Vavra	15683 Hazel Rd. Morrison	815-772-3144		thecity1.com - MorrisonOnline
Glen Kuhlemier	1011 16th Ave Rock Falls IL 61071	8156265573		City of Rock Falls / Blackhawk Hills A
Susan Schulet	104 E Main St. Morrison	815-772-3858		
Curt Bender	507 S. Orange Morrison	499-4559		Willett Hofmann & Assoc
Corinne Bender	507 S. Orange Morrison	772-4749		Morrison Chamber of Commerce

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

Illinois Department of Transportation

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Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Bob Vaughn	207 S. Base St Morrison, IL	815-772-2967	bobvaughn@thecityrebar.com	The City Rebar
Judy Zuccarelli	204 1st	815-772-2607		
Bart Smith	519 Anthony St Morrison	815 772-7627	bartongsmith@mchsi.com	DQ Grille Chill
Harlan J. Unger	11157 Prairie Center Rd.	815-772-3971		
Norm Gray	609 E Lincolnway	815-772 7585	[illegible]	Magoo Ind
SUSAN SULLIVAN DAUPHIN	SAVANNA - CORPORATE OFFICE	815 273 4511	sdauphin@sullivansfoods.net	SULLIVAN'S FOODS
KENNETH MEINSMA	14117 ROUND GROVE RD, MORRISON	815-772-8183	KREATIVEM@HOTMAIL.COM	KREATIVE MACHINING
Boon Sucourboon, Suke	131 E. MAIN ST. MORRISON	815 772 8616	MORRISONBOON@YAHOO.COM	Return Star
Keith Stralow	14370 Demon Rd Morrison	815-772-7531		Morrison Blacktop
Anne Ardapple	400 Portland Ave Morrison	815-590-2772	fourardapples@yahoo.com	WNS
Chris & Jim Hruby	Morrison Grease Recycling	630-290-9393	greasebiz@aol.com	Morrison Grease Recycling
Robert Shanley	19147 Holly Rd Morrison	815 772 2362		Hamilton Carpet Cleaning
JOE R BEELEMA	207 RAILROAD AVE MORRISON	815 772 7136		MORRISON FIRE DEPT

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Illinois Department of Transportation

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Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
James & Diane Workman	304 Sycamore	815-772-4984	dworkman@frontiernet.net	
AKi AKiTi	2004 1. St AVE.	815 625 8574		
David Giuliani	2100 Freeport Rd Sterling	815-625-3600	dgiuliani6@gmail.com	Gazette

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Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
MARK Schukes	727 W. Lincoln Way	815/772-2196	schukesmotors@frontiernet.net	Schukes Motors, Inc

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

Coordination Meeting – Whiteside County & Townships
Tuesday, May 22, 2012

Location: Whiteside County Highway Department
Time: 2:00 pm

MEETING MINUTES

Attendees

Russ Renner	Whiteside County	(815) 772-7651
Gary Bruns	Hopkins Township	(815) 499-5501
Arnold Vegter	Union Grove Township	(815) 535-5170
Randy Smith	Ustick Township	(815) 772-3579
Don Stage	Fulton Township	(815) 535-3077
Becky Marruffo	Illinois DOT	(815) 284-5902
Jennifer Williams	Illinois DOT	(815) 284-5950
Jon McCormick	Illinois DOT	(815) 284-5503
Mark Nardini	Illinois DOT	(815) 284-5460
Jon Estrem	HR Green Inc.	(319) 841-4324

Discussion

Following introductions, Jon McCormick began the meeting & explained the two sets of displays available. The first display was a two-piece layout at a scale of 1" = 2000' showing the corridor from Illinois Route 136 to Rock Falls on an aerial photo background with Alternatives 4 & 5 included. The display labeled the intended treatment (i.e. at-grade intersection, grade separation, close, roundabout) for each of the side roads crossed by the expressway. The second was an enlarged version (1" = 1000') of the same exhibits. One copy of this display was provided for each side of the table.

Mr. McCormick continued by providing a brief history of the project. He pointed out that a feasibility study was conducted from 2004 to 2006. Subsequently the current Environmental Impact Statement study was initiated in 2007 & is anticipated to conclude in 2014. It initially involved several broad alternatives but through the study process was honed to two. As a part of the NEPA process draft study documents were submitted to FHWA for concurrence in mid 2011. At that time it was discovered that flood plain limits had recently changed to the extent that Alternative 5 was deemed to have a significant impact on the French Creek floodplain. In an attempt to minimize that impact, the proposed alignment for the alternative was revisited. Alternative 4 was also modified slightly for the same purpose. Both sets of alignments were included in the displays.

Mr. McCormick explained that the US 30 roadway will be access controlled with a 70 mph design speed. It will be designated a freeway but will be built as an expressway, meaning there can be public road intersections. Direct commercial access is not allowed along an expressway. Field entrances and access to single family residential properties can be allowed if necessary but the goal will be to avoid these or at least minimize the number of locations. IDOT would expect to build US 30 initially as a four-lane roadway rather than two lanes initially. An analysis of operationally independent

sections will be part of current study. A north or south bypass would be an example of a section that might be built as part of a phased approach.

Mr. McCormick pointed out that the primary purpose of the meeting was to discuss the intended access layout for side roads & solicit associated comments or concerns. He explained that the proposed layout is a result of significant effort on the part of the project team to consider projected traffic volumes as well as the basic functionality of the side roads. Since the proposed facility is intended to be a four-lane expressway with access control, the Department's policies for spacing of public access points played a key role in determining the proposed layout. The policies require an average spacing of at least one mile as a minimum with two miles as a desirable average distance between access points which typically include a crossover in the median.

Based on the network shown, peak hour design year traffic volumes have been developed at each of the proposed intersections with US 30. Because many of the existing routes are very low volume (less than 300 ADT) and growth is expected to be slow, discontinuing some of the local roads was determined by the Department to involve reasonable levels of impacts to local users. Such road closures would be accomplished through agreements with the local agencies. Those agreements would not need to be executed until Phase II plans are prepared and/or construction is programmed & imminent. The need at this stage of the study is for documented coordination regarding the proposed access conditions. This meeting as well as any follow-up discussions & correspondence will be the primary documentation. Eventually, a road closure hearing will be held to notify area residents and other users of the changes in local access. This would occur later in Phase II.

The proposed layout provides average spacing of just over one mile, although spacing between specific side roads may be less. It involves several discontinued side roads with low projected traffic volumes throughout the corridor to achieve this. The method of closure (i.e. culdesac or hammerhead) and the locations selected for closure are elements for which the Department would like input.

There was some discussion regarding specific side roads that would involve the need to reroute plowing operations (for example, Norton Road associated with Alternative 4) or for which two townships would need to coordinate to arrange for an appropriate sharing of responsibilities (for example, Lister Road associated with Alternative 5). However, it was indicated that preference would be to wait for selection of a specific alternative to provide the requested input. Mr. McCormick indicated we cannot wait that long as the input is needed within the next month or two to proceed appropriately with the study.

The group indicated it would coordinate with the other township supervisors & provide the Department with a list of issues & concerns for both alternatives within the next month or two. To assist them on this, Russ Renner requested six additional sets of the larger scale display with all affected side roads clearly labeled. In addition, the township boundaries should be indicated. Mr. McCormick indicated he would revise the display accordingly & forward them to Mr. Renner.

Jon Estrem pointed out that Habben Road is one of the side roads intended for closure. Mr. Renner confirmed that it is under county jurisdiction. The issue of logical termini for

a county road was discussed, but the group was unsure as to whether the access from Habben Road to US 30 via the first side road to the north (since identified as Prairie Center Road) would meet the statutory requirements. This will be addressed with the submitted list of issues & concerns.

In response to a question, it was indicated that the Department & FHWA will utilize all the information collected throughout the study to make a joint decision regarding which alternative is to be selected. This will be accomplished as a part of the Context Sensitive Solutions (CSS) process through the Project Study Group (PSG) after the next Public Hearing.

In response to another question, it was indicated that it would be IDOT's intention for the townships or perhaps in some situations the County to take jurisdiction of the new connections & discontinuous sections of existing US 30 that remain after the new alignment is constructed.

The meeting concluded at approximately 3:15 PM.