

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

Continued- Stakeholder Meeting Summary
Iowa-Illinois Highway Partnership

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**



PHASE I ENVIRONMENTAL IMPACT STATEMENT AND
DESIGN REPORT

**THANK YOU FOR YOUR ONGOING
SUPPORT !**

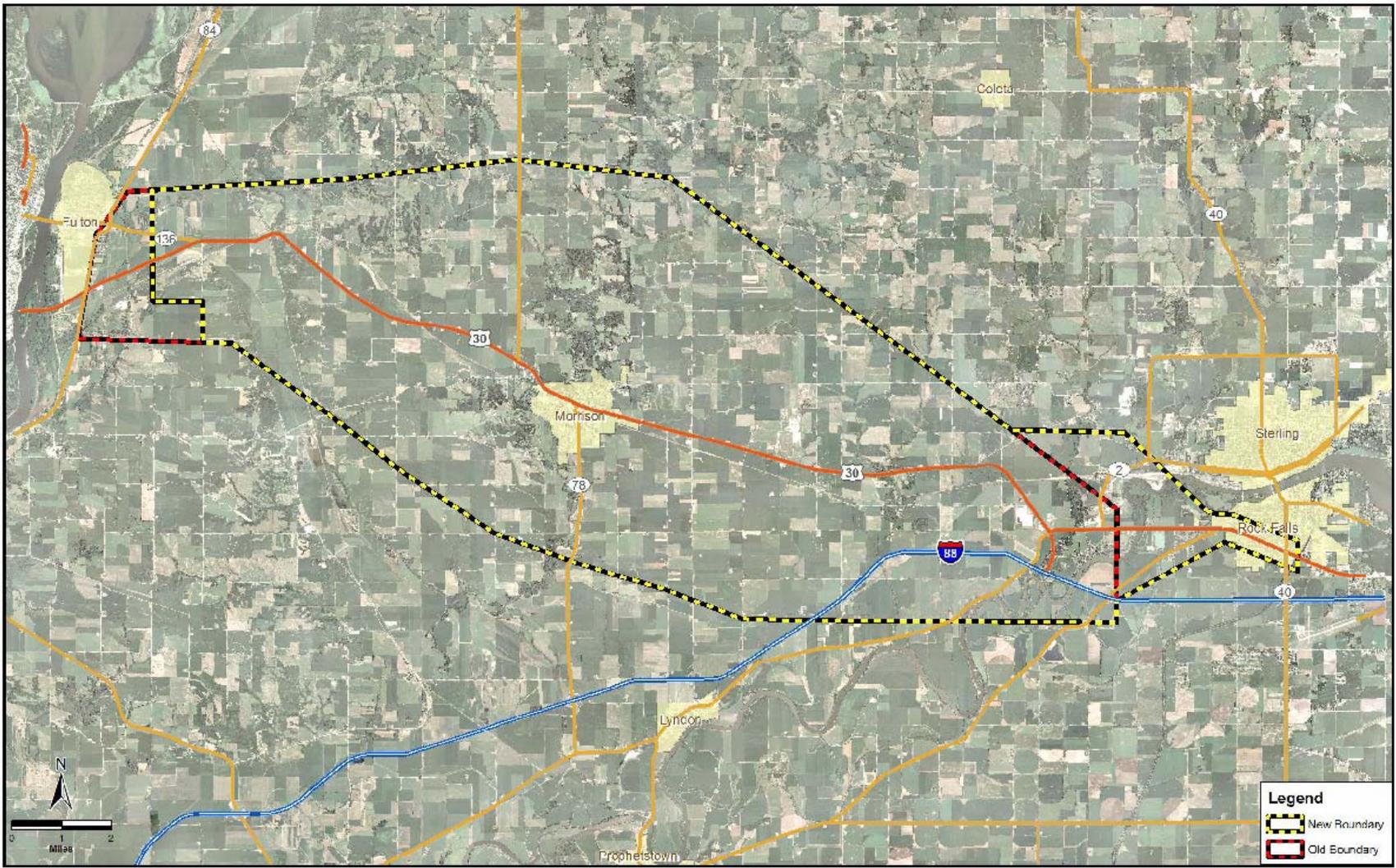


PHASE I ENVIRONMENTAL IMPACT STATEMENT AND
DESIGN REPORT

RESULTS FROM US 30 CORRIDOR FEASIBILITY STUDY

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Feasibility Study Area





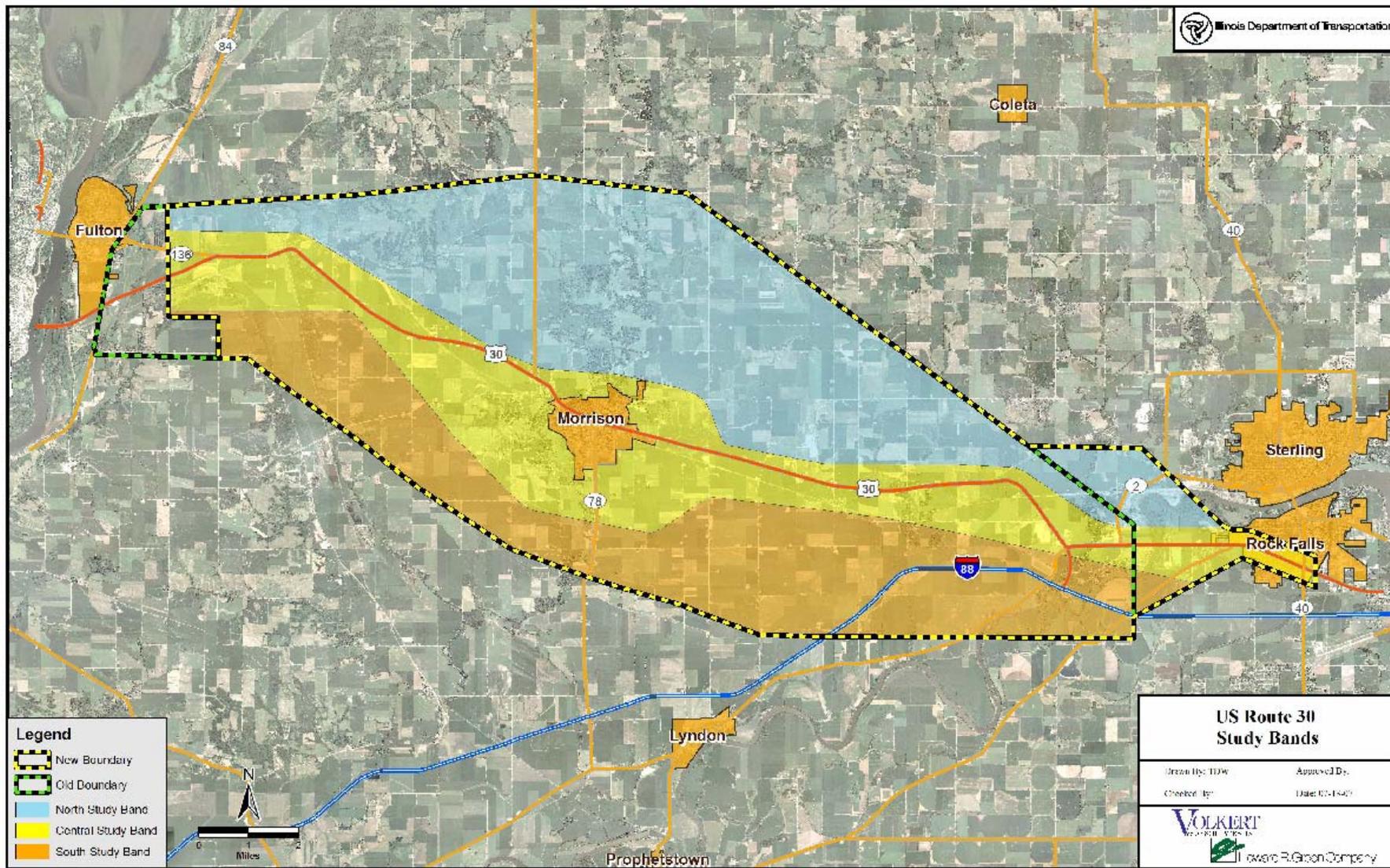
- ***The US 30 Corridor Feasibility Study determined there was a need to:***
 - *Improve Regional Mobility*
 - *Accommodate Land Use Planning Goals*
 - *Address Local System Deficiencies and Safety*



PHASE I ENVIRONMENTAL IMPACT STATEMENT AND
DESIGN REPORT

NEXT STEPS – PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

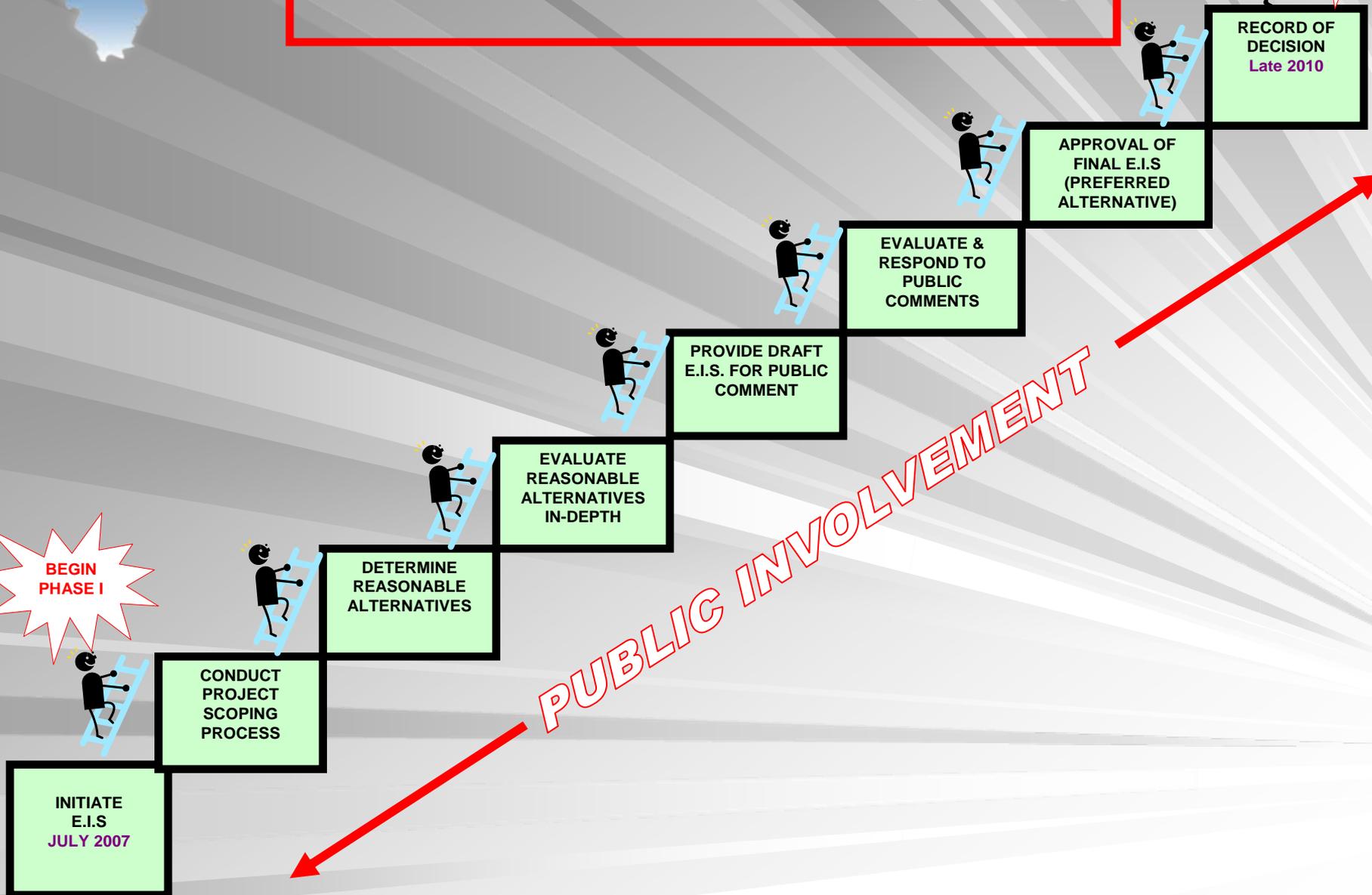
US Route 30 Study Bands



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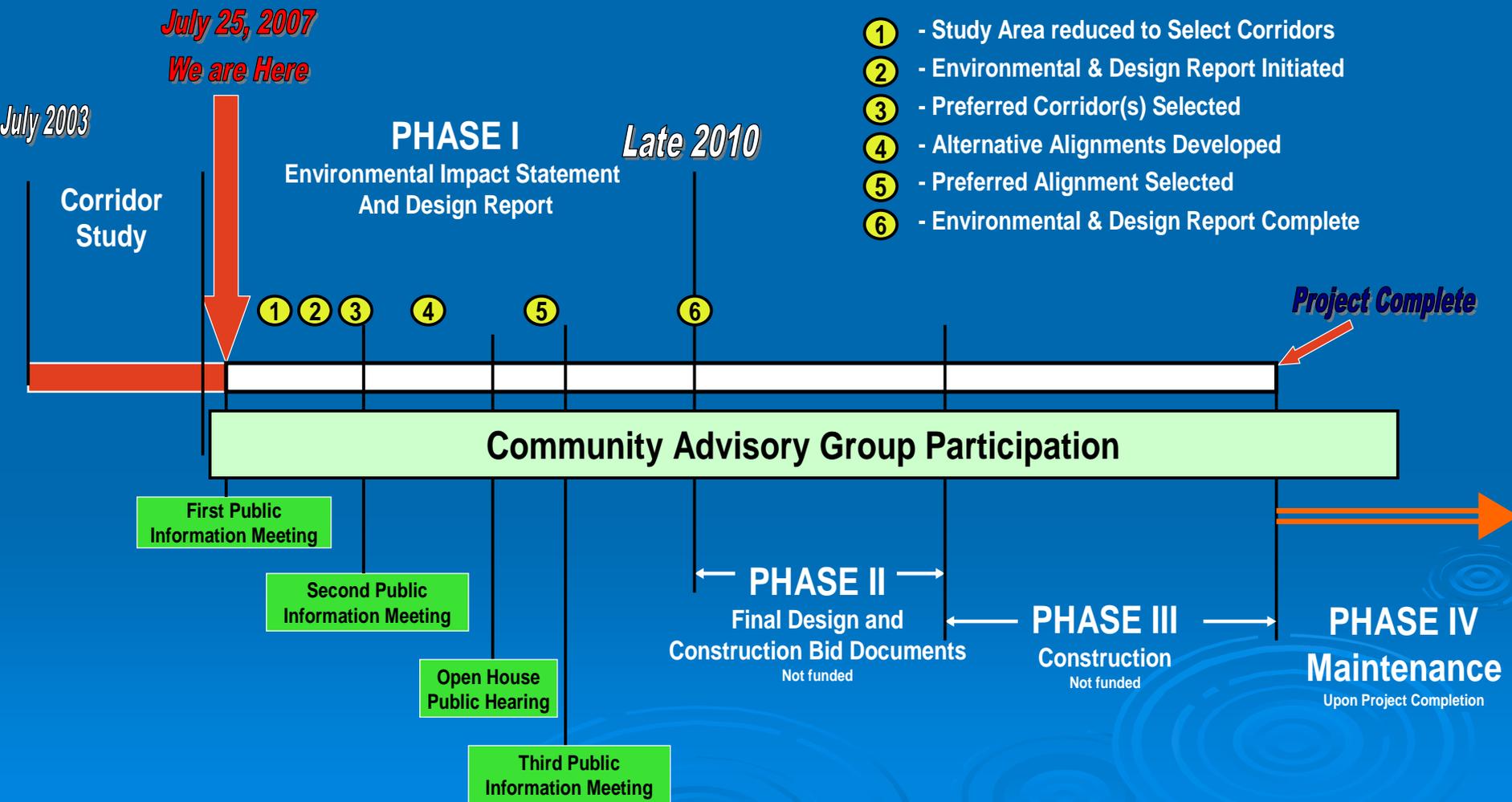
PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)



30

Project Timeline

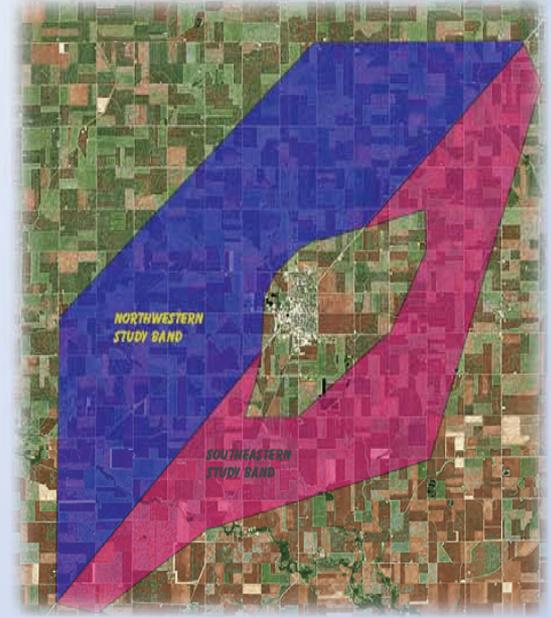


HOW DOES A HIGHWAY GET FROM PLANNING TO CONSTRUCTION?

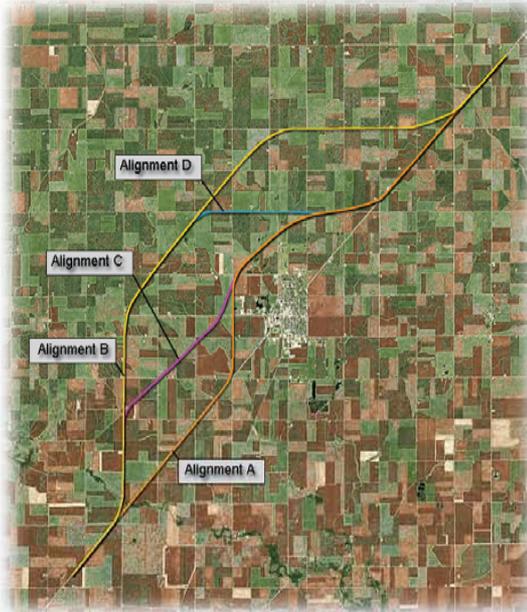
THE EXAMPLE BELOW ILLUSTRATES THE PROCESS OF SELECTING A FINAL ROADWAY ALIGNMENT ONCE A NEED HAS BEEN SHOWN FOR ITS CONSTRUCTION.



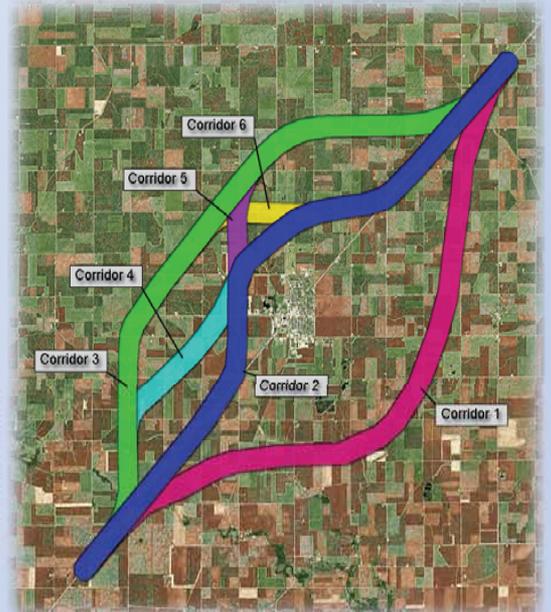
Local officials work in coordination with the Illinois Department of Transportation to initiate roadway improvement studies. Traffic congestion and safety concerns for an existing roadway (highlighted with a red dashed line) prompt a need to study alternative transportation improvements.



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.



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.



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.



PHASE I ENVIRONMENTAL IMPACT STATEMENT AND
DESIGN REPORT

GET INVOLVED

CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS

ACTIVITY 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 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 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 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
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QUESTIONS AND ANSWERS