

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 previous 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.



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US 30 Coalition

Whiteside County Courthouse

Monday, July 23, 2007

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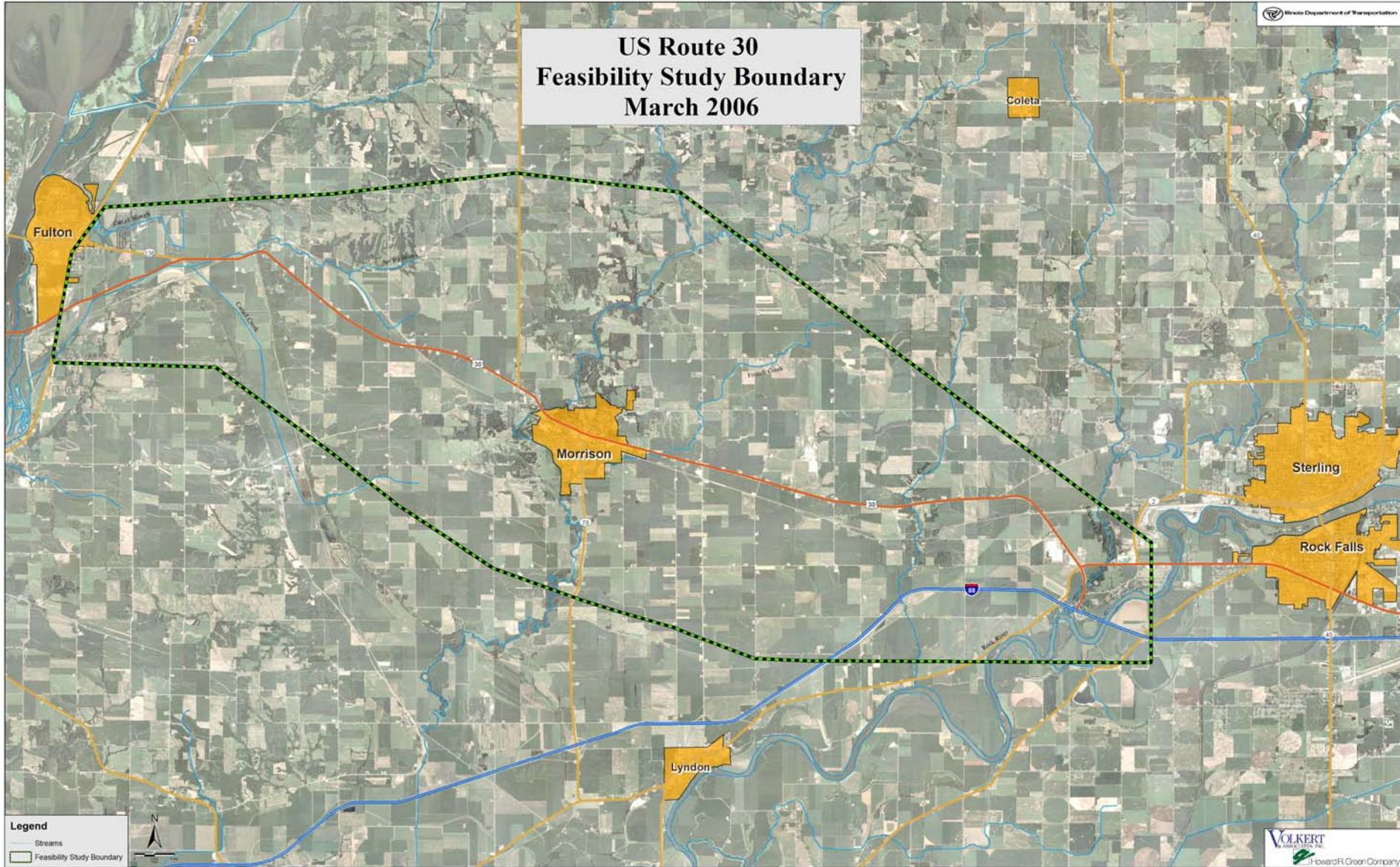
US 30 Project

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.



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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*



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NEXT STEPS

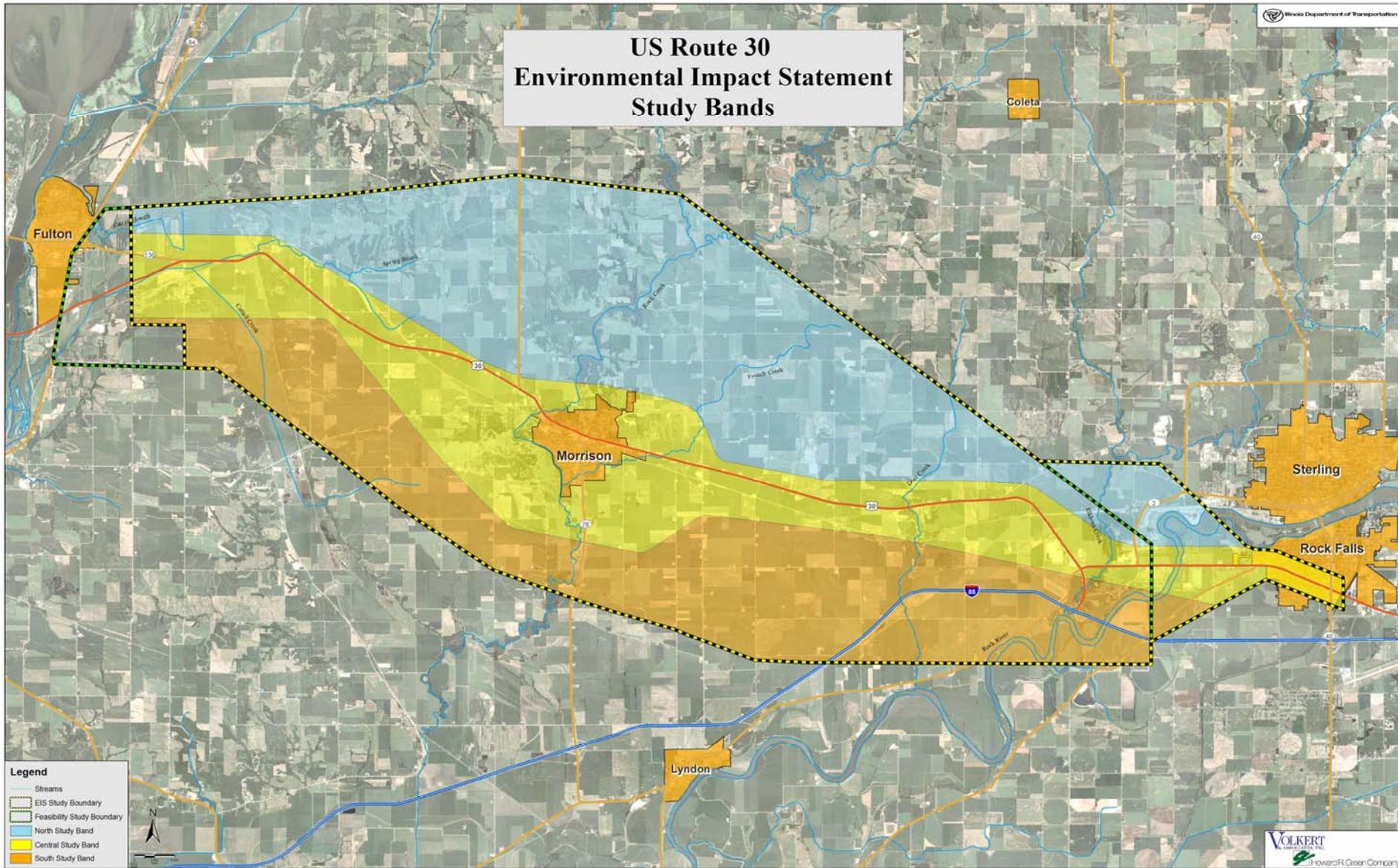
PHASE I ENVIRONMENTAL IMPACT STATEMENT AND DESIGN REPORT

Using Context Sensitive Solutions Process



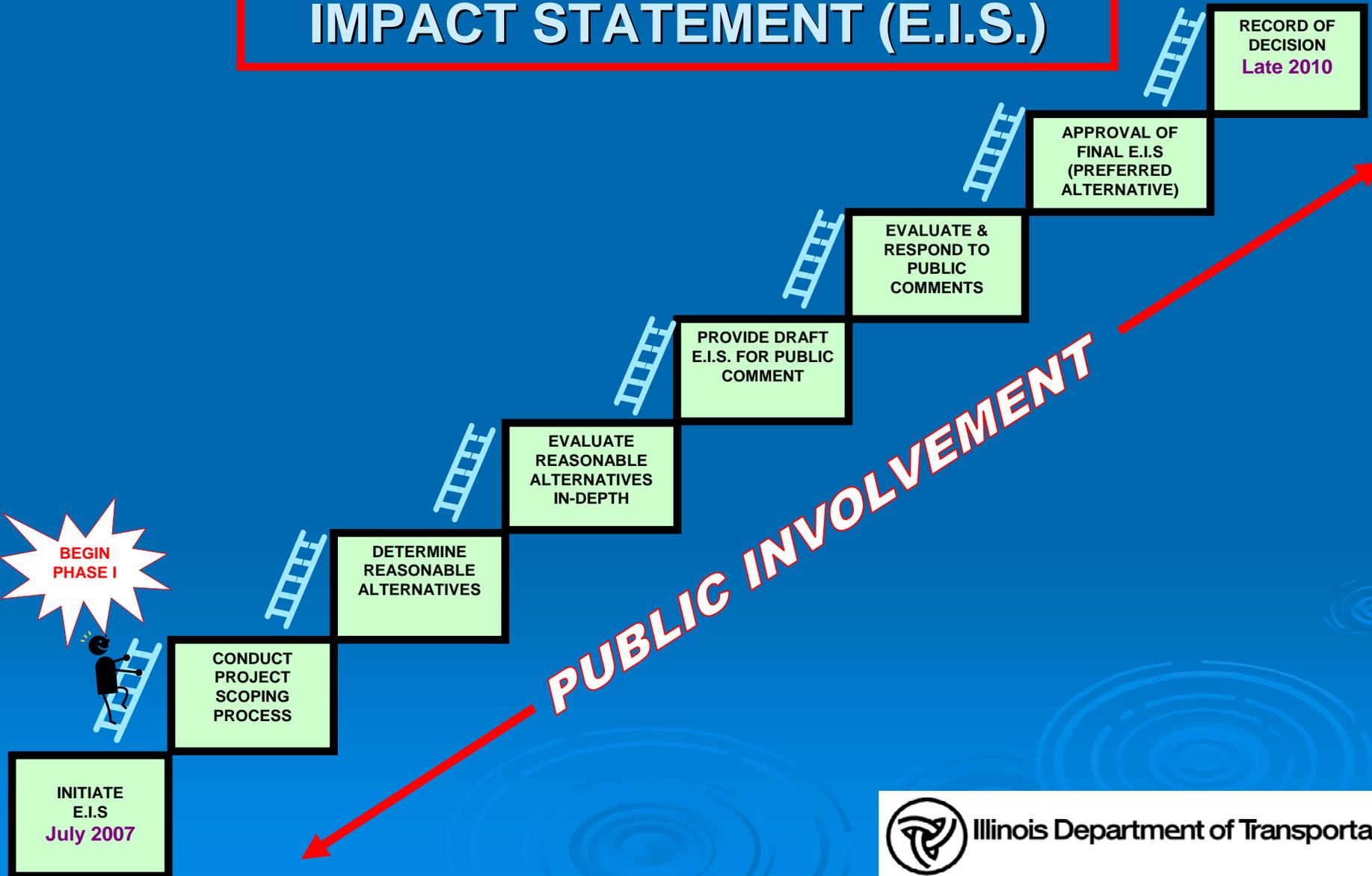
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US 30 Study Bands

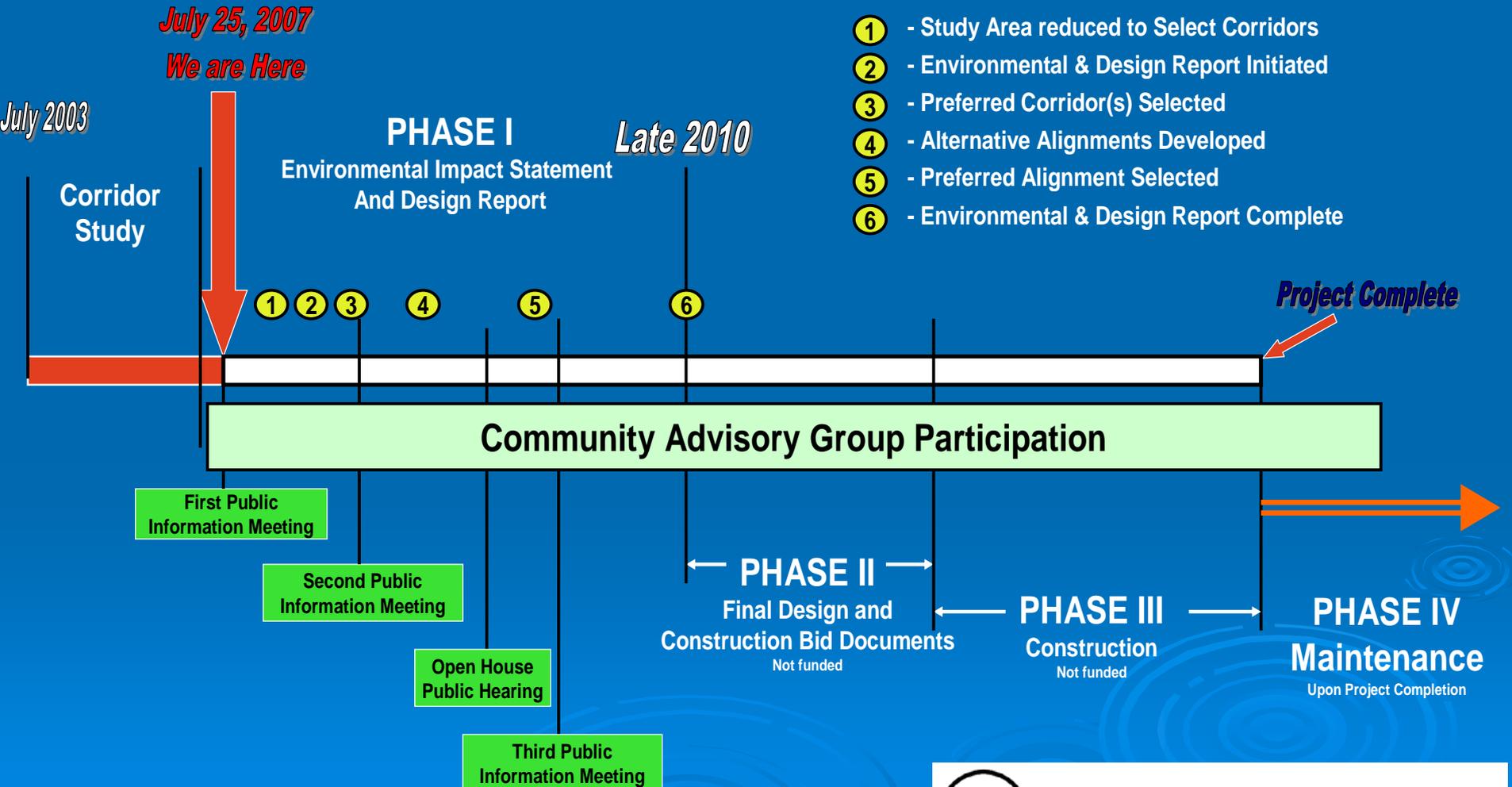


PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)

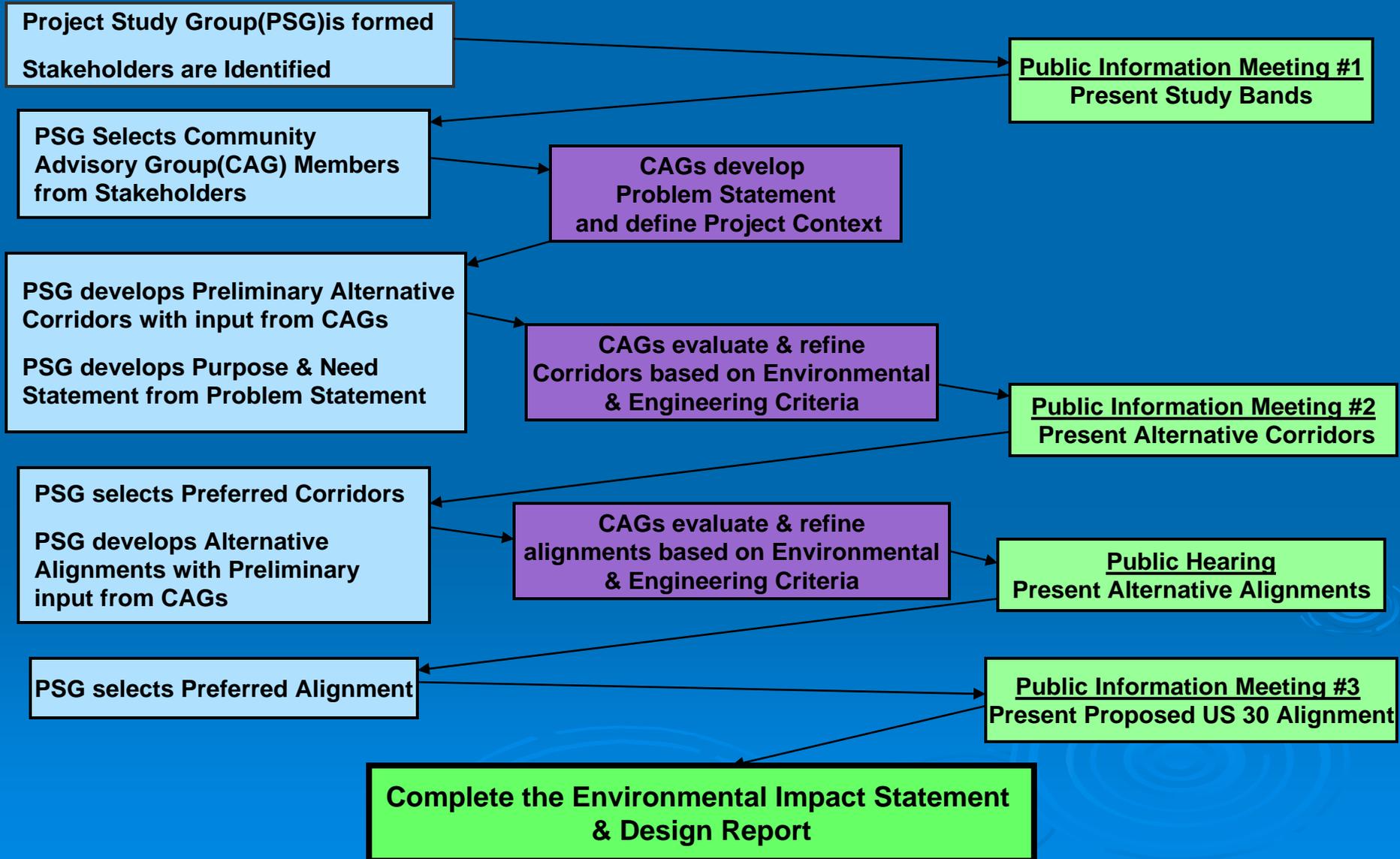
**COMPLETE
DESIGN
REPORT**



Project Timeline



CONTEXT SENSITIVE SOLUTIONS STAKEHOLDER INVOLVEMENT PROCESS



Other Public Outreach Activities:

- *Stakeholder Meeting and Briefings*
- *Public Information Meetings*
- *New Project Web Site*
- *New Project Hotline*
- *Project Newsletters and Fact Sheets*



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US 30 Project Logo



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COMMENTS & CONCERNS



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**THANK YOU FOR YOUR
ONGOING SUPPORT !**

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