



## 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	<a href="mailto:rebecca.marruffo@illinois.gov">rebecca.marruffo@illinois.gov</a>
Cassandra Rodgers	IDOT D2	<a href="mailto:cassandra.rodgers@illinois.gov">cassandra.rodgers@illinois.gov</a>
Jennifer Williams	IDOT D2	<a href="mailto:jennifer.williams@illinois.gov">jennifer.williams@illinois.gov</a>
Mark Nardini	IDOT D2	<a href="mailto:mark.nardini@illinois.gov">mark.nardini@illinois.gov</a>
Dorraine Kingry	IDOT D2	<a href="mailto:dorraine.kingry@illinois.gov">dorraine.kingry@illinois.gov</a>
Vic Modeer	Volkert, Inc.	<a href="mailto:vmodeer@volkert.com">vmodeer@volkert.com</a>
Mike Walton	Volkert, Inc.	<a href="mailto:mwalton@volkert.com">mwalton@volkert.com</a>
Bridgett Jacquot	Volkert, Inc.	<a href="mailto:bjacquot@volkert.com">bjacquot@volkert.com</a>
Jon Estrem	Howard R. Green Co.	<a href="mailto:jestrem@hrgreen.com">jestrem@hrgreen.com</a>
Gil Janes	Howard R. Green Co.	<a href="mailto:gjanes@hrgreen.com">gjanes@hrgreen.com</a>
Mary Lou Goodpaster	Kaskaskia Engineering Group	<a href="mailto:mgoodpaster@kaskaskiaeng.com">mgoodpaster@kaskaskiaeng.com</a>
Shelia Hudson	Hudson & Associates	<a href="mailto:hudson.shelia@sbcglobal.net">hudson.shelia@sbcglobal.net</a>
Bob Innis	Hudson & Associates	<a href="mailto:bob.innis@yahoo.com">bob.innis@yahoo.com</a>

## **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

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



## AGENDA

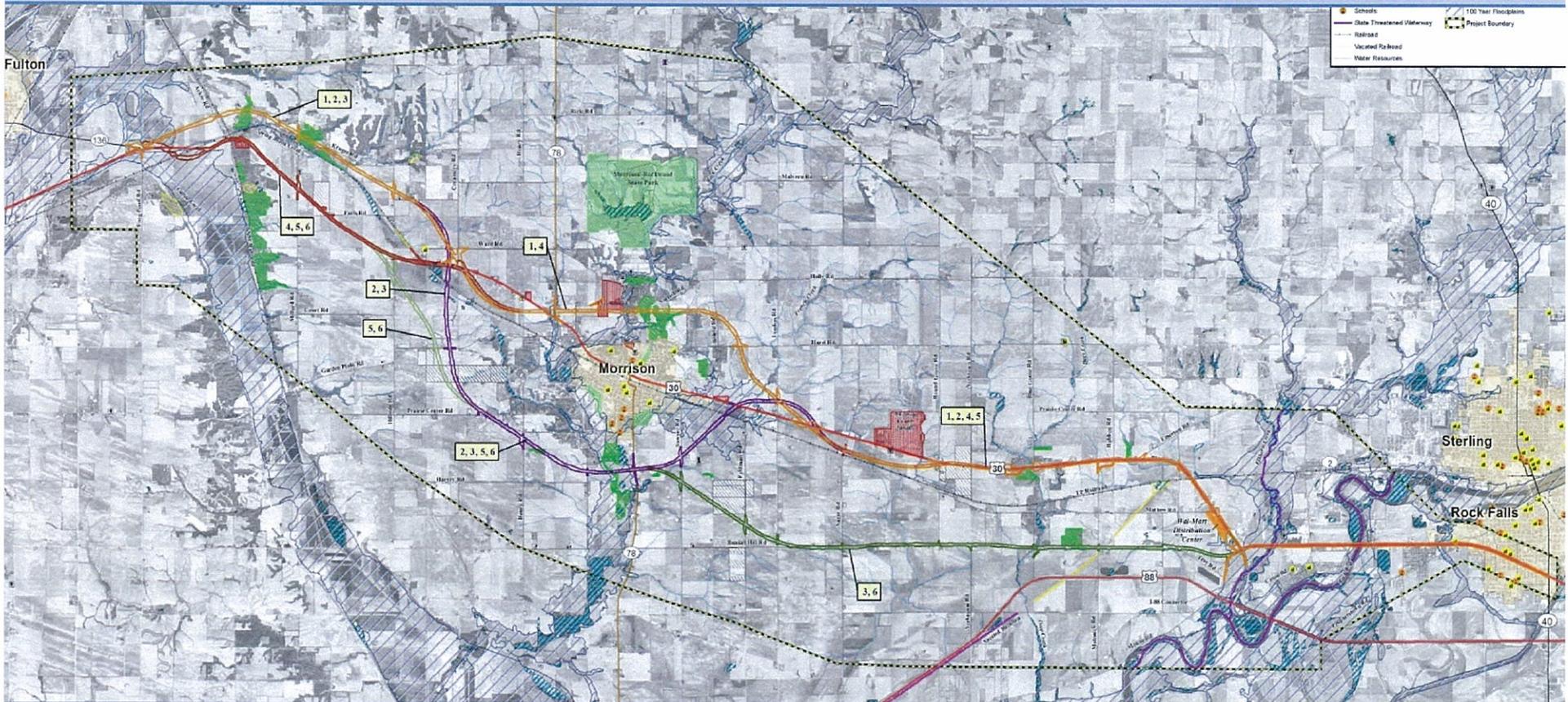
- Project Update
- Next Steps
- CAG Concerns
- Volunteer Request



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



## PROJECT UPDATE SIX REASONABLE ALTERNATIVES - 2010



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



## 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
<b>AGRICULTURAL</b>							
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
<b>ENVIRONMENTAL</b>							
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
<b>LAND USE/SOCIOECONOMIC</b>							
Relocations (Business)	Number	2	2	2	2	2	2
Relocations (Residential)****	Number	28	21	13	35	24	16
<b>OTHER FACTORS</b>							
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



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



## 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



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## 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
<b>AGRICULTURAL</b>						
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
<b>ENVIRONMENTAL</b>						
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
<b>LAND USE/SOCIOECONOMIC</b>						
Relocations (Business)	Number	4	0	4	0	4
Relocations (Residential)****	Number	27	10	37	3	30
<b>OTHER FACTORS</b>						
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

**U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &  
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**PROJECT UPDATE**

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



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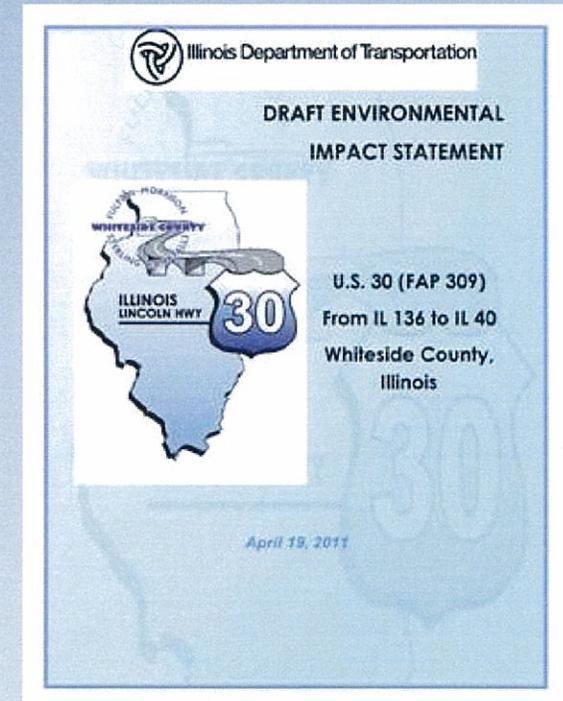
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## PROJECT UPDATE

### DEIS Available:

- Community libraries - Fulton, Morrison, Rock Falls, and Sterling
- Website :  
[www.dot.il.gov/desenv/Environment/309/option.html](http://www.dot.il.gov/desenv/Environment/309/option.html)
- IDOT - District 2 Office in Dixon
  - By appointment



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



## 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



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



## CAG CONCERNS

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



**U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &  
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**VOLUNTEER REQUEST**

**CAG members**

**available at Public Hearing**

**Wednesday, June 15, 2011**

**from 1PM to 7PM at**

**United Methodist Church in Morrison**



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# THANK YOU!



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