

## 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.



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# 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.**





***ENVIRONMENTAL IMPACT  
STATEMENT***

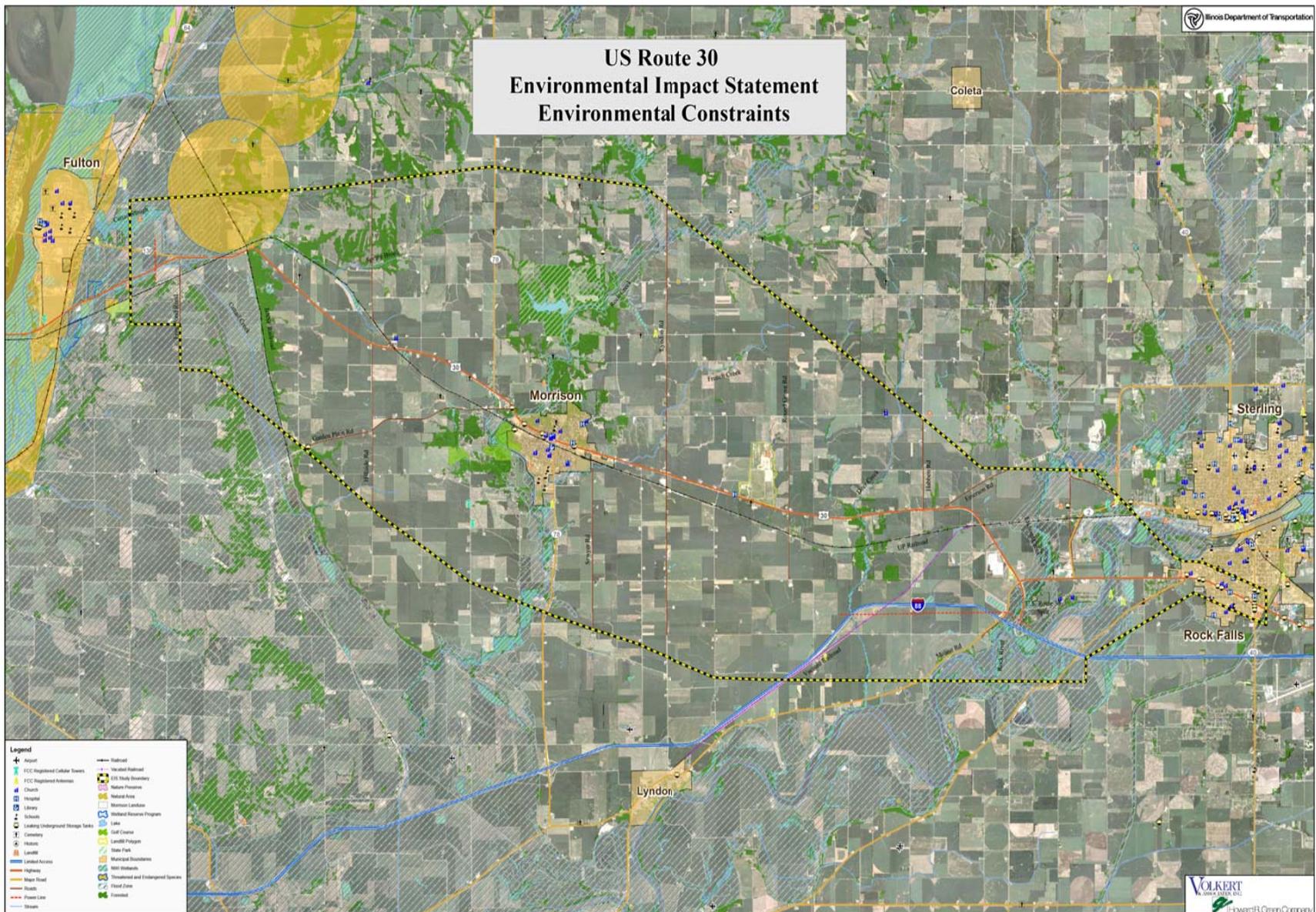
***&***

***PHASE I DESIGN REPORT***

***Using Context Sensitive Solutions  
Process***



# US Route 30 Environmental Impact Statement Environmental Constraints



**Legend**

✦ Airport	⚡ Railroad
⬢ FCC Registered Cellular Towers	⚡ Vacated Railroad
⬢ FCC Registered Antennas	⬢ Wild Study Boundary
⚡ Church	⬢ Nature Preserve
⚡ Hospital	⬢ National Area
⚡ Library	⬢ National Landmark
⚡ Schools	⬢ National Reserve Program
⚡ Existing Underground Storage Tanks	⬢ Lake
⚡ Cemetery	⬢ Golf Course
⚡ Historic	⬢ Landfill Polygon
⬢ Landfill	⬢ State Park
⬢ Limited Access	⬢ Municipal Boundary
⬢ Highway	⬢ Wetlands
⬢ Major Road	⬢ Threatened and Endangered Species
⬢ Road	⬢ Wetland
⬢ Private Lane	⬢ Wetland
⬢ Stream	

# 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**

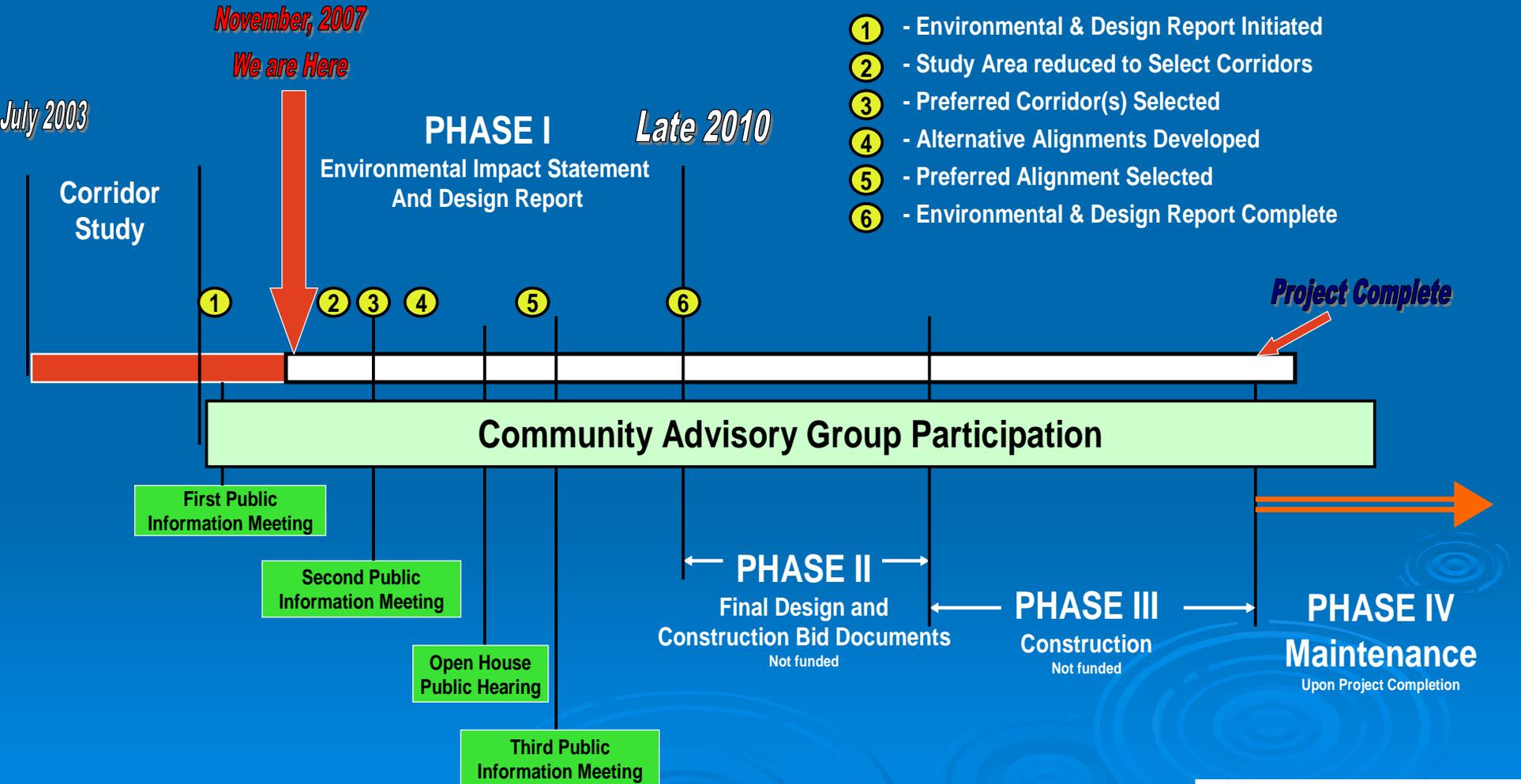
**INITIATED  
E.I.S  
July 2007**

**PUBLIC INVOLVEMENT**

**BEGIN  
PHASE I**



# Project Timeline



# Context Sensitive Solutions (CSS)



- **Stakeholders**
- **Cooperating & Participating Agencies**
- **Project Study Group (PSG)**
- **Community Advisory Group (CAG)**
- **Technical Advisory Group (TAG)**

# 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

# 1<sup>st</sup> CAG Meeting

## September 12, 2007

### Key Issues Identified by CAG:

- Economic Development
- Property Loss
- Safety
- Access
- Agriculture



# 2<sup>nd</sup> CAG Meeting

October 17, 2007



## ***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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# 2<sup>nd</sup> 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

# 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.

# Other Public Outreach Activities:

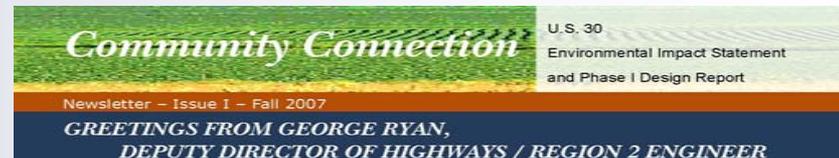
- *Public Information Meetings*



- *Project Web Site* <http://www.dot.state.il.us/us30/index1.html>

- *Project Hotline* **1-866-ROUTE30**

- *Project Newsletters*





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**THANK YOU FOR YOUR  
ONGOING SUPPORT !**

**VOLKERT**  
& ASSOCIATES, INC.

 Howard R. Green Company