

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***

**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.

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.

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.

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

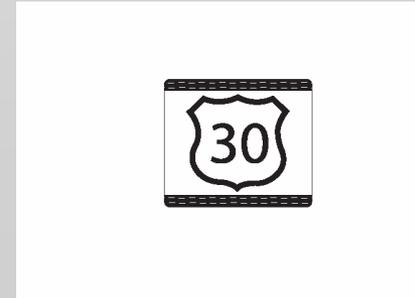
Concept #1



Concept #2



Concept #3



Concept #4



Concept #5



CONCEPT #1



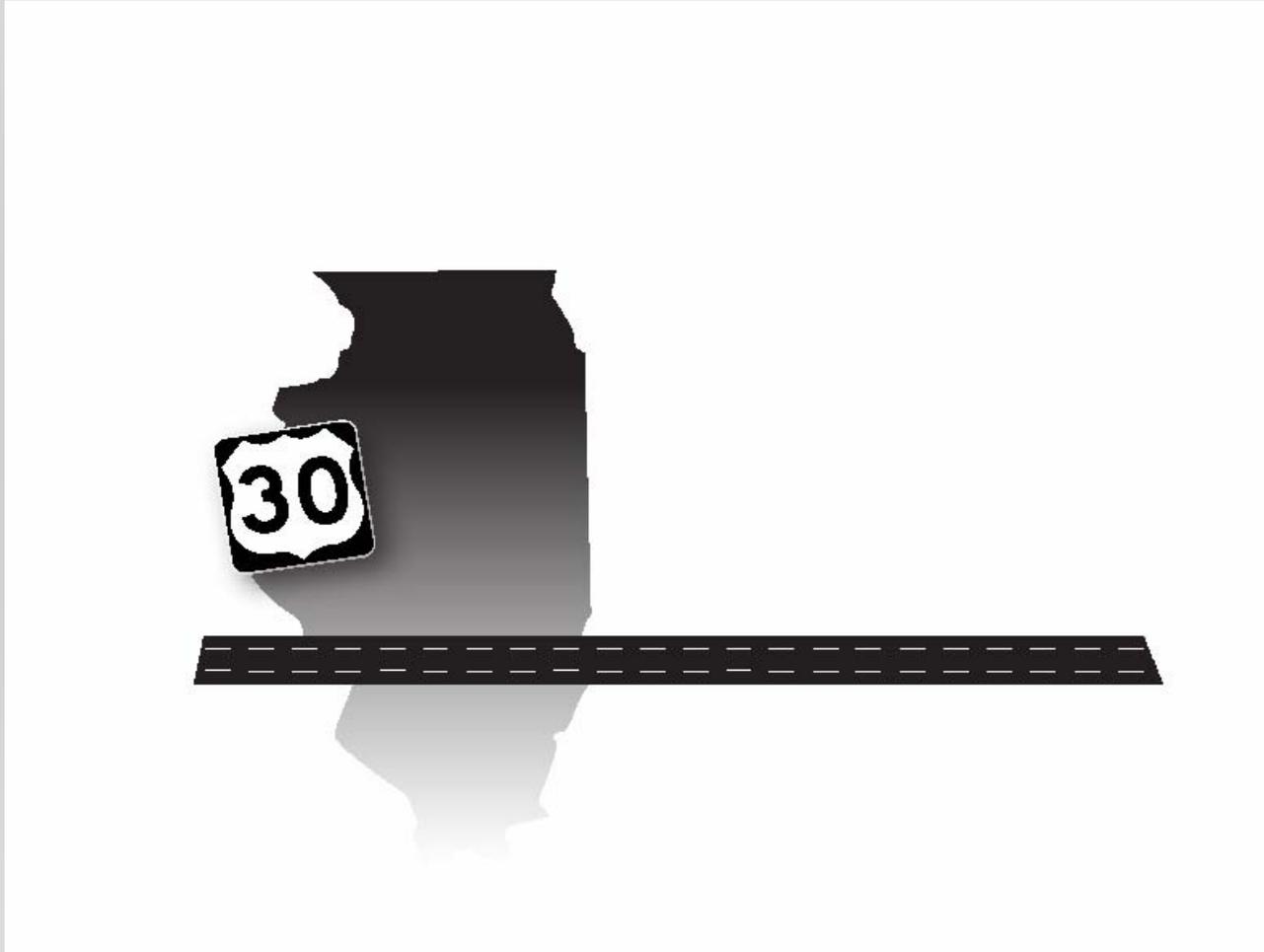
CONCEPT #2



CONCEPT #3



CONCEPT #4



CONCEPT #5



BREAK



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
<p>Horizontal Alignment:</p> <ul style="list-style-type: none"> 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.
<p>Vertical Alignment:</p> <ul style="list-style-type: none"> 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.

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 \geq 500' apart (1/4 mi. average)	
Space median openings \geq 1/2 mi. apart (1 mi. average)	
Build interchange if signals needed within 9 years	
Space interchanges \geq 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.



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

Corridor Alternative Development Exercise

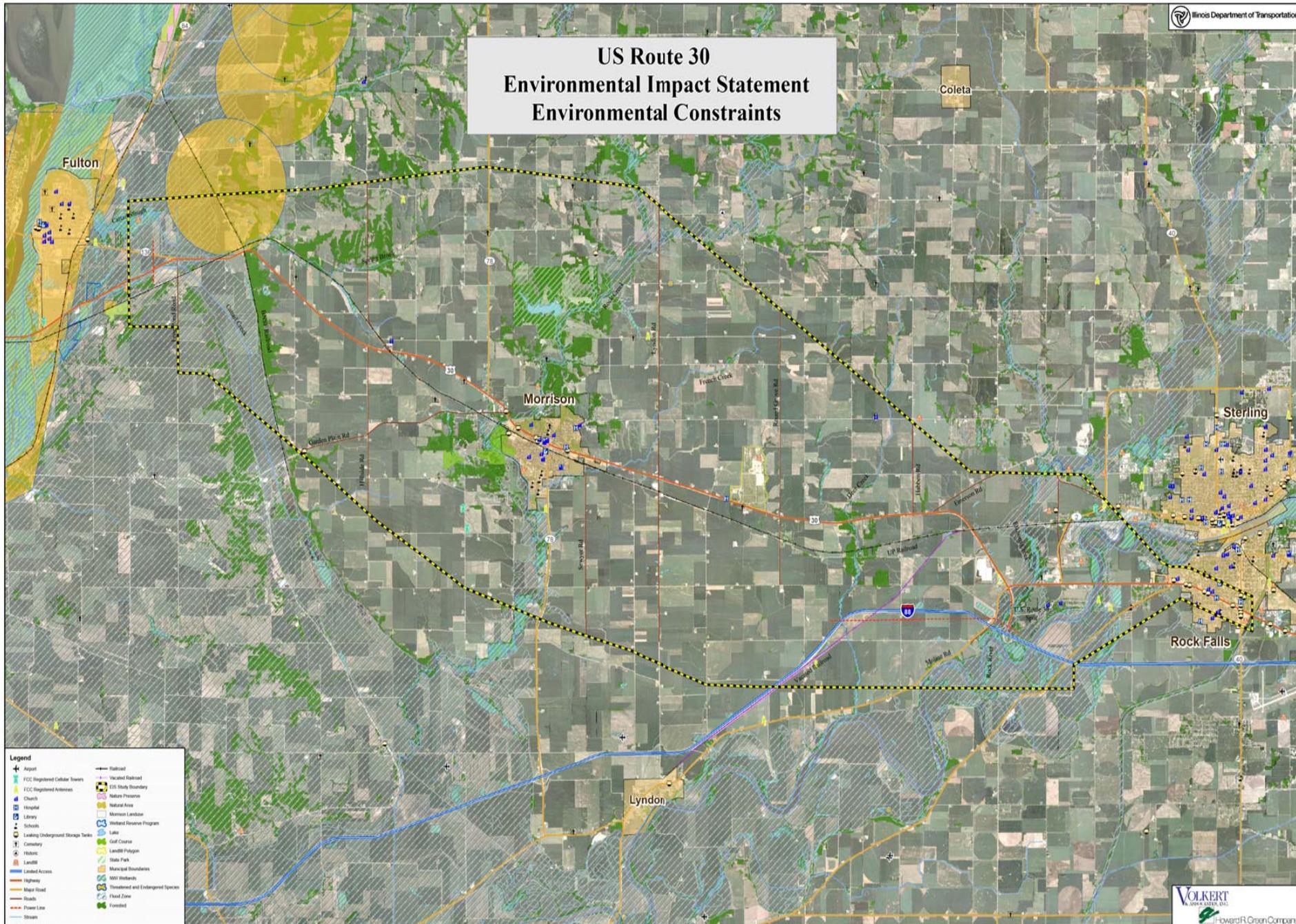
- Purpose of the exercise is to develop Corridor Alternatives on the maps sitting at your table
- Place tracing paper over the map
- Discuss potential corridor alternatives amongst your table
- Utilize knowledge of the area, CAG Criteria, and Engineering & Environmental Concerns
- Draw potential corridor alternatives
- IDOT or Consultant Team member will be at each table to answer any questions

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

US Route 30 Environmental Impact Statement Environmental Constraints



- Legend**
- Airport
 - FCC Registered Cellular Towers
 - FCC Registered Antennas
 - Church
 - Hospital
 - Library
 - Schools
 - Leaking Underground Storage Tanks
 - Cemetery
 - Historic
 - Landfill
 - Landfill Access
 - Highway
 - Major Road
 - Road
 - Power Line
 - Stream
 - Railroad
 - Vacated Railroad
 - EIS Study Boundary
 - Native Prairie
 - Natural Area
 - Municipal Landmark
 - Wildland Resource Program
 - Lake
 - Golf Course
 - Landfill Plaque
 - State Park
 - Municipal Boundaries
 - MOC Wetlands
 - Threatened and Endangered Species
 - Flood Zone
 - Farmland

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

Next CAG Meeting

- Agenda could include:
 - Presentation of Draft Purpose & Need
 - Presentation of Refined Corridor Alternatives