



**Whiteside County Farm Bureau Meeting
Farm Bureau Conference Room
Monday, September 13, 2010**

MEETING MINUTES

Attendees

William Abbott
Phil Schultz
Paul Kane
Reid Johnson
Donald Temple
Tom Witmer
Doug Kuehl
Jim Friedrichs
Matt Lillpop
Brian Puetz
Jennifer Williams, IDOT
Rebecca Marruffo, IDOT
Mark Nardini, IDOT
Michael Walton, Volkert
Jon Estrem, HR Green
Mary Lou Goodpaster, Kaskaskia

Handouts

The handout was a copy of the presentation.

Agenda

1. Introductions
2. Meeting Objectives
3. Project Overview
4. Project Study Process
5. Where Are We In The Process?
6. Project Timeline
7. Questions and Answers

Introductions

Ms. Rebecca Marruffo of IDOT introduced the IDOT staff and consultant team in attendance.

Meeting Objectives

Mr. Michael Walton stated IDOT's objective for this meeting was to provide information as it pertains to the Whiteside County Farm Bureau in regard to the U.S. Route 30 project, gather input from the Farm Bureau Board, and answer questions from the Farm Bureau Board.

Project Overview

Mr. Michael Walton provided a project overview:

- Corridor Study completed in 2006. Findings from this study indicated a need to:
 - Improve regional mobility
 - Accommodate land use planning goals
 - Address local system deficiencies and safety
- Environmental Impact Study initiated in 2007
- Project limits are from IL 136 east of Fulton heading east to IL 40 in Rock Falls
- The project study area is approximately 24 miles long and 10 miles wide

With the help of the Community Advisory Group (CAG), a Problem Statement for the project was created: "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."

This Problem Statement helped develop the Purpose and Need Statement for the project. A Purpose and Need Statement is required by the National Environmental Policy Act (NEPA) as part of the Environmental Impact Statement (EIS) process. The alternatives to be considered and the preferred alternative must address the Purpose and Need. The goals of the Purpose and Need Statement for this project are:

- Reduce Traffic Congestion
- Improve Traffic Capacity
- Improve Safety
- Accommodate Freight
- Establish Roadway Continuity

Project Study Process

Mr. Walton went on to explain the project study process:

- The level of effort necessary in order to complete an environmental study and Phase I Design Report for a project of this size requires an EIS to be conducted. This requirement comes from the National Environmental Policy Act (NEPA) which states that government agencies must be responsible for their actions and the resulting impacts to the environment. The EIS is currently being developed.
- The engineering studies for this project are ongoing and follow DOT design policies and guidelines. As a part of this work, efforts to minimize environmental impacts and displacements are being made.
- The project has incorporated a highly intensive process of public involvement called Context Sensitive Solutions (CSS). CSS is an approach that strives to:
 - Strike a balance between cost, safety, mobility, community and the environment
 - Apply flexibility in the design to fit the project to its surroundings
 - Involve stakeholders in the decision-making process

Stakeholder input is obtained throughout the study in the form of various meetings including:

- Project Study Group (PSG) – FHWA, DOT, Public Agencies
- Community Advisory Group (CAG) – Cross Section of Stakeholders
- Stakeholder Meetings
- Public Meetings

Where Are We In The Process?

Mr. Jon Estrem next explained that the following milestones have been achieved with the help of the Project Study Group (PSG) and Community Advisory (CAG):

- Corridors were identified within the study area: Twenty-eight corridors were identified. The corridors were established at a width of 1400 feet.
- Several alternative alignments have been developed and analyzed within the corridors.
- Six alternative alignments are currently under consideration in addition to a No-Build alternative. These alternative alignments are illustrated in the presentation handout.

A press release and the fifth U.S. Route 30 project newsletter were sent out in early August. Although the public comment period on the recent newsletter is now closed, the project team will continue to accept questions/comments from the public throughout the project study phase.

The following is the project timeline provided at the meeting:

- Select two (2) alignments to be carried forward in Draft EIS (Nov. 2010)
- Project Study Group (PSG) Meeting (Nov. 2010)
- Community Advisory Group (CAG) Meeting (Nov. 2010)
- Signed Draft EIS (Jan. 2011)
- Public Hearing (Feb. 2011)

Questions and Answers

Q.) Why is IDOT not proposing to widen U.S. Route 30 through the city of Morrison?

A.) Ms. Marruffo explained that in 2004, IDOT completed a study that proposed to widen U.S. 30 to a three-lane section through town from IL 78 North to French Creek. The public voiced such strong opposition to the project that the project limits were reduced to Jackson Street to French Creek. It was further explained that the project currently being proposed is for the construction of a four-lane transportation corridor. Therefore, a three-lane widening would not meet the policy for which this project is being planned. In addition, it would not meet the goals of the Purpose and Need Statement. Lastly, a four-lane section through town would cause even more extensive impacts than those identified in the 2004 study and would result in:

- Potential displacements of churches, gas stations, historic properties, businesses and residences.
- High truck traffic volumes which would continue to cause noise and safety concerns within the business and residential areas through town.

- Q.) What is the potential impact to drainage off of farm fields?
A.) Prior to construction, field tiles will be located and positive drainage re-established to incorporate the improvement needs.
- Q.) Will there be access points for farm machinery?
A.) Yes, the design will incorporate these points onto side-roads instead of the mainline roadway where possible.
- Q.) Will farm machinery be allowed to use the roadway?
A.) Yes, farm machinery is allowed on expressways.
- Q.) Land Acquisition: What is the process?
A.) The Department:
 - o Identifies areas of properties affected
 - o Inspects and values properties
 - o Makes offer to property owner
- Q.) Land Acquisition: Who will do this?
A.) IDOT or an IDOT representative
- Q.) Land Acquisition: Can/will eminent domain be used?
A.) Yes, it can be used if negotiations are unsuccessful.

Questions/Concerns Received From Whiteside County Farm Bureau

1. Concern about access between fields, especially if they are on opposite sides of the new facility.

Farm machinery will be allowed on the expressway. Multiple lanes and a 10-foot wide paved shoulder will allow traffic to safely pass farm equipment that uses the shoulder and the right lane. Equipment will only be able to cross the facility at median crossovers. The locations of crossovers will be determined based on IDOT guidelines after a preferred alternative is selected.

2. Concern that a grain semi would not fit completely within a 50-foot median crossover.

It is true that a semi crossing from one side of the expressway to other will be too long to stop within the median. However, most traffic will be turning left from U.S. Route 30 and will have a left turn lane to wait in, so it will be out of the way of through traffic.

3. What is the proposed speed limit?

The facility is being design to allow 65 mph as the posted speed. It is anticipated this will be the speed limit for the majority of the improvement.

4. Concern was expressed as to whether the sellers would be liable for capital gains taxes from the sale of this land.

The project team indicated that it is unlikely capital gains taxes would apply, but to know for sure property owners would need to discuss this question with a professional accountant or attorney.



Illinois Department of Transportation



**Environmental Impact Statement
& Phase I Design Report**

U.S. 30



**WHITESIDE COUNTY
FARM BUREAU**

Morrison, Illinois

September 13, 2010

Agenda

- ▶ Introductions
- ▶ Meeting Objectives
- ▶ Project Overview
- ▶ Project Study Process
- ▶ Where Are We in the Process?
- ▶ Project Timeline
- ▶ Questions and Answers



Meeting Objectives

- ▶ Provide information on the project
- ▶ Gather input from the Farm Bureau Board
- ▶ Provide responses to Farm Bureau Board questions



Project Overview

- ▶ Corridor Study completed in 2006

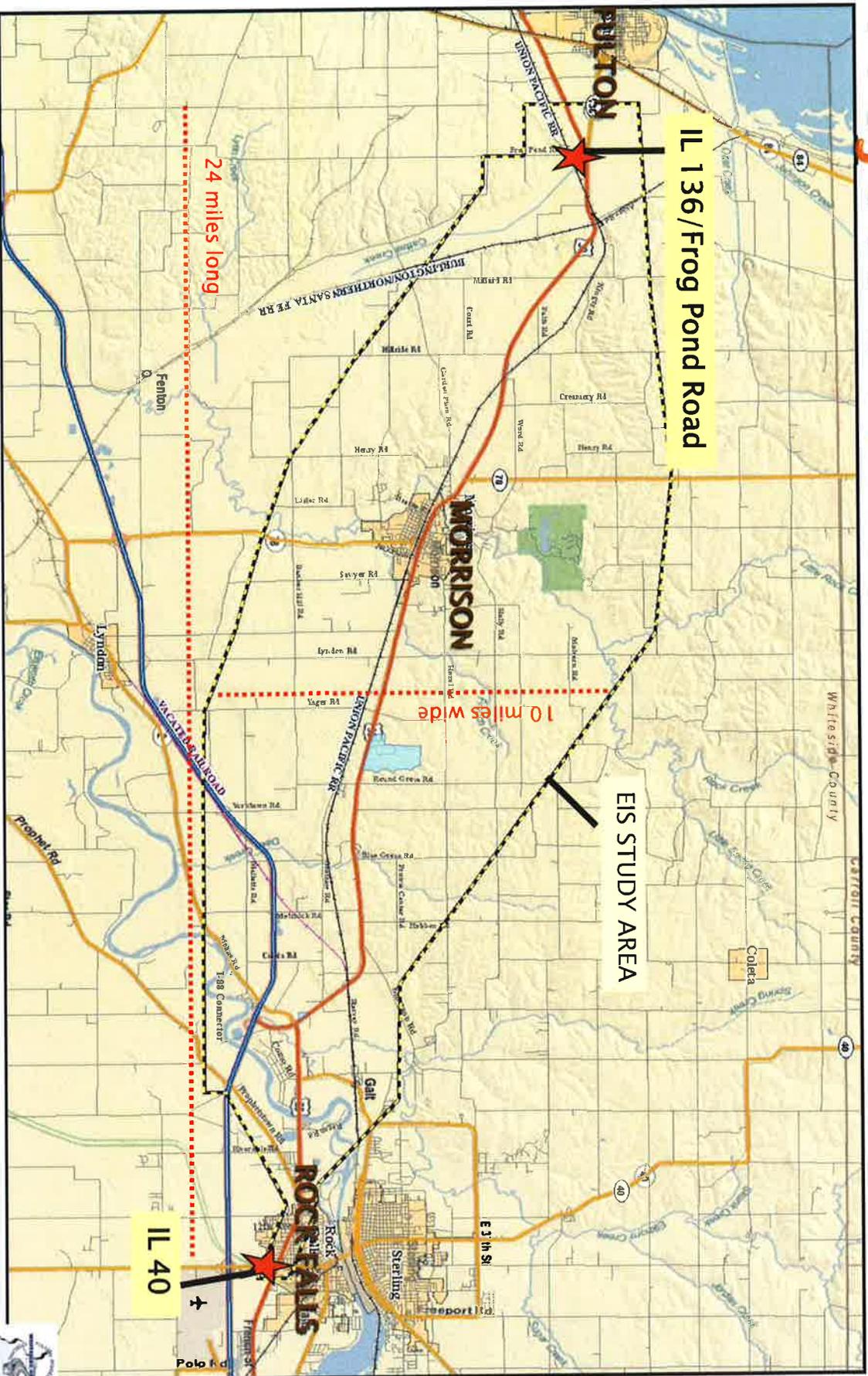
Findings indicated a need to:

- Improve regional mobility
- Accommodate land use planning goals
- Address local system deficiencies and safety

- ▶ Environmental Impact Study initiated in 2007



Project Overview



Project Overview

Project Purpose & Need

- ▶ Reduce Traffic Congestion
- ▶ Improve Traffic Capacity
- ▶ Improve Safety
- ▶ Accommodate Freight
- ▶ Establish Roadway Continuity



Project Study Process

- ▶ **National Environmental Policy Act (NEPA)**
 - Government agencies must be responsible for their actions and impacts to the environment
 - Environmental Impact Statement (EIS)
- ▶ **Engineering Studies of the project study area**
 - Identify the appropriate design and location for an improved U.S. Route 30
 - Avoid and minimize environmental impacts and displacements
 - Follow IDOT design policies and guidelines
- ▶ **Incorporate Context Sensitive Solutions (CSS)**



Project Study Process

Context Sensitive Solutions (CSS)

Plan in which transportation projects are designed to “fit” into their surroundings. It is an approach that incorporates the need to:

- ▶ Strike a balance between cost, safety, mobility, community needs, and the environment
- ▶ Apply flexibility in the design to fit the project into its surroundings
- ▶ Involve stakeholders in the decision-making process



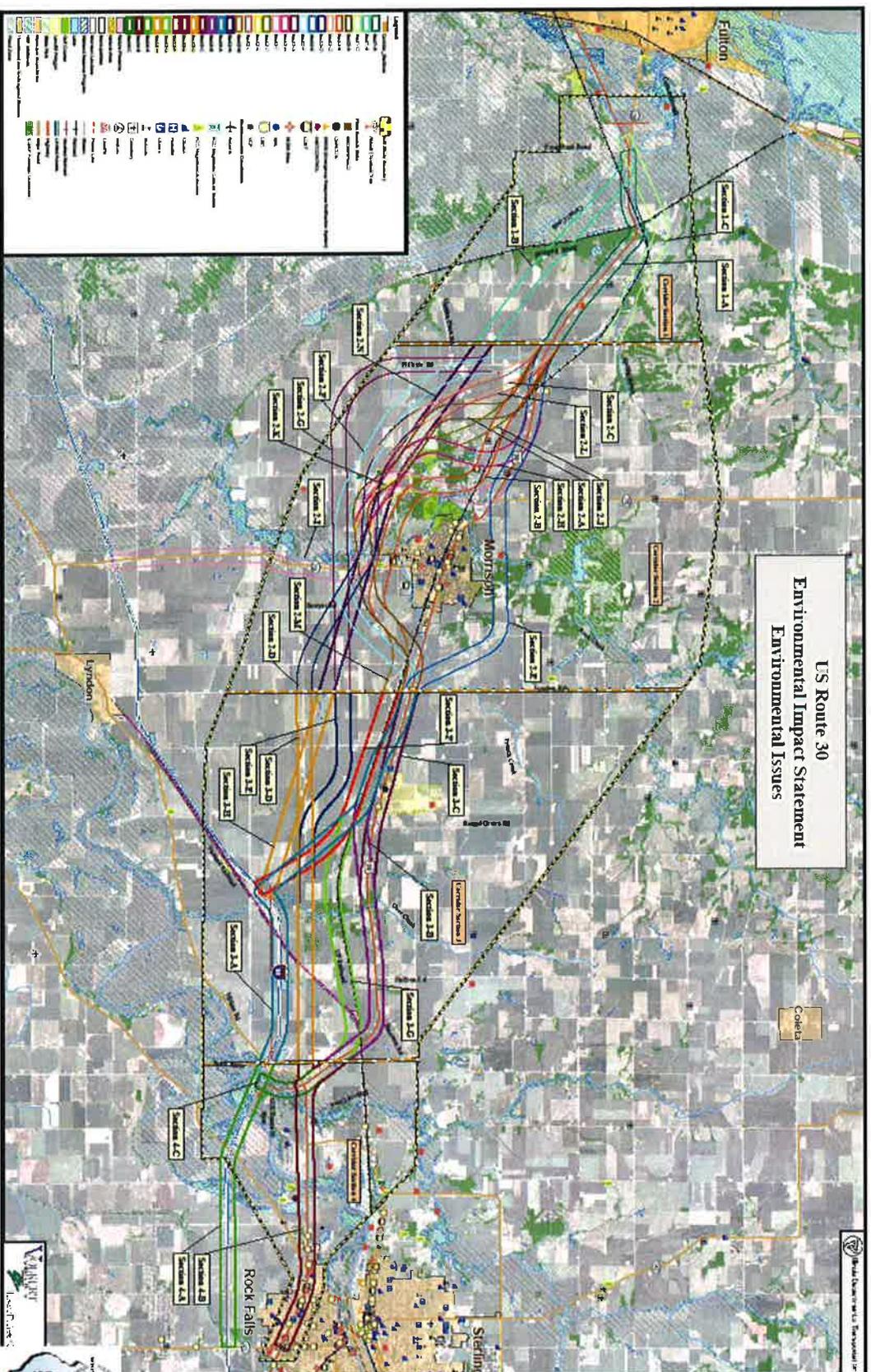
Where Are We in the Process?

- ▶ Corridors identified within the project study area
- ▶ Several alternative alignments developed and analyzed within the corridors
- ▶ Six (6) alternative alignments are currently under consideration in addition to a No-Build alternative



Where Are We in the Process?

Creation of Corridor Alternatives (2008)



Where Are We in the Process?

Public Input

- ▶ Newsletter / Press Release
- ▶ Public Comment Period
- ▶ Reviewing Public Comments



Project Timeline

- ▶ Select two (2) alignments to be carried forward in Draft EIS (Nov. 2010)
- ▶ Project Study Group (PSC) Meeting (Nov. 2010)
- ▶ Community Advisory Group (CAG) Meeting (Nov. 2010)
- ▶ Signed Draft EIS (Jan. 2011)
- ▶ Public Hearing (Feb. 2011)



Questions and Answers

Q: Why is IDOT not proposing to widen U.S. Route 30 through the city of Morrison?

A: A study to widen U.S. Route 30 from IL 78 (N) to French Creek was completed in 2004:

- Utilized “3R” (Resurfacing, Restoration, Rehabilitation) and Proposed a three-lane roadway cross-section
- Public strongly opposed proposed improvement
- Would not meet the design policy for the current study
- Does not meet the Purpose and Need for the current study



Questions and Answers

Answer continued:

- ▶ A four or five lane section through town would cause even more extensive impacts than those identified in the 2004 study:
 - Potential displacements
 - High truck traffic volumes continue to cause noise and safety concerns



Questions and Answers

Q: What is the potential impact on drainage off of farm fields?

A: Prior to construction, field tiles will be located and positive drainage re-established to incorporate the improvement needs.

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A: Yes, the design will incorporate these points onto side-roads instead of the mainline roadway where possible.



Questions and Answers

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A: Yes, farm machinery is allowed on expressways.

Q: Land Acquisition: What is the process?

A: The Department:

- Identifies areas of properties affected
- Inspects and values properties
- Makes offer to property owner



Questions and Answers

Q: Land Acquisition: Who will do this?

A: IDOT or an IDOT representative

Q: Land Acquisition: Can/will eminent domain be used?

A: Yes, it can be used if negotiations are unsuccessful.



THANK YOU!

1-866-ROUTE30

<http://www.dot.il.gov/us30/index1.html>

