

Public Hearing - SDEIS



Illinois Department of Transportation

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US 30

from IL 136 to IL 40 in Rock Falls



Thursday, October 9, 2014
1:00 P.M. to 7:00 P.M.

Meeting Location:

Odell Public Library Community Room
307 S. Madison Street, Morrison, Illinois

Welcome to the Public Hearing

Welcome to the public hearing to present the proposed project for a US 30 four-lane facility from IL 136 east of Fulton to IL 40 in Rock Falls. Personnel from the Illinois Department of Transportation (IDOT) and the consultant firms of Volkert, Inc., Howard R. Green, and Hudson & Associates are here to answer your questions and receive your comments regarding the proposed improvements.

The hearing is being held in an open house format to allow informal discussions between the public and study team members. Participants are encouraged to submit written comments about the project. A form is provided in this handout that may be used to submit your comments. Written statements may be given to us today or mailed to the IDOT, District 2 office by **Monday, November 10, 2014**. Persons wishing to give verbal statements may visit the court reporter attending the meeting.

The proposed project includes alternatives that were evaluated in the Supplemental Draft Environmental Impact Statement (SDEIS), including the two proposed alternatives, and the project's potential impacts to the natural and man-made environment in the study area.

For Further Information Contact:

<u>Title</u>	<u>Name</u>	<u>Telephone</u>
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- The SDEIS, maps, drawings, and other pertinent information are available at the IDOT, District 2 office, located at 819 Depot Avenue, Dixon, Illinois 61021.
- Project Hotline and Website: 1-866 ROUTE30 (1-866-768-8330) or TTY/TDD (888) 642-3457 and www.idot.illinois.gov/projects/us-30-fulton-to-rock-falls.

IDOT wishes to thank you for your interest and participation in this meeting.



*Paul A. Loete, P.E.
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Region Two Engineer
Illinois Department of Transportation*

Project Location Map



Project Timeline

2006: The US 30 Corridor and Origin-Destination Study, which identified a need to prepare an Environmental Impact Statement (EIS), was concluded.

2007: Preparation of the EIS began. An open house meeting was held to inform the public of the EIS Study and its purpose. Corridors were identified based on environmental factors, design criteria and the Purpose and Need Statement. Members were selected to be involved in a Community Advisory Group (CAG).

2008: The corridors were screened and sections within the corridors were eliminated.

2009: An open house meeting was held to display the corridors as the areas of focus for the development of build alternatives. Six reasonable alternatives were established based on environmental and engineering factors.

2010: The CAG and the public provided input on the six reasonable alternatives. The Project Study Group (PSG) determined that Build Alternatives 4 (northern) and 5 (southern) would be carried forward for further study.

2011: The Draft Environmental Impact Statement (DEIS) was signed and a public hearing was held identifying the Build Alternatives and the No-Build Alternative. Following the public hearing, further evaluation of the Build Alternatives became

necessary as a result of statewide floodplain modernization efforts. The affected alternatives required modifications. As a result, a Supplemental Draft Environmental Impact Statement (SDEIS) was required as an additional step in the EIS process.

2012: The CAG members were informed about the public hearing results, floodplain impacts and the need to prepare the SDEIS.

2013: Continued to evaluate the environmental factors and redesign the Build Alternative alignments.

2014: The Supplemental Draft Environmental Impact Statement (SDEIS) was signed and a public hearing is being held to identify the revised Build Alternatives and the No-Build Alternative. Following the public hearing, a CAG meeting will be scheduled. Input from the CAG and from the public will be considered in selecting the preferred alternative.

Late 2014: An alternative will be selected by the PSG and preparation will begin on the Final Environmental Impact Statement (FEIS).

Mid 2015: A public meeting will be held to present the selected preferred alternative.

Late 2015: The Record of Decision (ROD) will be signed provided that funds are available for Phase II (Design).

Frequently Asked Questions

1. What is an Environmental Impact Statement (EIS)?

An EIS is a document that discusses the direct and indirect effects a project has on the environment. Projects like US 30 (new four-lane roadways on new alignment) that typically could have “significant” impacts to the environment or public opposition require the preparation of an EIS under the National Environmental Policy Act (NEPA).

2. What are the Build Alternatives? What is the No-Build Alternative?

IDOT is proposing two Build Alternatives, 4 and 5. Both alternatives share the same alignment east and west of the city of Morrison. However, within the city limits Alternative 4 travels north of Morrison, and Alternative 5 travels south of Morrison. The No-Build Alternative consists of leaving US 30 in place. The No-Build Alternative may include some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements that may be necessary depending on traffic needs and highway conditions.

Frequently Asked Questions – continued

3. Why was the preparation of a Supplemental Draft Environmental Impact Statement (SDEIS) necessary following the 2011 Draft Environmental Impact Statement (DEIS) Public Hearing?

An SDEIS was required as an additional step in the EIS process due to the Federal Emergency Management Agency (FEMA) Floodplain Insurance Study of Whiteside County. The results of the FEMA study included revisions to the mapping of the 100-year floodplains within the US 30 project study area. The most considerable change within the study area was the expansion of the French Creek floodplain, which is located outside of the eastern city limits of Morrison. Consequently, the floodplain changes resulted in an increase in impacts within the limits of the Build Alternatives presented at the 2011 DEIS Public Hearing. It was determined that both Build Alternatives would require adjustments in order to avoid longitudinal impacts in the expanded French Creek floodplain. These changes meant that a reevaluation of environmental impacts associated with the realignment of the 2011 Build Alternatives would be necessary.

4. What will happen after the public hearing?

IDOT will review the comments received from the public following the hearing and completion of the SDEIS comment period. Additionally, IDOT will consider input from the Community Advisory Group (CAG) and stakeholder groups, as well as comments received on the SDEIS document. All of this information will aid the Project Study Group (PSG) in identifying a preferred alternative for study within the Final Environmental Impact Statement (FEIS) document.

5. When is it anticipated that the EIS and Phase I Design Report will be completed and the proposed project constructed?

It is anticipated that the EIS and Phase I Design Report will be completed in 2015. Funding for Phase II (Design) and Phase III (Construction) is currently not available.

6. Who determines how much compensation I will receive for the proposed right-of-way that the department will acquire with the project, and how is it calculated?

The department would have an appraisal prepared on your property to determine fair market value, either by an IDOT staff appraiser or a private appraiser hired by the department. They would determine the value of the area being purchased from you and any damage to the remaining parcel. If the whole property is being acquired, additional relocation assistance would be provided by the department.

7. When IDOT acquires the necessary parcel for the improvement, who will pay for the recording cost?

The department is financially responsible for all fees and the preparation and filing of all the legal documents required to transfer ownership of the parcel of land needed for the project.

8. I believe my home/farmstead is historic. Therefore, the State cannot touch it, right?

The State can acquire property from a historic home/farmstead. The department will conduct a historic survey of the project area and receive a determination from the Illinois Historic Preservation Agency (IHPA) regarding structures that have historical context. It is possible that the department will acquire some right-of-way from these properties. However, the State will make every effort to avoid such structures.

9. If a bypass is built, who will maintain existing US 30?

Maintenance of the roadway could remain the responsibility of the State, or a jurisdictional transfer agreement could be developed between the State and a local entity (city, township, or county). This would be determined during Phase II (Design) of the project, which is not currently funded.

10. What will be the impact on downtown or US 30 businesses if a bypass is built around Morrison?

Based on historical results of previous bypass projects, we understand that a bypass has the potential to bring both positive and negative impacts to frontage and downtown businesses within the city of Morrison. As an example, one potential benefit to building a bypass around the city could be the minimization of commercial truck traffic traveling through the downtown area. However, we also realize that this change in traffic patterns may have a negative impact on some businesses in the downtown area, particularly businesses that are traffic-dependent. The determination of both positive and negative impacts depends significantly on the characteristics (e.g. proximity to the existing route, access, signing, etc.) of the route that is selected for further study, as well as the type and nature of the business. The Supplemental Draft Environmental Impact Statement (SDEIS) has identified potential impacts and benefits to the businesses of Morrison.

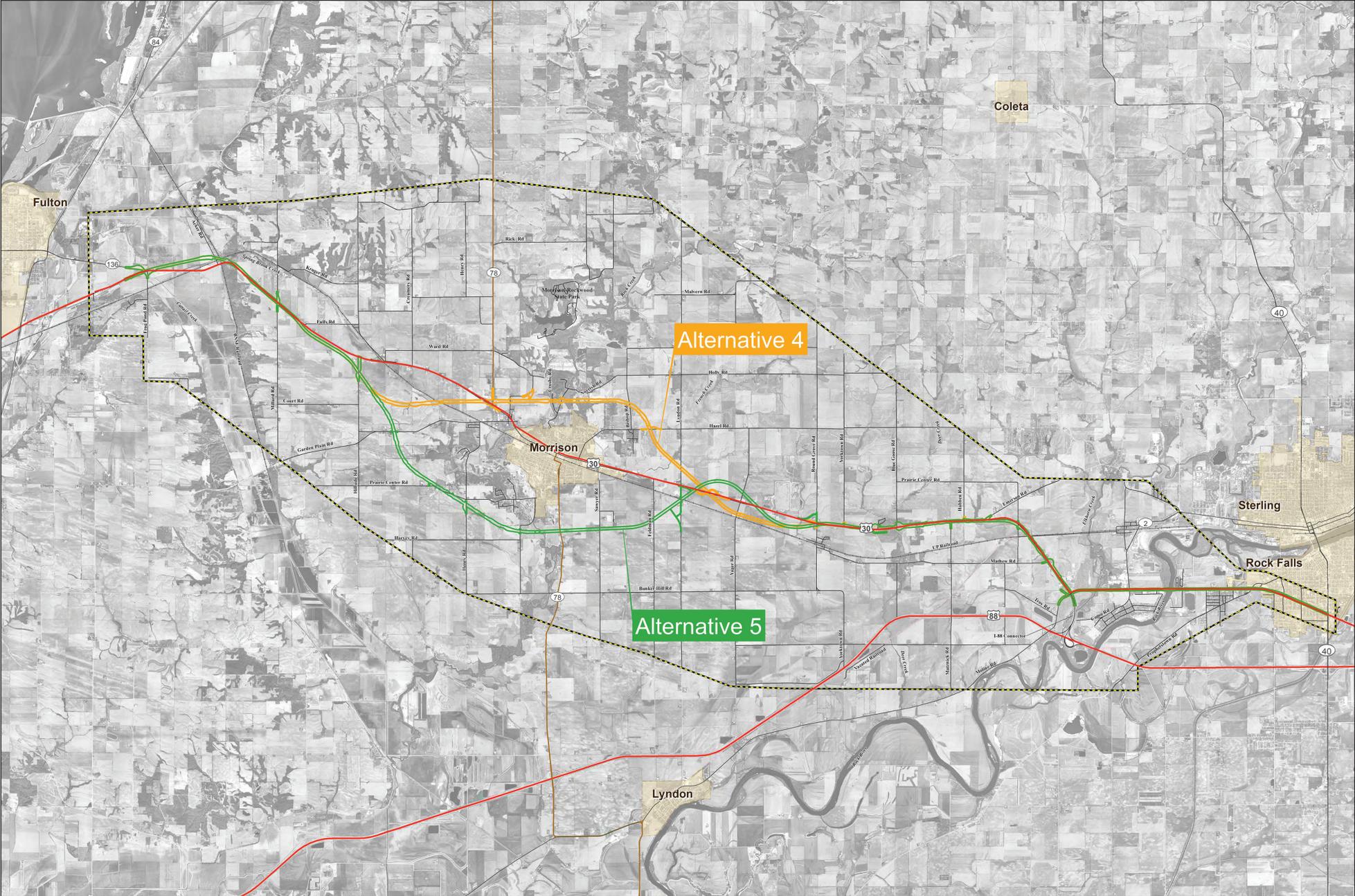
11. Would the State reconsider the three-lane project that they had originally planned through Morrison?

The study that proposed the construction of a three-lane section from IL 78 (N) to French Creek in Morrison was completed in 2004. As a direct result of public comments and concerns, the project length was reduced to extend only from Jackson Street to French Creek. Resurfacing and maintenance work has been performed on the remaining roadway section, including the replacement of the bridge carrying US 30 over Rock Creek.

The construction of a three-lane roadway would not eliminate the safety and operational concerns associated with the non-compatible uses of the corridor with large truck traffic, increasing volumes of traffic, narrow lanes, sidewalks adjacent to the roadway, school crossings, and farm equipment use. As a result, construction of a three-lane roadway through the downtown area would not eliminate the need for a four-lane expressway routed outside of town to accommodate future traffic demands.

**Additional FAQ's are located on the project website,
www.idot.illinois.gov/projects/us-30-fulton-to-rock-falls.**

Map of Build Alternatives 4 and 5



The map of Build Alternatives 4 and 5 is located on the project website, www.idot.illinois.gov/projects/us-30-fulton-to-rock-falls.

HIGHWAY PLANNING PROCESS

FEASIBILITY STUDY



PHASE I STUDIES & ENGINEERING

Scope

Purpose

Social, Economic & Environmental Considerations

Design & Engineering Considerations



PHASE II ENGINEERING

Plan Development Stage

Land Acquisition

Utility Work



PHASE III ENGINEERING

Contract Proposal and Advertising for Bids

Contract Awarded: Construction Begins



CONSTRUCTION CONTINUES

On Behalf of IDOT

This section of the handout is to assist the public in understanding the highway planning process which includes the study, design, and construction of a project.

Feasibility Study

A feasibility study is typically initiated to assess whether or not a proposed highway improvement warrants further study. Feasibility studies are typically conducted to address the following types of questions:

- Will a new four-lane highway or major river bridge promote economic development in a certain region of the State and create more benefits than costs, or would upgrading existing two-lane highways be a better solution for satisfying State and local needs?
- Is a missing link of a four-lane highway causing traffic operational problems, which, in turn, are creating a high number of collisions?
- Would it be possible and cost effective to build a new four-lane highway on new alignment through rugged terrain in comparison to upgrading the existing alignment?
- Other similar situations where additional information is needed before making a decision to proceed with more detailed engineering studies (e.g. major drainage alternatives, alternate locations for a proposed interchange).

Phase I Studies & Engineering

SCOPE

Phase I studies include both engineering and environmental studies, each requiring a separate decision-making process.

Phase I work can vary from a very minor type study to an in-depth investigation of corridors, alternative alignments and cross sections, different highway types, and other design features with consideration of social, economic, environmental, and engineering factors.

PURPOSE

Phase I studies are developed to ensure that, as practical, highway locations and proposed designs are consistent with federal, state, and local goals and objectives.

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

The following items are discussed when developing a highway improvement:

- Effects on regional and community growth
- Conservation and preservation of natural resources
- Public facilities, services, and recreational areas
- Community cohesion
- Displacement of people, businesses, and farms
- Air, noise, and water pollution
- Aesthetic value

The depth of social, economic and environmental analysis will vary depending upon the scope and nature of the project, the location, the stage of project development, and magnitude of any adverse impacts. For major projects, IDOT will prepare a separate environmental document (i.e. an Environmental Impact Statement (EIS) and Environmental Assessment (EA)). For most projects, the Project Report will document the environmental analysis.

DESIGN AND ENGINEERING CONSIDERATIONS

Phase I studies are used to identify the following:

- Need for highway improvement
- Capacity deficiencies
- Need to improve safety
- Project termini
- Typical section
- Need for right-of-way
- Drainage concerns
- Location of bridge and traffic structures
- Project cost
- Level of Service
- Specific locations
- Design criteria
- Cross section elements
- Horizontal and vertical alignments
- Need for intersection design/ interchange designs
- Access management guidelines

The scope and depth of engineering analyses for Phase I studies will vary depending on the project scope of work.

Phase II Engineering

PLAN DEVELOPMENT STAGE

The designer is responsible for preparing the final plans to be constructed in the field. To ensure the plans are correct and complete, the designer will review the Phase I report and the project commitment files. The design plans are reviewed at the preliminary, pre-final and/or final stages to ensure they are free from errors and omissions.

Preliminary Plan Review

During the plan development stage, various bureaus, sections, agencies, etc. have an opportunity to conduct a major review of the design plans. The preliminary plan review will occur after the designer has essentially completed the design plans and contract documents. Additionally, the designer will address any utility conflicts and determine if adjustments and/or relocations are necessary. Several reviews may be necessary for major projects to avoid having to make substantial changes later in the plan preparation process.

LAND ACQUISITION

Once the amount of property necessary for the improvement is established, an appraiser will determine the value of the property IDOT needs to acquire and the effect it has on the remaining parcel. When the appraisal has been completed, it is then given to a negotiator who will meet with the property owner and discuss the value of the property. After the price has been set, either by negotiation or as determined by the court, the sale of the parcel is started and the transfer of the land is recorded. Also, a part of the land acquisition process is relocation assistance for anyone in legal physical possession of the real estate which may be tenants or owner/occupants and those occupants may be residents, businesses (including farms and non-profit organizations), or just a matter of personal property to be moved. In any case, anyone displaced by acquisition will be afforded relocation assistance.

UTILITY WORK

The utility coordination starts in Phase I where preliminary plans are provided to the utility owners. The utility owners mark their facilities on the plans and return them to IDOT, where they are incorporated into the project files. The designer will try to minimize the impact to the utilities. Pre-final plans are then sent to the utilities so they can begin to design the relocation of their facilities that are being impacted. Final plans are sent out with a 15-day notice to submit for a permit. This is done when the project is submitted for letting. Once the permit is approved and the new right-of-way purchased, the utilities have 90 days to relocate any conflicts. If the proper coordination is not done between IDOT and the utilities, it could affect the timing of the project.

Phase III Engineering

CONTRACT PROPOSAL AND ADVERTISING FOR BIDS

After the design plans and contract documents are completed, the construction improvement project is included on the department's scheduled advertisement for bids. All contractors must meet the department's pre-qualification requirements.

The pre-qualification process reviews each contractor's experience, the quality and timeliness of previously constructed work, and the equipment and capital they have available to complete projects. The pre-qualification rating establishes the size of projects each contractor can bid on and the type of work they are qualified to do (i.e. bridges, resurfacing, concrete paving, traffic signals, etc.). This helps to ensure that the contractor is capable of completing the work in a quality manner within the scheduled time limits.

All interested contractors have four weeks to review the contract plans for the proposed project and prepare their bids to complete the work. All bids are sealed and opened at the scheduled bid opening. The contract is then awarded to the lowest bidder on each project that meets all the contract requirements and pre-qualifications.

CONTRACT AWARDED: CONSTRUCTION BEGINS

During construction of the project, the department inspects all the materials used in the improvement, monitors the contractor's operations to assure all specifications are followed, and completes all of the required documentation.

Material inspection involves testing and approval of all items used on the contract. This includes all aggregates, concrete, asphalt, culverts, traffic signals, and metal products. Everything from trees and topsoil to pavement marking paint must meet IDOT specifications before it can be used on the project.

IDOT construction engineers and inspectors are assigned to each project to monitor the progress, complete the necessary documentation, ensure everything is located properly, and built to correct dimensions.



Illinois Department of Transportation
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