



ENVIRONMENTAL IMPACT STATEMENT and PHASE I DESIGN REPORT ISSUE 5 - SUMMER 2010 NEWSLETTER



A Message From IDOT:

In the seven months since our last newsletter, a number of things have occurred to further the process of developing the Environmental Impact Statement (EIS) and Phase I Design Report for the U.S. Route 30 project. The U.S. Route 30 Project Study Team has met with various stakeholders and stakeholder groups, conducted a Project Study Group (PSG) meeting, and held the sixth Community Advisory Group (CAG) meeting. At these meetings, the project's progress to date and the next steps in the EIS process were discussed, which includes gathering input on the six alignments under consideration.

In addition to updating you on the project status, the purpose of this newsletter is to afford you with an additional opportunity to give the Project Study Team input on the six remaining alignments being evaluated. The Project Study Team has been working diligently to evaluate the environmental impacts and the engineering feasibility of the six proposed alignments. These alignments were developed after completing an environmental and engineering screening process of sixteen corridors that were initially identified during the early phase of the study. That brings us to an important juncture in the development of the project study: obtaining *your* input on these six alignments.

Your comments are an important part of the project process and will be considered as we continue to move forward in the development of the EIS document. Within this newsletter you will find a map of the alignments and a comment sheet. You may also visit the project website to view the map and obtain more detailed images of the project area. We are accepting comments on this portion of the project study until *September 9, 2010*.

I strongly encourage your participation in this evaluation and comment process. After careful consideration of public comments, the Project Study Group will begin discussions to select two alignments that will be evaluated in the draft Environmental Impact Statement study. As always, a "no build" alternative will continue to be considered as well. Additional opportunities to provide comments regarding the project will continue to be available in the future, including a public hearing in early 2011.

I encourage you to visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the hotline at **1-866-ROUTE30 (1-866-768-8330)** to remain updated on the project's progress and to provide the project team with your comments and/or questions.

Sincerely,
George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

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Next Steps



U.S. Route 30 Project Study Team Meets With Morrison Business Owners

In recent months, the U.S. Route 30 Project Study Team has received several inquiries from business owners in the Morrison area regarding the proposed corridor project. In order to address these questions and concerns, a meeting was hosted by the Morrison Business Advisory Group on April 15, 2010 to afford members of the business community an opportunity to discuss their concerns with the Project Study Team.

The presentation focused on the project process and procedures required to complete the study. In addition, the Project Study Team answered several questions presented by the audience.

Following are a selection of the questions discussed at the meeting:

- **Question:** Has the state decided on a north or south route?

Answer: No, a final alignment has not been determined. Six alignments are still under



Gil Janes of HR Green responds to business community concerns.

study, which includes both a north and south alignment, and a “no build” option.

- **Question:** What is the estimated date for construction?
Answer: The timing of construction will depend upon funding once an alignment is selected and approved.
- **Question:** Is there a “Plan B” if the four-lane bypass is not built?
Answer: Several options to improve the roadway will be considered as the project study is developed, including a “no build” option.
- **Question:** Has there been any consideration for a truck-only bypass?
Answer: If a bypass is built, it will be for all motorists. It is not feasible from an operational or enforcement standpoint to limit a bypass to trucks only.

One of the most significant concerns expressed by members of the business community was to verify whether IDOT had already determined which bypass alternative would be selected. Ms. Bridgett Jacquot, a member of the U.S. Route 30 Project Study Team, explained to the audience that a decision has not been made on the proposed alternatives to date. She stated that the study team is still conducting engineering and environmental analysis to determine which alignments will be

recommended for further evaluation in the Environmental Impact Statement (EIS). Ms. Jacquot explained that one of the chapters in the EIS will focus on the overall social and economic impacts of the proposed project. This chapter will include an analysis of the potential effects that a bypass may have on the city of Morrison and its business community. The analysis will also suggest potential mitigation efforts to support the vitality of the downtown area.

In closing, Mr. Bob Vaughn thanked the Project Study Team for responding to the business community’s concerns. He encouraged the audience to stay involved in the process as the project moves forward.

Note: For more information about this stakeholder meeting and to view the meeting minutes as well as the presentation, please visit the project website at

<http://www.dot.il.gov/us30/library3.html>



Business attendees review project exhibits.

Community Advisory Group Meeting

On Wednesday, June 2, 2010, the U.S. Route 30 Project Study Team hosted their sixth Community Advisory Group (CAG) meeting at the Odell Community Center in Morrison, Illinois. The purpose of the meeting was to update the CAG on the progress of the U.S. Route 30 Environmental Impact Statement (EIS) and Phase I Design Report and to gather input regarding the six alternatives identified for analysis.

During the meeting, CAG members learned that over the past few months the Project Study Team had been working diligently to refine the sixteen potential corridors for a future U.S. Route 30 alignment. The CAG committee had been instrumental in developing these corridors early in the project study. In order to begin the evaluation process, the Project Study Team developed approximately 200-foot-wide alternative alignments within the corridor areas. These alignments were then modified based on engineering and environmental conditions to eliminate or reduce impacts, and to ensure that they met the project’s approved Purpose and Need Statement. As a result, six alignments were identified for further study. Each of the six alignments was evaluated in-depth with IDOT, FHWA, and various technical advisory groups. The technical advisory groups provided input and direction on issues such as access points, geometric configuration, safety, and environmental issues. An analysis describing elements of each alignment was reported to the CAG members, highlighting environmental and engineering conditions, land-use impacts, and traffic data.

After the presentation, CAG members participated in an exercise during which they were asked to discuss the six alignments and to note concerns, questions, and opinions about each alignment within a small group

setting. The following statements were voiced by CAG members as a result of this discussion:

- Farmland should be preserved
- Utilize the existing U.S. Route 30 alignment as much as possible
- Prime residential development corridors near Morrison should be considered
- Truck traffic and access to landfill should be considered
- The impacts to private property and homeowners should be considered
- Concerns regarding sustainability and viability of Morrison businesses
- Proximity to Morrison and to the industrial park would allow for increased economic development growth opportunities
- Concerns regarding the quality of life in the area
- Concerns regarding restricting development and the compatibility with surroundings along the north alignment
- Environmental sensitivity and prudence is very important
- Residential growth is a positive effect

The CAG was informed that their comments, as well as the public’s input, would be shared with the PSG. This will aid the PSG in determining which alignments will be carried forward for further study.

To review the CAG meeting minutes and presentation, please visit the project website at <http://www.dot.il.gov/us30/getinvolved2.html>

WE NEED YOUR INPUT ON THE SIX ALIGNMENTS

The U.S. Route 30 Project Study Team has been analyzing traffic and crash data, assessing environmental impacts (displacements, agricultural land impacts, water resource impacts, etc.), and evaluating engineering data (safety, congestion relief, etc.) on the six alignments over the past months. In addition to these efforts, we have received input on the project from various stakeholders from the affected communities of Fulton, Morrison, Sterling, and Rock Falls.

Now we need *your* input! A project map illustrating each of the six alignments is included in this newsletter. In order to facilitate your review of these alignments, an overview of their similarities and differences are highlighted below. These elements are summarized within the various portions of the project study area (western, central, eastern, and Moline Road to IL 40) and provide the location of the alignments along with primary engineering and environmental considerations within each section. Please note that in order to meet Federal Highway Administration (FHWA) requirements, a “no build” alternative must also be considered as a part of the study.

Western Portion (IL 136 to Hillside Road)

- Alignments 1, 2, and 3 are located north of the existing U.S. Route 30 roadway.
- Alignments 4, 5, and 6 are located primarily on the existing U.S. Route 30 roadway alignment.
- Primary considerations within this portion of the project study area include: railroad crossings, geometric constraints, access point considerations, wetlands, stream crossings, forested areas, centennial farms, cemeteries, residential and agricultural impacts, and traffic safety concerns at the intersection of U.S. Route 30 and IL 136.

Central Portion (Hillside Road to Lyndon Road)

- Alignments 1 and 4 bypass the city of Morrison to the north.
- Alignments 2, 3, 5, and 6 bypass the city of Morrison to the south.
- Primary considerations within this portion of the project area include: residential, commercial and agricultural property impacts, access to the Morrison downtown business community, access to the Morrison Rockwood State Park, forested land, stream crossings, wetlands, truck access to the industrial park, traffic safety in the downtown area and access to the existing U.S. Route 30 roadway and IL 78.

Eastern Portion (Lyndon Road and Moline Road)

- Alignments 1, 2, 4, and 5 primarily follow the existing U.S. Route 30 roadway alignment.
- Alignments 3 and 6 follow the existing Bunker Hill roadway alignment.
- Primary considerations within this portion of the project area include: impacts to residential, commercial and agricultural properties, cemeteries, access to the landfill, access to the Morrison downtown business community, stream crossings, forested areas, nature preserve, wetland impacts and traffic safety at access points such as at the Emerson Road and Moline Road intersections.

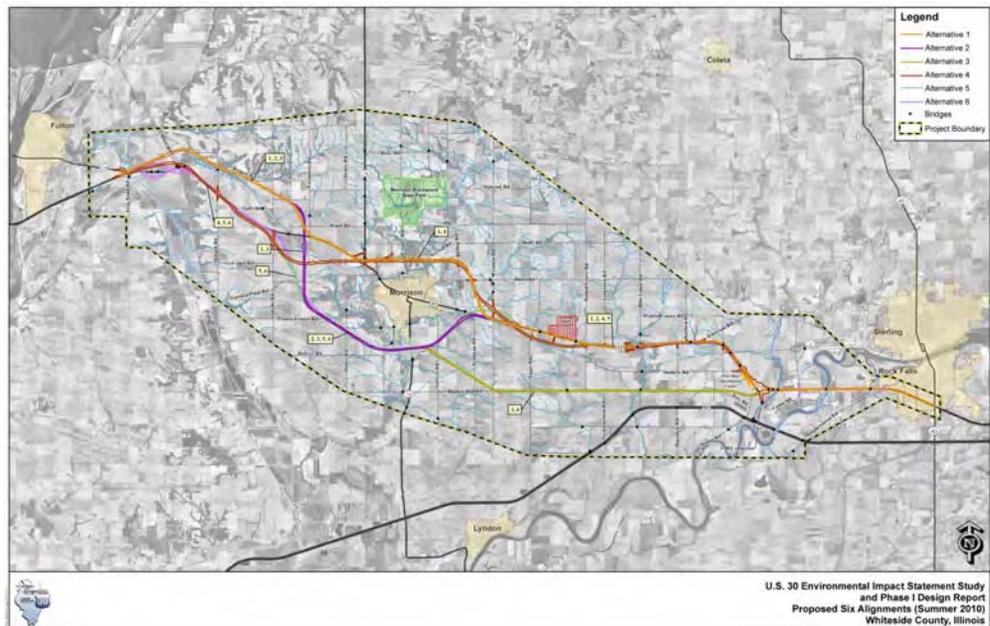
Moline Road to IL 40

- All six alignments follow the existing U.S. Route 30 roadway. The primary considerations along this segment of roadway include: impacts to residential, commercial and agricultural properties, Rock River and Elkhorn Creek, wetland impacts and traffic safety at access points.

We encourage you to review the alignments and provide feedback on the enclosed comment form or contact the project hotline at **1-866-ROUTE30 (1-866-768-8330)**. The alignment map is also available on the project website as well as a web link to the U.S. Route 30 Geographic Information System (GIS) portal, at http://gis.hrgreen.com/USHwy30_Public/. The U.S. Route 30 GIS portal provides details of additional project characteristics, such as environmental criteria and property information. Please be sure to provide your comments by **September 9, 2010**. Your input is vital to the successful completion of this project study.

Get Involved!

Please follow
the insert
for full
map view.



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

GIS Portal Website: http://gis.hrgreen.com/USHwy30_Public/



Illinois Department of Transportation

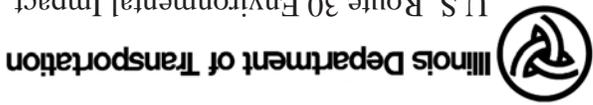
Project Team
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 Illinois Department of Transportation (IDOT)

Consultant Team
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 Project Management Consultant (Joint Venture)

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Hudson And Associates, LLC.
 Context Sensitive Solutions/Public Involvement Consultant

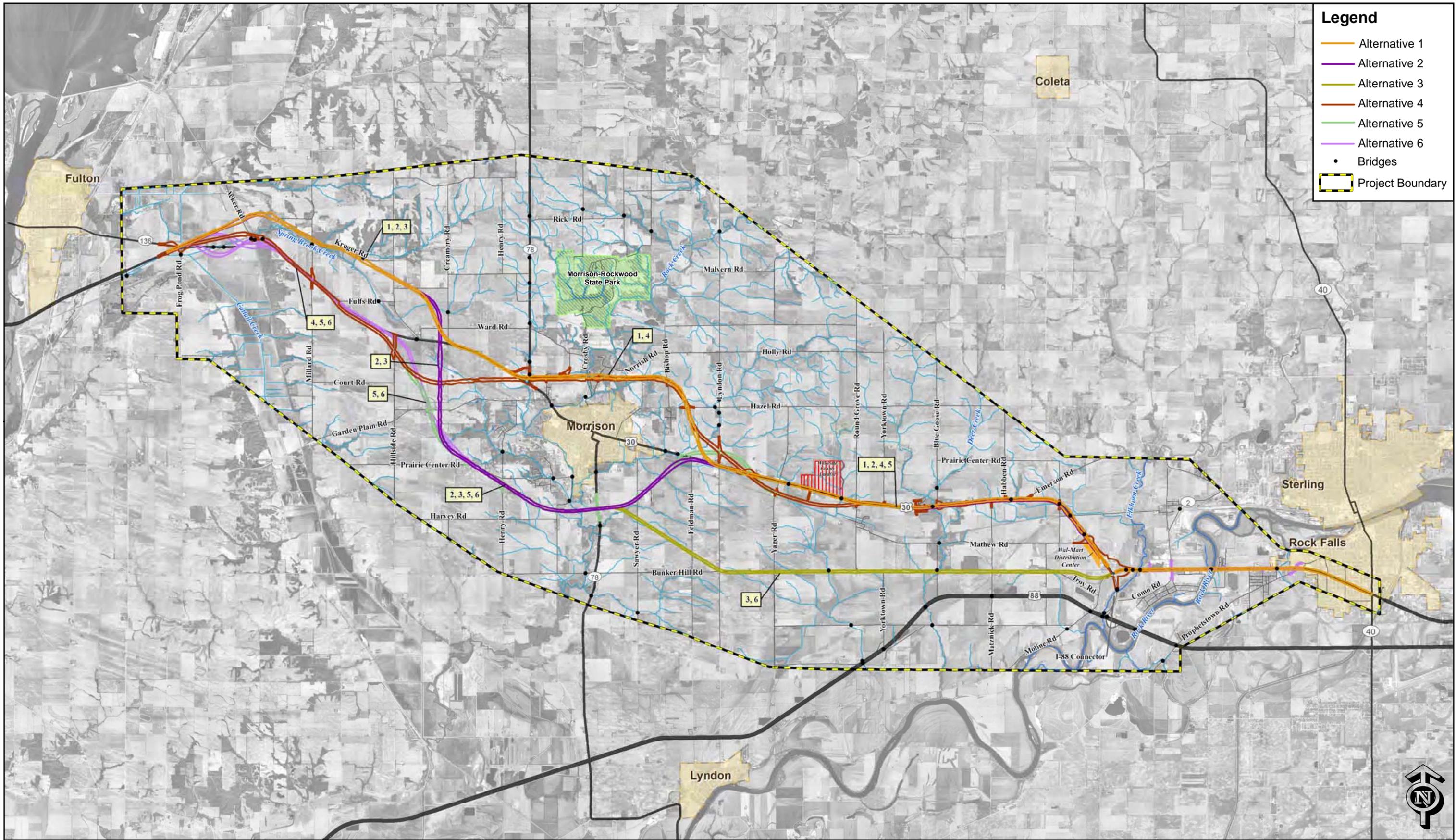
Kaskaskia Engineering Group
 GIS/Mapping and Environmental Consultant



Illinois Department of Transportation
 U.S. Route 30 Environmental Impact Statement and Phase I Design Report
 U.S. Route 30 Joint Venture Team
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Opportunity to Comment on U.S. Route 30 Alignments

Inside: Read More!



- Legend**
- Alternative 1
 - Alternative 2
 - Alternative 3
 - Alternative 4
 - Alternative 5
 - Alternative 6
 - Bridges
 - Project Boundary



**U.S. 30 Environmental Impact Statement Study
 and Phase I Design Report
 Proposed Six Alignments (Summer 2010)
 Whiteside County, Illinois**

