



Illinois Department of Transportation

NEWSLETTERS



GREETINGS FROM GEORGE RYAN, DEPUTY DIRECTOR OF HIGHWAYS / REGION 2 ENGINEER



George Ryan, Deputy Director/
Region 2 Engineer

Welcome to the first issue of the US 30 Community Connection newsletter, a quarterly publication designed to keep the communities and region updated and informed about the progress of the project as well as the many ways for you to get involved.

As you may now know, the District completed a corridor feasibility study in 2006 to determine if transportation enhancements were necessary to meet the growth and travel demands projected within the northern area of Illinois. As a result of the study's preliminary

findings the federal highway has approved our efforts to continue through the next phase, an Environmental Impact Statement (EIS) and Phase I Design Report.

Results from this engineering and environmental evaluation process will make it possible for the department to move into the next phases, Phase II - Final Design/ Construction Bid Documents and Phase III Construction, provided funds become available.

This is an exciting yet sensitive time for all that are involved and concerned with what we foresee being an improved transportation system in the area. In an effort to adhere to Federal and State guidelines, the Department has formed a committee called the Project Study Group (PSG) to oversee the entire planning and design process. In addition to engineering and planning responsibilities for the project, the group is responsible for coordinating with various advisory groups to solicit community input and keep the public informed as the project progresses.

I know from comments gathered at the Public Information Open House held in Morrison on July 25, 2007 that there is considerable concern regarding the potential environmental and property impacts. We understand the importance of your concerns and through the various forms of advisory groups your comments will be factored into the overall evaluation process as the project moves forward.

In this issue you will gain a better understanding of the time line, policies, procedures, and processes of the US 30 project as well as how to "GET INVOLVED" so that your input is taken into consideration. Our goal is to partner with you so that we can all be proud of the transportation improvements that evolve as a result of our combined efforts.

We appreciate your input and support throughout this entire project, so please.....

"Get Involved – Stay Involved!"

This publication is dedicated to keeping the community informed about the US 30 Environmental Impact Statement and Phase I Design Report.

In This Issue:

- Why this study is needed
- Project Scope
- Limits of the Project
- Project Schedule
- Context Sensitive Solutions
- Public Involvement
- Frequently Asked Questions (FAQs)



Why this study is needed

The improvement to the transportation system within Whiteside County from east of Fulton to Rock Falls is necessary to address traffic safety and mobility issues that currently exist in this area. This study will evaluate numerous roadway alternatives and will be balanced with the input of stakeholders including farmers, residents, business owners, and users of the route. Based on our outreach activities so far, we have received positive feedback indicating that many residents are pleased with IDOT's goal to improve safety and mobility. In addition, several business owners have stated that they see roadway improvements having a positive impact on the region's economic vitality. We have also heard concerns from stakeholders about various potential impacts to farms, businesses, residents, environmentally sensitive areas, and urbanized areas along the project route.



What is the scope of this project?

The main purpose of this project is to improve the transportation system between Rock Falls and Fulton in order to facilitate safe and efficient traffic flow in this region. In order to achieve this goal, we anticipate that the proposed roadway will require additional lanes, and may also be on a different alignment than it is today. This might include rerouting US 30 around Morrison. Due to the significant size of the project study area, there are many social, economic, and environmental issues to address during the development of alternative roadway solutions. As a part of this development process, IDOT is implementing a Context Sensitive Solutions (CSS) approach to public involvement. CSS guidelines have been established by IDOT in order to ensure a high level of public involvement in the study process for major projects such as the US 30 Corridor.



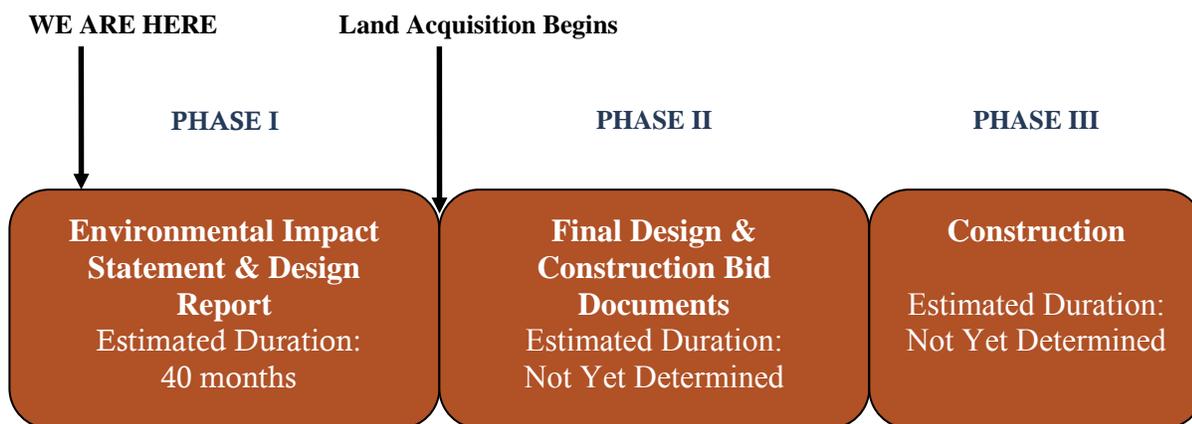
What are the limits of this project?

The project study area is in Whiteside County and extends from east of Fulton to Rock Falls. The study limits extend from just west of the U.S. 30/IL 136 intersection to the U.S. 30/IL 40 intersection in Rock Falls. During the process of this study, we will thoroughly review traffic, safety, and environmental issues within the study area in order to develop various alternatives for the improvement of US 30.

What is the project schedule? When will construction begin?

IDOT utilizes a three-phase process to plan, design, and construct projects. For this project, Phase I consists of the development of an Environmental Impact Statement and Design Report. This phase was started in July of 2007, and our goal is to complete Phase I within 40 months. After Phase I has been completed, the process of purchasing land for the project can begin. Phase II is the preparation of the final design and construction bid documents, and Phase III is the actual construction of the project. Funding for these future phases, including land acquisition, Phase II and Phase III is not currently available.

US Route 30 Project Time line



Context Sensitive Solutions

The focus of the Context Sensitive Solutions (CSS) process is to involve the public in the process of developing alternatives for the project. Context Sensitive Solutions is defined as:

“An interdisciplinary approach that seeks effective multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project’s surrounding – its ‘context’.”

Put simply, the use of CSS means that IDOT will be working with the community as a whole to develop a solution to the congestion and safety problems currently associated with US 30. As a part of the CSS process, a Project Study Group (PSG) has been developed that is comprised of individuals from IDOT, the Federal Highway Administration (FHWA), and the engineering consultant team. The PSG needs to hear from the public to understand the concerns and priorities of the community. Alternative designs can then be developed with these concerns in mind.

For more information on IDOT’s Context Sensitive Solutions guidelines, please visit their web site at: <http://www.dot.il.gov/css/home.html>

Public Involvement 101

IDOT's public involvement effort for this project will be conducted in three steps:

1. The first step will be to reach out to as many stakeholders as possible to identify concerns and needs for the project. From this input and the engineering and environmental studies, the PSG will develop a formal purpose for the project. This purpose will address safety, mobility (IDOT's concerns) and concerns submitted by the public at-large.
2. After the purpose for the project has been established, the PSG will develop alternatives. These alternatives will focus on improving mobility and safety balanced with the needs of the community and environment. These alternatives will then be presented to the public for feedback.
3. Based on the feedback received during step two, the PSG will select an alternative that best meets the purpose and need of the project, reflecting the needs of the community and the environment as much as possible. This solution will be presented to the public for additional feedback and further refinement.

Where are we in the public involvement process?

The PSG is currently in Step 1 of the public involvement process. The effort to date has been focused on informing as many people as possible about the project. One of the ways we accomplished this goal was to build a list of property owners throughout the study area. This list was then utilized to send mailings to interested parties and to keep people informed about the project. In addition, members of the PSG have been meeting with businesses, organizations, communities and governmental leaders along the corridor in order to keep them involved in and informed about the project. Based on input received during our public involvement process to date, we have developed a list of frequently asked questions and answers which may be found on the project web site (please see the Contact Information on page 7 of this newsletter for the web address).



Dawn Perkins (IDOT-Project Liaison), Presenting to CAG members

A major part of the CSS process for this project is the Community Advisory Group (CAG). The CAG consists of stakeholders that represent farmers, residents, government officials, business leaders and special interest groups. Throughout this project the CAG members will participate in meetings that focus on the issues that most concern the community in the study of improvements to US 30. These meetings will continue throughout Phase I and into Phase II.



Public Involvement

Two critical steps of the CSS process have been completed to date: the first Public Information Open House and the first Community Advisory Group (CAG) meeting.

Public Information Meeting

IDOT held a Public Information Open House on July 25, 2007 at the Odell Community Center/Public Library in Morrison. Two hundred and fifty-three people attended the meeting. The purpose of the meeting was to provide information about this phase of the project and to explain how citizens can "Get Involved" as stakeholders in the project. A majority of the comments received at the meeting were in regards to: economic development, preservation of agricultural ground, conservation of environmental resources, and utilizing the existing U.S. 30 roadway.



Consultants interact with attendees at Public Information Meeting.

Mike Walton (Volkert & Associates, Inc.)



Gil Janes and Jon Estrem (Howard R. Green Company)

IDOT and Consultants interact with CAG members.



Dawn Perkins (IDOT-Project Liaison) and Mike Walton (Volkert & Associates, Inc.)



Jon Estrem (Howard R. Green Company)

Community Advisory Group (CAG) Meeting

The first CAG meeting was held on September 12, 2007 at the Odell Community Center/Public Library in Morrison. Approximately thirty CAG members participated in the meeting. The members consist of stakeholders that represent farmers, residents, government officials, business leaders and special interest groups. The focus of the meeting was two-fold. The first aspect was to identify the key issues associated with this project and establish the context of the communities within the project area. The key issues that were identified were socioeconomic, agriculture, safety, access, and roadway characteristics. The second aspect was to develop a "problem statement" which states the key issues in a concise manner. The CAG members developed a number of problem statements which will be taken to the Project Study Group for review and approval. It will then be presented at the next CAG meeting for consensus and published in the next newsletter.

The next Community Advisory Group Meeting will be held on Wednesday, October 17, 2007 at the Odell Community Center in Morrison, Illinois from 6:30pm - 8:30pm.

Frequently Asked Questions: The Project Study Group Responds To Your Questions

HOW MUCH TIME WILL PHASE I REQUIRE?

It is anticipated that the Environmental Impact Statement and Phase I Design Report will be completed in 2010.

IS FUNDING SECURED TO SUPPORT THE PROJECT THROUGH CONSTRUCTION?

Funding has only been secured to finance Phase I. Efforts are underway to determine strategies for securing funds through the next phase, Phase II Final Design/Construction Bid Documents.

WHEN WILL YOU BEGIN IDENTIFYING PROPERTIES THAT MAY BE IMPACTED BY THE PROJECT?

Potential alternatives will be shown to the public as they are developed. Impacted property owners will be contacted individually when a recommended alternative has been chosen.

WHEN WILL LAND ACQUISITION OCCUR?

The Department can begin acquiring right-of-way after the Environmental Impact Statement and Phase I Design Report are approved and funding for right-of-way has been secured.

HOW IS THE AMOUNT OF RIGHT-OF-WAY DETERMINED?

The amount of right-of-way is set on the basis of what is needed to provide a safe and functional highway for the traveling public.

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 CIRCULATED?

The Department will 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 will determine the value of the area being purchased from you and any damage to the remaining parcel. If the whole property is being acquired then additional relocation assistance will be provided by the Department.

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 State will conduct a historic survey of the project area and will receive a determination from the Illinois Historic Preservation Agency (IHPA) stating which structures have historical context. It is possible that we will acquire some right-of-way from the properties, but we will make every effort to avoid these structures.

WILL BIKE PATHS BE PROVIDED?

Providing bike paths will be a part of the Phase I Study. The Department will be working with local bicycle organizations to discuss bike and pedestrian paths.



Upcoming Public Involvement Activities

Additional meetings will be held with local organizations to keep them updated on the progress throughout the study. If you are part of an organization that may be interested in a project briefing, please contact Shelia Hudson at the project hotline (1- 866- ROUTE30) to schedule a date and time.

Contact Information

You may submit questions or comments about this project by writing to us at:
US 30 Joint Venture Team
c/o Volkert and Associates, Inc.
103 Lanter Court,
Collinsville, IL 62234

Or you may submit questions or comments on the project website:
<http://www.dot.il.gov/us30/default.html>

Or you may call the project hotline:
1-866-ROUTE30 (1-866-768-8330)

Project Study Team

Lead Agencies

Federal Highway Administration (FHWA)

Illinois Department of Transportation (IDOT)

Consultant Team

Volkert & Associates, Inc.
Project Management Consultant
(Joint Venture)

Howard R. Green Company
Project Management Consultant
(Joint Venture)

Goodpaster-Jamison, Inc.
Environmental Consultant

Hudson and Associates, LLC
Context Sensitive Solutions/
Public Involvement Consultant

Kaskaskia Engineering Group
GIS/Mapping Consultant

Request Publication

Newsletters such as this one will be published on approximately a quarterly basis. If you or someone you know wants to be added to our mailing list, please visit the project website or complete the following form and mail it to:

US 30 Joint Venture Team
c/o Volkert and Associates, Inc.
103 Lanter Court,
Collinsville, IL 62234

Name _____

Address _____

City _____

State _____

Zip _____

Email _____



US Route 30 Environmental Impact Statement and
Phase I Design Report
US 30 Joint Venture Team
C/O Volkert and Associates, Inc.
103 Lanter Court
Collinsville, IL 62234



Illinois Department of Transportation



COMMUNITY CONNECTION

ENVIRONMENTAL IMPACT STATEMENT and PHASE I DESIGN REPORT
ISSUE 2 - WINTER 2008 NEWSLETTER

A Message From IDOT:

Through the Context Sensitive Solutions (CSS) process, IDOT has continued to educate and engage community stakeholders. Over the past five months members of the Project Study Group (PSG) have met with many stakeholders and stakeholder groups who all have a vested interest in the US 30 project. The first round of meetings has been to discuss this phase of the project, solicit input and address any project related concerns. As you read through the newsletter you will read more about the results of the meetings.

Another requirement of CSS is the creation of a Community Advisory Group (CAG). The PSG has worked closely with the CAG to discuss overall project related characteristics, community issues and resources as well as identifying transportation problems in the area. This edition of the newsletter will highlight the first two CAG meetings and the next steps.

The community's commitment to "Get Involved" by volunteering their time and talent will assist the PSG with thoroughly evaluating environmental and engineering issues brought forth during the Environmental Impact Statement (EIS) and Phase I Design Report as required by the National Environmental Policy Act (NEPA) and Context Sensitive Solutions (CSS).

I encourage the community to "Stay Involved" as the project moves forward during the study phase. Please contact the project hotline at 1-866-Route30 (1-866-768-8330) if you would like for a representative to meet with you or your group to discuss the project status.

Sincerely,
George Ryan
Deputy Director/Region 2 Engineer



IN THIS ISSUE

This publication is dedicated to keeping the community informed about the US 30 Environmental Impact Statement and Phase I Design Report.

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Community's Context Is Identified

Prior to the first CAG meeting, CAG members were asked to complete a Community Context Audit Form. The purpose of this audit was twofold. First to be a guide in identifying various community characteristics that make each transportation project unique to its residents, businesses and the general public. Secondly, the audit is designed to take into account the community's history and heritage, present conditions and anticipated conditions, mobility, safety, local and regional economics, aesthetics, and overall quality of life.

The audit process lays the ground work for developing a community context by identifying and analyzing transportation problems within the community, identifying and analyzing solutions, and recommending preferred Context Sensitive Solutions. The audit will be revisited and updated throughout the project development process to ensure project implementation is sensitive to the community and the environment.

Information gathered through the use of the audit form will aid the CAG and the PSG in defining the Problem Statement for the project. The Problem Statement identifies the project's need and the fundamental problems in the study area. The Problem Statement is a guide for developing the project's Purpose & Need Statement, which in turn specifically defines and outlines the problems in the study area and need for the project.

After reviewing and analyzing all of the completed forms submitted by CAG members, the PSG were able to identify several community characteristics, issues, and resources that CAG members stated were important factors to the community.

The list below identifies the top 5 community context factors of importance.

- **Agricultural Land Use and Access**
- **Infrastructure and Railroad Crossings**
- **Economic Development and Local Area Planning**
- **Natural Features**
- **Historical Characteristics**



Elkhorn Creek



Morrison-Rockwood State Park

Project Study Group Continues to Meet with Stakeholders

The project study team has been proactively meeting with community stakeholders in the project area to identify community interest as it relates to the US 30 project.

In recent months, several meetings were held with elected officials, community leaders, business leaders, civic groups, developers, special interest groups, and environmental groups, just to name a few. The meetings were held to discuss the status of the US 30 project and garner input as to what key issues should be considered as the team begins to assess and evaluate environmental and engineering criteria. While meeting with various stakeholders, the project team has been informed of numerous key interests including funding, agricultural impacts, access, school bus safety, project timeline, railroad crossings, economic development, environmental concerns, and regional coordination, as well as business and property impacts.

The project study team considers the information provided by stakeholder groups to be a valuable asset to the development of the US 30 project. If you and/or your organization would like a representative to present to your group, please contact our project hotline at 1-866-ROUTE30 (1-866-768-8330).



Stakeholder meeting with Senator Barack Obama's Field Representative Seamus Ahern: l-r Gil Janes (HR Green), Rebecca Marruffo (IDOT), Vic Modeer (Volkert) and Seamus Ahern (Field Representative for Senator Barack Obama)



Mayor Amy Viering (City of Sterling) at a US 30 Stakeholder Meeting



Rebecca Marruffo (IDOT) presents at a US 30 Stakeholder Meeting

Consensus Garnered on Problem Statement

One of the tasks completed by the Community Advisory Group was the development of a Problem Statement for the project. This required process by CSS defines the transportation problem within the study boundary. The Problem Statement helps with developing the project's federally required Purpose and Need Statement, which drives the process for alternative consideration, in-depth analysis, and ultimately the selection of a recommended alternative.

The first step in developing the Problem Statement was to identify and categorize several key issues CAG members believed were important to the area. After highlighting several key issues, members then began the next exercise of narrowing the issues down to the top five:

- 1)Social Economic
- 2)Safety
- 3)Access
- 4)Agriculture
- 5)Roadway Characteristics

CAG members then utilized these five key issues to develop individual problem statements as a group exercise. These statements were then combined and discussed resulting in the following 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.

This problem statement will not only help to define the project's Purpose and Need, but will also serve as a point of focus for future CAG meetings.

Community Advisory Group Members Commit To Partnership

As a gesture of commitment and understanding, CAG members signed a partnership agreement with IDOT and the FHWA to aid in the development of key aspects of the EIS and Phase I Design Report for the US 30 project. The EIS and Design Report will fully evaluate the benefits and impacts of constructing an enhanced transportation system along US 30 from east of Fulton and to the west of Rock Falls in Whiteside County.

PARTNERSHIP AGREEMENT

MISSION STATEMENT

The Community Advisory Group (CAG) will work in coordination with the Illinois Department of Transportation (IDOT) to aid in the development of key aspects of the Environmental Impact Statement (EIS) and Phase I Design Report for the US 30 project. The EIS and Design Report will fully evaluate the benefits and impacts of constructing an enhanced transportation system along US 30 from east of Fulton and to the west of Rock Falls in Whiteside County.

OBJECTIVES

The primary goals and objectives of the Community Advisory Group include the following:

- Focus on specific issues that may affect specific parts of the community, such as business interests, neighborhoods, farm land, historical sites, natural features, and tourism.
- Assist the study team by providing input and advice as the project moves forward.
- Share project information and solicit input with respective interest groups.

These primary goals and objectives are met through ground rules and specific roles and responsibilities that CAG members agreed upon. These goals and objectives have been established to promote unity, trust, and team work with the Project Study Group (PSG) as well as stakeholders in the community whom they represent.

Community Advisory Group Roles:

- Identify criteria that reflects the ideas and interests of the community.
- Develop a problem statement.
- Participate in exercises to visualize and suggest engineering and aesthetic concepts for enhancing the project.
- Provide ideas and information to be directly used in the development of project documents and the potential corridors and alignments of US 30.

Community Advisory Group Responsibilities:

- Attend meetings designed to share project related information and to elicit input
- Members are responsible for sharing the information they learn with the groups they represent
- Members must bring the various perspectives of their representative groups to the CAG discussion

CAG Ground Rules:

- All input from all participants in the process is valued and considered.
- The role of the CAG is to advise the PSG, which will make the ultimate project recommendations to the leadership of IDOT and FHWA. A consensus of CAG members and stakeholders is sought, but the ultimate decisions are the responsibility of IDOT, FHWA, and the State of Illinois.
- All participants must keep an open mind and participate openly and honestly.
- Consensus is defined as the majority of the stakeholders in agreement, with the minority agreeing that their input was considered.
- All participants in the process must treat each other with respect and dignity.
- The list of CAG members is subject to revision at any time.
- Minutes of all CAG's contacts will be maintained by the PSG, with the content subject to stakeholder concurrence.
- The project must progress at a reasonable pace, based on the original project schedule.
- The PSG will make all final recommendations with a goal of seeking all stakeholder consensuses.
- All decisions by the IDOT, FHWA, and State of Illinois must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and considered.
- Members of the media are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.

These ground rules are tentative, pending acceptance by the CAG members, and are not immutable.

AGREEMENT

We the members of the Community Advisory Group (CAG), Illinois Department of Transportation (IDOT), and Consultant Team do here by understand the Mission, Objectives, Roles, Responsibilities, and Ground Rules of the Community Advisory Group. We enter into this partnership agreeing to always remain united as a team; remain focused on our collective goals and objectives; promote trust and team work within the group; and supportive of the CAG process.

Signed by the members of the Community Advisory Group (CAG), Illinois Department of Transportation (IDOT), and the consultant team on September 12, 2007

Frequently Asked Questions:

The Project Study Group Responds To Your Questions

1. How were CAG members selected?

The PSG assessed which organizations and interests they believed were associated with the US 30 project and compared this information with public comment forms completed at the first Public Information Meeting. The PSG selected members based on the goal of providing a balanced representation of the community's interest.

2. Can anyone attend the CAG meetings?

Anyone can attend the CAG meetings, however CAG members are the only ones that are actively engaged in the exercises, discussions, and decision-making processes.

3. Will the public have a chance to comment on the decisions made by the CAG?

Yes. Public meetings are scheduled at major milestones throughout this process. Please check the website (<http://www.dot.state.il.us/us30/index1.html>) or your local newspaper for meeting announcements. Comments and questions can always be voiced through the project website or project hotline (1-866-ROUTE 30).

4. Is it possible for other interested citizens to join the CAG as the project progresses?

If the PSG believes adequate representation is not being provided through the established CAG, an individual may be asked to join the CAG. Continuity is very important in the CSS process and therefore a decision such as this would be given great consideration.

5. What process is in place for the community to voice their opinion to the CAG?

If you have an issue you would like to have discussed at a CAG meeting, please call the project hotline, write to the project address shown on page 6, or send an email via the project website. The PSG will either include your question on the CAG meeting agenda or will put you in contact with the CAG member they believe best represents the issue you wish to have addressed.

6. What if a CAG member is not effectively representing their particular interest group?

The PSG will continuously evaluate the CAG members' involvement. If it is determined that a group is not being sufficiently represented by a current CAG member, the PSG will work with that interest group to determine if there is a more suitable representative to serve on the CAG. This is a decision that would be given great consideration and be handled on a case-by-case basis.

7. How can I stay informed on the study's progress?

The PSG has developed a comprehensive Stakeholder Involvement Plan to keep the public informed and involved in the ongoing study. Newsletter mailings will continue throughout the project. In addition, the project website will be updated regularly to provide information regarding the project's progress and upcoming public involvement events.

8. How will the new transportation system affect the environment?

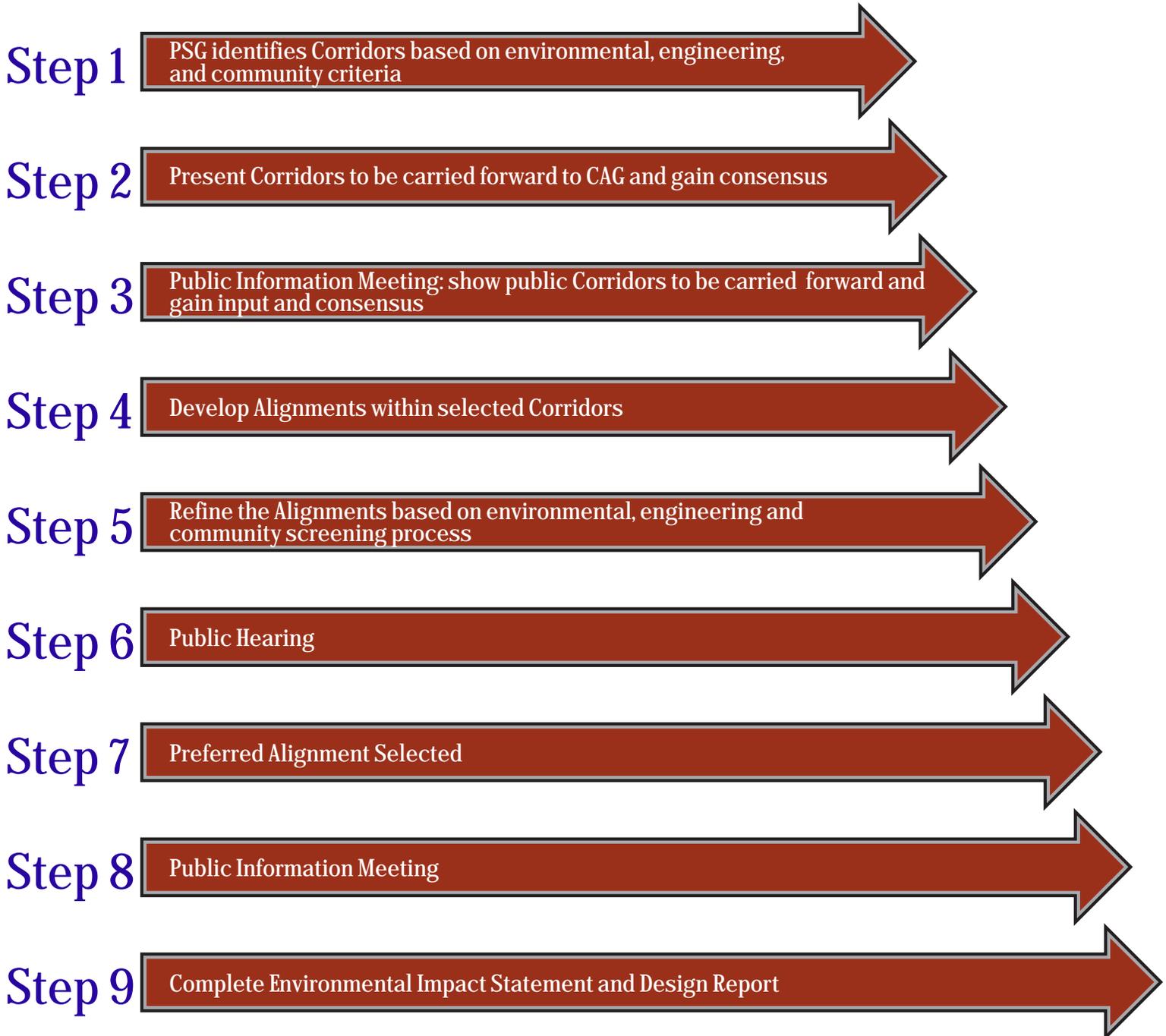
As part of the Environmental Impact Statement process, numerous field surveys of the natural and manmade environments are currently being conducted. The survey results will be used to identify a transportation system that addresses the project's purpose and need while avoiding, minimizing, or mitigating adverse environmental impacts.



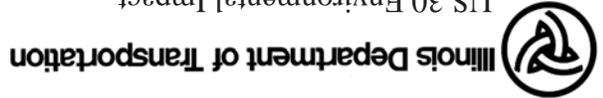
What's Next?

Project Team Coordination

The PSG, which includes IDOT, FHWA, and the consultant team, will gain input from the CAG and begin identifying corridors based on engineering, environmental, and community concerns. After viable corridors have been developed in coordination with the CAG, the PSG will coordinate a Public Information Meeting so that the general public can review and provide input on the corridors to be carried forward for further study and development. It is anticipated that the next Public Information Meeting will be held in the Spring of 2008.



US 30 Environmental Impact
Statement and Phase I Design Report
US 30 Joint Venture Team
C/O Volkert and Associates, Inc.
103 Lanter Court
Collinsville, IL 62234



Project Study Team

Lead Agencies

Federal Highway Administration
(FHWA)

Illinois Department of Transportation
(IDOT)

Consultant Team

Volkert & Associates, Inc.
Project Management Consultant
(Joint Venture)

Howard R. Green Company
Project Management Consultant
(Joint Venture)

Goodpaster-Jamison, Inc.
Environmental Consultant

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

Kaskaskia Engineering Group
GIS/Mapping Consultant



WE WANT TO HEAR FROM YOU!!!

PLEASE VISIT THE US 30 WEB SITE

www.dot.il.gov/us30/index1.html or
call our project hotline 1-866-ROUTE 30

Learn more about:

- Project Updates
- Public Involvement Activities
- Resource Information
- Submit Questions or Comments





Illinois Department of Transportation



COMMUNITY CONNECTION

ENVIRONMENTAL IMPACT STATEMENT and PHASE I DESIGN REPORT
WINTER 2009 NEWSLETTER

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MARK YOUR CALENDARS
Public Informational Open House
Thursday, January 29, 2009
1:00pm - 7:00pm
United Methodist Church
200 Lincolnway
Morris, IL 61270

A Message From IDOT:



Although some time has passed since I addressed you regarding the US 30 Project, the Project Team has been working diligently to keep the project moving forward. Several major milestones have been met during this time. These milestones were accomplished through a coordinated effort with the Community Advisory Group (CAG) and the Project Study Group (PSG). They first identified problems within the project study area that should be considered. After gaining consensus from the CAG Problem Statement, the PSG was positioned to move forward with drafting the Purpose and Need Statement. The Purpose and Need Statement is a federally required document that drives the Environmental Impact Statement. It essentially provides the basis for evaluating alternatives and ultimately selection of the preferred alternative. The Purpose and Need Statement has recently been approved by the Federal Highway Administration (FHWA) with concurrence received from State and Federal regulatory and resource agencies. Last but not least, the CAG and PSG have worked to identify and evaluate potential corridors that will be studied further using environmental and engineering criteria.

A lot has been accomplished, and it would not have been possible without the valuable input from the CAG and from you, the community. We have made major strides, but there is still work to do. As you read through this newsletter, you will be informed of the project's next steps and how the community can stay involved. I encourage the community to contact the project hotline at 1-866-Route30 (1-866-768-8330) or visit the project website at www.dot.il.gov/us30/index1.html to provide the Project Team with your comments and/or questions. Together our efforts will result in transportation improvements in which we can all take pride.

Sincerely,
 George F. Ryan, P.E.
 Deputy Director of Highways,
 Region 2 Engineer



The US 30 Project has a Logo!

The Community Advisory Group (CAG) has selected a logo that conceptualizes regional collaboration, historical identity, infrastructure improvements, and state support.

IDOT challenged the CAG to develop a US 30 project logo that the community could readily associate with the project. The committee was asked to think long term when considering branding concepts because the selected logo could potentially be used from the current EIS phase through construction.

After the CAG identified characteristics that were important to include in the logo, the Project Team and several members of the CAG provided sketches that were consolidated into the project logo shown here.

US 30 Environmental Impact Statement and Phase I Design Report
 US 30 Joint Venture Team
 C/O Volkert and Associates, Inc.
 103 Lanter Court
 Collinsville, IL 62234

Federal Highway Administration (FHWA)
 Illinois Department of Transportation (IDOT)

Project Team

Consultant Team
 Volkert & Associates, Inc.
 Project Management Consultant
 (Joint Venture)

Howard R. Green Company
 Project Management Consultant
 (Joint Venture)

Hudson and Associates, LLC
 Context Sensitive Solutions/
 Public Involvement Consultant

Kaskaskia Engineering Group
 GIS/Mapping Consultant
 Environmental Consultant

Frequently Asked Questions:

The Project Study Group Responds To Your Questions

- What is the importance of the Purpose and Need Statement?**
- How can the public get involved during this phase of the project?**

The Purpose and Need Statement is federally required and is the basis for evaluating alternatives and environmental impacts in the EIS. It establishes why a project should take place and explains to the public and decision-makers that the expenditure of funds is necessary and worthwhile. In addition, although significant environmental impacts are expected to result from the project, the Purpose and Need section should justify why impacts are acceptable based on the project's importance.

As importantly, the project Purpose and Need drives the process for alternatives consideration, in-depth analyses, and ultimate selection. Without a well-defined, well-established, and well-justified Purpose and Need, it will be difficult to determine which alternatives are reasonable, prudent, and practical. It also may be impossible to dismiss the no-action alternative.

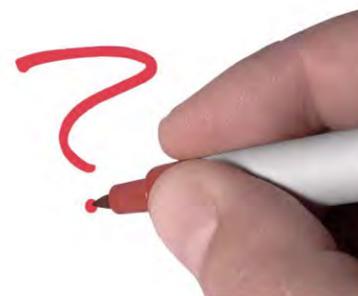
IDOT has outlined a very open and engaging community involvement plan through its Context Sensitive Solutions (CSS) process. The plan creates a forum for the public to be educated, informed and involved throughout the entire EIS/Design Report. Such opportunities include participating in public meetings; visiting the project website (www.dot.il.gov/us30/index1.html); calling the project hot line at 1-866-ROUTE30 (1-866-768-8330); requesting the Project Team to speak to your group; and attending the CAG meetings. IDOT encourages you to Get Involved...Stay Involved!

- When is the next Public Information Meeting?**

The next public information meeting is scheduled for January 29, 2009. The purpose of the meeting will be to garner input from the public on the proposed corridors recommended by the Project Study Group (PSG) and Community Advisory Group (CAG).

- What are the engineering and environmental concerns that may affect the evaluation of corridors?**

- | | |
|---------------------------------------|--------------------------|
| *Traffic Operations/Congestion Relief | *Corridor Utilization |
| *Potential for Crash Reduction | *Property Impacts |
| *Agricultural Land Severance | *Displacements |
| *Centennial Farms Impacts | *Economic Sustainability |
| *Special Waste | *4f/6f Properties |
| *Natural Areas | *Nature Preserves |
| *Air Quality | *Water Resources |
| *Wetlands | *Land Acquisition Cost |
| *Threatened & Endangered Species | *Forest Areas |
| *Prairies | *Wildlife Habitat |
| *Operational & Maintenance Costs | *Construction Cost |
| | *Floodplains |



CAG AND PSG WORK TOGETHER ON STUDY

In October 2007 the US 30 Community Advisory Group (CAG) was asked to assist the Project Study Group (PSG) by identifying corridors using their community knowledge and unique interests. In what has become typical fashion for this group, the CAG rolled up their sleeves and were ready to work hard in this effort.

To prepare the CAG for this task, the Project Team explained various factors the members must consider in defining a route. These factors included several engineering and environmental concerns such as the horizontal and vertical alignments, the cost of bridges, presence of wetlands, impacts on nature preserves, and several other important issues. The Problem Statement identified by the CAG is also something that was to be kept in mind.

After listening to the instructions of the team and taking time for questions, CAG members split into smaller groups and began discussing ideas and sketching potential corridors on maps for the PSG to consider. When all pencils were down, each small group presented their ideas to the entire CAG. Of course there were similarities amongst the ideas presented, but there were also several unique thoughts brought to the table. After consolidating similar ideas, 16 different corridors were recommended to the PSG for further study. Upon considering the ideas of the CAG, the PSG agreed the CAG had done a fine job and added only one corridor of its own. The resulting corridors can be seen at the Public Informational Open House.

Following the October 2007 CAG meeting and subsequent PSG meeting, the team began studying the corridors. In order to get the most out of each of the corridors being considered, the team first broke the study area into sections. This allowed for the best parts of the corridors to be joined rather than throwing out an otherwise good corridor because of a fatal flaw in one small part of it. Second, in keeping with the established screening process, the team based each evaluation on the Purpose and Need Statement. The result of this step was a recommendation to the PSG that certain section corridors be eliminated from further consideration because of failure to meet the Purpose and Need. The PSG accepted the recommendation.

The team then went to work identifying potential impacts from each of the section corridors. This was an extensive effort that was eventually summarized in an evaluation matrix. Using that information, the team compared the corridors and ranked them according to various criteria identified as important considerations in the study. The team again presented its findings to the PSG and recommended corridors for further study. The PSG agreed with the recommended corridors and retained one additional corridor around the north side of Morrison to ensure that a full spectrum of alternatives is studied in-depth.

At this point in the process it was time for the CAG to reassemble and consider the direction recommended by the PSG. Once again the CAG was in full force to get the job done. First the Project Team presented the methods used and findings of the analyses. The CAG then broke into groups to review and comment on the merits of these corridors. After lengthy discussions, the entire CAG regrouped and presented their thoughts. While there was not total agreement, the overall thoughts of the CAG were relatively clear. They agreed with certain corridors recommended by the PSG but suggested future study efforts provide a narrower focus.

The CAG suggestions were then taken to the PSG. The PSG felt it important to continue to evaluate a northern route around Morrison since the northern environmental data collection has not been completed. They also stressed that further evaluation of the corridors should be done within a broader buffer area to allow for greater flexibility in analyses. With this in mind, the PSG decided the results of the process should be shared at a Public Informational Open House in January 2009. They directed that the recommendations of the PSG as well as the suggestions of the CAG be presented to the public and input solicited. The PSG will then consider the public's comments from stakeholder meetings and the public open house as a part of further evaluations and decisions.



CAG member Russ Holesinger reviewing US 30 corridors map.



CAG members Kay Shelton and Alderman Barb Bees sharing their comments on the US 30 corridors.



Consultant Gil Janes listens as CAG members discuss the US 30 corridors.



Consultant Mike Walton discussing corridors with CAG member.



CAG members providing input to Project Team about the US 30 corridors.

Next Steps

A number of important steps are planned for the next few months including:

STEP 6: Provide for continued input from the CAG, stakeholder groups, and public through the Context Sensitive Solutions (CSS) process.

STEP 5: Present progress updates on the US 30 project to various federal, state, and local agencies.

STEP 4: Moving forward with in-depth environmental and engineering studies within the proposed corridors to determine reasonable alignments that best meet the project's Purpose and Need while avoiding or minimizing adverse impacts to sensitive environmental resources.

STEP 3: Share responses from the Public Informational Open House and other sources with the PSG

STEP 2: Present the proposed corridors at a Public Informational Open House.

STEP 1: Meet with various stakeholder groups to update them on the status of the project as it relates to their individual interests and concerns.



A Message From IDOT:



Quite some time has passed since I have addressed the community about the progress of the US 30 Project. Over the past ten months IDOT and the Project Study Group (PSG) have been meeting with various stakeholders and stakeholder groups. We have hosted the 2nd Public Informational Open House and the 5th Community Advisory Group (CAG) meeting; both of which aided in achieving major milestones. One of these major milestones is the selection of six alignments. These alignments were developed based on the Purpose & Need of the project, engineering feasibility, avoidance of environmental resources, and public input.

I know from the comments received throughout the project thus far that there is considerable concern regarding the potential disturbances to agricultural land and the environment, and impacts to commercial and residential properties. Please be assured that as IDOT continues to refine the alignments, every effort will be made to minimize these impacts as much as possible. As you read through this newsletter you will gain more information on the six alignments that are currently being considered and the project's next steps. As always, I encourage you to visit the project website at www.dot.il.gov/us30/index1.html and contact the project 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

IN THIS ISSUE

This publication is dedicated to keeping the community informed about the US 30 Environmental Impact Statement and Phase I Design Report.

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Next Steps	3
US 30 Project Timeline	4

Project Team
 Lead Agencies
 Federal Highway Administration (FHWA)
 Illinois Department of Transportation (IDOT)
Consultant Team
 Volkert, Inc.
 Project Management Consultant
 (Joint Venture)
 Howard R. Green Company
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 (Joint Venture)
 Hudson And Associates, LLC.
 Context Sensitive Solutions/Public
 Involvement Consultant
 Kaskaskia Engineering Group
 GIS/Mapping and Environmental
 Consultant

Illinois Department of Transportation
 US 30 Environmental Impact
 Statement and Phase I Design Report
 US 30 Joint Venture Team
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 Collinsville, IL 62234

US 30 PROJECT TIMELINE



WHAT HAS BEEN HAPPENING WITH THE PROJECT?

In January 2009, IDOT presented the original sixteen corridors developed by the CAG and the two general corridors that had been determined to be carried forward for further study. Two-hundred thirty-seven (237) people attended the Public Informational Open House in Morrison. The public's main concerns included impacts to agricultural land, displacements, development and environmental disturbance. The many comments and concerns were summarized and kept as part of the project file.

Shortly following the Public Informational Open House, IDOT staff and the consultant team presented the proposed project corridors and the views of the public to various environmental

- ENVIRONMENTAL REGULATORY AGENCIES**
- Illinois Department of Natural Resources
 - Illinois Historic Preservation Agency
 - Illinois Environmental Protection Agency
 - Illinois Department of Agriculture
 - U.S. Army Corps of Engineers
 - U.S. Fish & Wildlife Service
 - U.S. Environmental Protection Agency

regulatory agencies. The agencies considered the information presented to them and requested additional corridor areas be studied further.

The PSG then set out to meet with various stakeholders to update them on the next steps of the project and the corridors within which alignments would be developed. Stakeholders voiced concerns that included a request to use existing US 30 as much as possible for the final alignment, closure of the roads during the construction of US 30, and the timeframe in which the actual construction phase will begin.

With the input received from these various stakeholders, at the Public Informational Open House and from the CAG, in addition to considering the project's Purpose & Need, engineering feasibility, and the environmental resources, six alignments were developed. Please see the "US 30 Alignments" map included in this newsletter. These alignments will continue to be refined and will be presented at a **Public Informational Open House**

tentatively scheduled for the early 2010 for comment. If you would like to view a larger depiction of this map, please visit the website and click on the "US 30 Alignments Map" link.

Should any stakeholder or stakeholder group like for a representative to present to your group, please contact the project hotline at 1-866-ROUTE 30 (1-866-768-8330).

A **corridor** is an area(s) that is established early in a project that identifies potential locations for a future transportation facility. For this project, the corridors were 1400 feet wide.

An **alignment** is developed *within* a corridor. For this project, an alignment is 200 feet wide, which approximates the width of a four-lane expressway.

FOUR - LANE EXPRESSWAYS

With each project undertaken by IDOT, the Department strives to meet the needs of the traveling public. For US 30 in Whiteside County, this is certainly at the forefront of everything being done as a part of the study and is in keeping with the project's Purpose & Need, which includes the following goals:

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

In an effort to achieve these goals, the type of facility being considered in this study is an expressway. What does this mean? An expressway is a highway that provided a higher level of mobility and safety than a typical highway. It does this with higher design standards, fewer access points and more lanes of traffic. It

typically has two or more lanes in each direction with ample paved shoulders and a median separating the two directions of travel. The median is most often a ditch with relatively gentle slopes and measures approximately 50 feet between lanes of travel. Sometimes the median is narrower, but this is usually within urban areas where adjacent development makes a wider facility difficult to achieve. In that instance a concrete barrier replaces the ditch.

Expressways strive to limit access but not to the extent of an interstate highway. For instance, where a side road meets an interstate, the side road is provided with access via an interchange, overpass or dead end. With an expressway, however, a fourth option is typically available: at-grade intersections. As long as projected traffic volumes on the side road are under a certain level, the fourth option can be implemented. This is the case with most, if not all, the intersections

within the US 30 study area. Another important distinction for expressways is that private access points such as agricultural field entrances and driveways for single-family homes are allowed. This is not the case for interstate highways. With either type of highway, however, direct commercial access to the highway is prohibited.

While expressways provide increased flexibility when it comes to direct access, it is still important that access be managed and spaced appropriately. We recognize the importance of access for the properties along the proposed highway. At the same time we understand the need to provide a safe and efficient highway facility. IDOT's policies for expressways strike a balance for these things through prescribed spacing requirements for access points with median crossovers and for private access points. All of these issues will be considered during the planning for access along US 30.



Typical expressway with grassed median, right and left turn lanes and broad, paved shoulders.

RESOURCES OF THE US 30 STUDY AREA: The Black Sandshell Mussel

IDOT is committed to protecting and enhancing the environmental resources of the State of Illinois. The first step in determining the environmental impacts of different alternatives for improving US 30 was to conduct a detailed inventory of environmental resources within the project study area. This inventory included surveys of streams and rivers by the Illinois Natural History Survey. Aquatic surveys included water quality, fish, mussels, and other invertebrates.

Mussels are important food sources for many other animals and are natural water filters. As filter-feeders, they clean water and store toxins in their tissue. Many species also act as good indicators of ecosystem health because they remain essentially in one place for long periods of time and require good water and sediment quality to survive.

Threats to freshwater mussels include degradation of their habitat by dams and impoundments, channelization and dredging, pollution, sedimentation, fish kills that eliminate potential host fish or mussel larvae, and introduction of non-native species.



One of the mussel species found in the project area is the Black Sandshell (*Ligumia recta*). The Black Sandshell is listed as threatened in Illinois. The Black Sandshell has a dark,

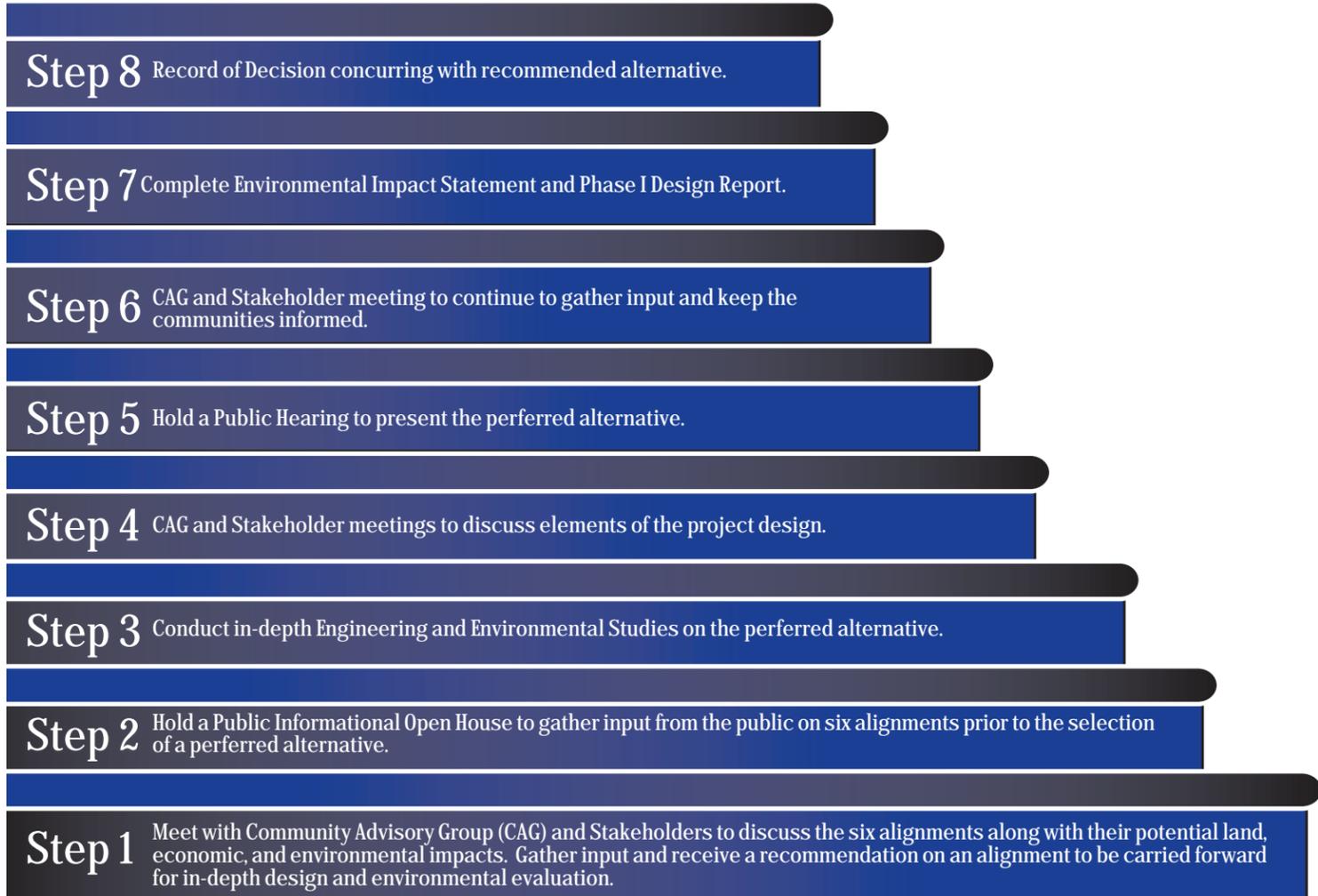
elongated, slightly compressed shell that may grow up to 8 inches long. It is usually found in riffles of medium to large rivers. The mussel, like many others, was once abundant in Illinois but was heavily harvested during the late 1800s to the 1930s for button making. The button industry nearly wiped out many of the mussel resources in Illinois and other states. Mussel harvesting slowed when plastic became the preferred button material, but in the 1950s it regained momentum when it was discovered that freshwater mussel shells could be used to culture pearls.

Though it is unknown if the black sandshell mussel will be found in the project study area, it is a prime example of a natural resource that IDOT will work to protect, as well as any other resources found.



Next Steps

The US 30 Project Team has been working diligently over the last few months evaluating the environmental studies that have been conducted for the project and developing design alternatives. Great progress has been made in refining the alternatives so that in the next few months those alternatives can be evaluated and an alignment that serves the surrounding community's needs while minimizing the environmental effects can be determined. Ultimately with the public's input, a preferred alignment will be selected and become the focus of an in-depth design and environmental evaluation. We still have numerous steps to complete in order to get to the selection of a preferred alternative. The following lists the steps that remain in the Environmental Impact Statement and Phase I Design process. In an effort to assure that the public remains an integral part of this process, the public will continue to be asked to be involved in each of these steps.



An Environmental Impact Statement (EIS) is a document required by the National Environmental Policy Act for federal government agency actions affecting the quality of the environment. For U.S. 30, the federal action is a new transportation facility. A federally approved EIS is required in order to move on the next phase of design.

A Record of Decision (ROD) is a formal decision document which is recorded for the public that identifies the selection of a preferred alternative. The ROD is signed by the Federal Highway Administration (FHWA) after the EIS is signed.

A Public Informational Open House are meetings that are held in an open house format to provide project information and gather input from the public in order to aid in the development of a transportation facility. These meetings are not required but are an integral part of the overall project process.

A Public Hearing is similar to the Public Informational Open House in regard to format, providing project information, and gathering public input. The difference is Public Hearings are required and the hearing process, information presented, and comments received become part of an official public record for the project.

U.S. 30 ALIGNMENTS





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

IN THIS ISSUE	
This publication is dedicated to gathering comments on six proposed alignments for the U.S. Route 30 Environmental Impact Statement and Phase I Design Report.	
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Next Steps	1
U.S. Route 30 Project Study Team Meets with Morrison Business Owners	2
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We Need Your Input On The Six Alignments	3
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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.

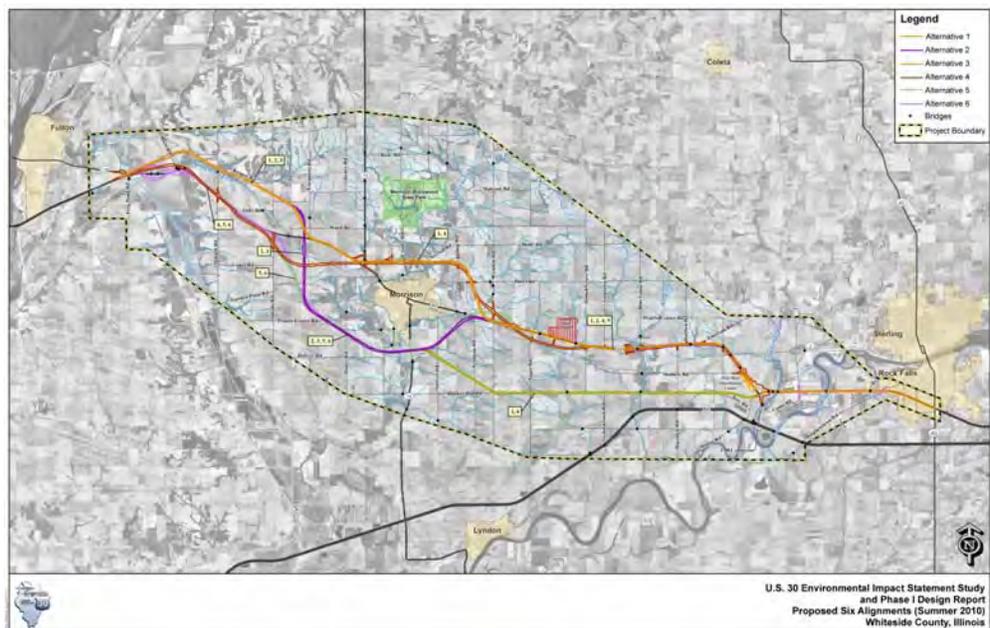
Moline Road to IL 40

- 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

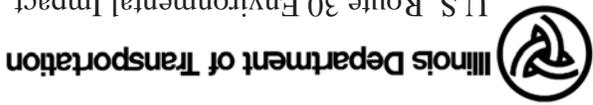
Project Team
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Consultant Team
 Volkert, Inc.
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Howard R. Green Company
 Project Management Consultant (Joint Venture)

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

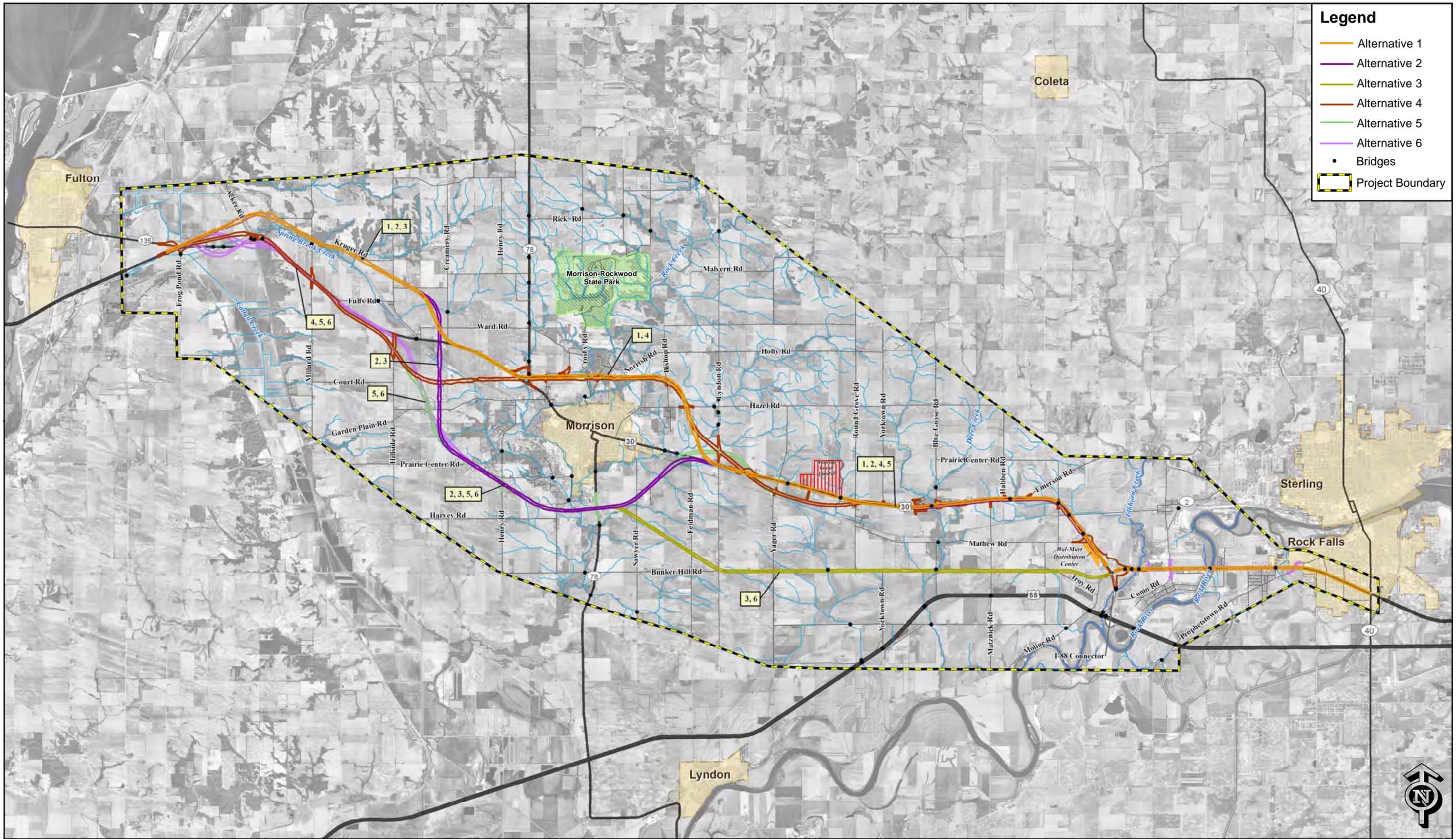
Kaskaskia Engineering Group
 GIS/Mapping and Environmental Consultant



U.S. Route 30 Environmental Impact Statement and Phase I Design Report
 U.S. Route 30 Joint Venture Team
 C/O Volkert, Inc.
 103 Lanter Court
 Collinsville, IL 62234

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**





U.S. 30 Corridor Study: Moving Forward

Since our last newsletter, the Illinois Department of Transportation (IDOT) and the Project Study Team have continued their efforts to develop the Environmental Impact Statement (EIS) for improvements to the U.S. 30 Corridor in Whiteside County. This work has involved numerous meetings with stakeholders including public officials and property owners, and such work will continue over the coming months.

Our last newsletter provided an opportunity for stakeholders to comment on the six alternative alignments. The Project Study Team considered these comments as they evaluated the social and environmental impacts of these alternative alignments. The goal of this process was to determine which alternatives would best serve the public while meeting the Purpose and Need Statement for the project: to improve traffic capacity and safety, reduce traffic congestion, provide for an anticipated increase in transportation demand, and establish roadway continuity.

The documentation of this process is included within the Draft Environmental Impact Statement (DEIS) which was completed and signed by IDOT and the Federal Highway Administration (FHWA) in April 2011. The DEIS provides a thorough evaluation of the six alternative alignments in accordance with federal and state requirements. The DEIS specified that Build Alternatives 4 (northern) and 5 (southern), as well as the No-Build Alternative, will be studied further. This document was presented at the public hearing held in June 2011 where stakeholders were given the opportunity to comment on the DEIS, Build Alternatives 4 and 5, and the No-Build Alternative.

Following the June 2011 Public Hearing, further evaluation of the Build Alternatives became necessary as a result of statewide floodplain modernization efforts including the area of French Creek. Subsequently, IDOT determined that the affected alternatives would require modifications. As a result, a Supplemental Draft Environmental Impact Statement (SDEIS) will be required as an additional step within the EIS process. You will find additional updates about the SDEIS and the revised Build Alternatives in this newsletter.

Your input is important to us! If you have questions or comments about the U.S. 30 Corridor Study, you can contact us through the project hotline at **1-866-ROUTE30 (1-866-768-8330)**. We also encourage you to visit the website, www.dot.il.gov/us30/index1.html, to learn more about the project as it progresses.

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This publication is dedicated to keeping the community informed about the U.S. 30 Environmental Impact Statement and Phase I Design Report.

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U.S. 30 Environmental Impact Statement and Phase I Design Report
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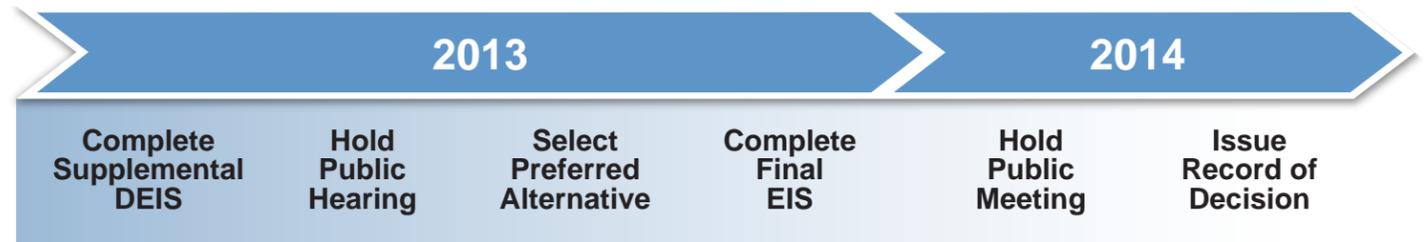
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U.S. 30 Corridor Study Keeping the Community Informed Read More...

Next Steps



U.S. 30 Draft Environmental Impact Statement (DEIS) Public Hearing

On June 15, 2011, the Illinois Department of Transportation (IDOT) hosted a public hearing for the U.S. 30 Draft Environmental Impact Statement (DEIS) at the United Methodist Church in Morrison, Illinois. The purpose of the hearing was to afford the public with an opportunity to view and comment on the DEIS document, to discuss their concerns regarding the project with the study team, and to provide comments on the two proposed Build Alternatives as well as the No-Build Alternative. Over 200 people signed in at the hearing and approximately 77 percent of the attendees indicated they were residents of the city of Morrison.

As part of the DEIS review process, respondents were given an opportunity to provide comments at the public hearing, or to submit comments via web or postal mail. A total of 88 comments were acquired prior to the published review period end date of July 29, 2011.

The most common concerns of stakeholders were farmland preservation, highway safety, economic development, and funding for the project. Also of interest were impacts to businesses, property, and the environment.

Build Alternative 4 (northern) received limited support from those who provided comments. Build Alternative 5 (southern)

Revised Build Alternatives

In 2011, the Federal Emergency Management Agency (FEMA) completed its Floodplain Insurance Study of Whiteside County. The results of this study included revised mapping of the 100-year floodplains within the U.S. 30 project study area. The most considerable revision within the U.S. 30 project study area was the expansion of the floodplain associated with French Creek, which is located outside of the eastern city limits of Morrison.

As a result of this expansion of the French Creek floodplain, a significant increase in floodplain impacts became evident within the limits of Build Alternative 5 (southern). These direct impacts were one area of concern, but future planning along the proposed route was an additional potential issue. According to Federal Executive Order 11988, titled Floodplain Management, federal agencies are required to consider indirect impacts on floodplains, such as the effect that an alternative's location would have on future opportunities for development. Consequently, it was necessary to investigate a partial realignment that would avoid impacts to the French Creek floodplain in order to allow continued consideration of Build Alternative 5. The Federal Highway Administration and IDOT subsequently determined that it would be feasible to realign Build Alternative 5 outside of the French Creek floodplain while retaining the basic nature of the original alignment.

The section of Build Alternative 5 that was realigned extends from west of Sawyer Road to immediately east of Lyndon Road. The revised section of this alternative is approximately one mile southeast from the original Build Alternative 5.

was primarily favored by business owners, developers, special interest groups, and the surrounding municipalities. The No-Build Alternative was preferred by homeowners, farmers/farmland owners and residents of Morrison.

To view the complete Public Hearing Record Report, please visit the project website at www.dot.il.gov/us30/getinvolved4.html.



Stakeholders review Public Hearing map display

This realignment allows for complete avoidance of the French Creek floodplain. The modification begins just west of Illinois Route 78 to allow the alternative to avoid the southern tip of the French Creek floodplain. This realignment has reduced the overall floodplain impacts of Build Alternative 5 by approximately 16,000 linear feet.

Additional adjustments were made to Build Alternative 4 (northern) which was modified slightly east to avoid the revised French Creek floodplain in the area west of Lyndon Road. This revision was enacted in order to follow the Floodplain Management Executive Order by minimizing the floodplain impacts for Build Alternative 4.

The realignment of Build Alternatives 4 and 5 not only reduced the floodplain impacts but also reduced the number of residential and farmstead displacements. The overall environmental and property impacts of revised Build Alternatives 4 and 5 will be assessed in greater detail as the preliminary engineering study for the project progresses.

The west and east ends of Build Alternative 4 and Build Alternative 5 are unchanged from the alignments presented at the June 2011 Public Hearing. The alignment modifications and their associated impacts will be evaluated and documented in a Supplemental Draft Environmental Impact Statement, which will be available for public review and comment in 2013. A map illustrating the Build Alternatives is included as an insert in this newsletter, or can be viewed on the project website at www.dot.state.il.us/us30/maps.html.

Community Advisory Group Meeting

On Tuesday, May 8, 2012, IDOT hosted the eighth Community Advisory Group (CAG) meeting at the United Methodist Church in Morrison. The purpose of the meeting was to update the members on the progress of the U.S. 30 Environmental Impact Statement (EIS).

During the meeting CAG members were provided with the results of the public hearing and an explanation of the statewide floodplain map modernization. Also discussed was the need to revise the Build Alternatives and the next steps in the EIS process.

An open discussion followed the presentation of this information in order to address the comments and concerns of those in attendance. Questions discussed include the following:

Q: Is the time, effort and expense involved in revising the alternatives necessary?

A: The department was prepared to submit the project to the Federal Highway Administration (FHWA) in order to secure their concurrence on a preferred alternative following the 2011 Public Hearing. However, the FHWA would not allow Build Alternative 5 (southern) to be considered as a viable option due to its impact to the newly delineated floodplains leaving Build Alternative 4 (northern) as the only viable alternative. The department has not yet determined which alternative will be recommended for further development in the Final Environmental Impact Statement. It is necessary to complete additional analysis before a preferred alternative can be identified by IDOT and FHWA.

Whiteside County Engineer and Township Supervisors Meeting

In a continued effort to coordinate with the many stakeholders throughout the corridor, representatives of the Illinois Department of Transportation (IDOT) and the consultant team met on May 22, 2012 with the Whiteside County Engineer and the supervisors of Fulton, Hopkins, Union Grove, and Ustick townships. The primary purpose of the meeting was to discuss the current alignments for Build Alternatives 4 and 5 as well as how each alignment would affect access for the various side roads crossed.

The discussion began with an explanation of the Federal Emergency Management Agency's (FEMA's) changes to the floodplain limits and the resulting need to revise the alignments of Build Alternatives 4 and 5. The basic criteria for the proposed expressway were also described. These criteria include use of a 70 mph design speed, elimination of direct commercial access to the expressway, minimized direct access for residential or agricultural purposes, and average spacing of one mile or more for public side road connections throughout the corridor.

IDOT representatives explained that it is not possible to provide direct access from every side road crossed by the proposed

Q: Does the new schedule still allow for selection of a preferred alternative in 2012?

A: No, the expectation is that a public hearing will be held in mid 2013 with the selection of a preferred alternative following shortly thereafter.

Q. What will be the deciding factor in selecting a preferred alternative?

A. There are many factors including public opinion, environmental impacts, engineering constraints, and cost. Input provided by FHWA and other regulating agencies is also a significant factor as we determine the preferred alternate. These factors will be analyzed and presented to the CAG group and stakeholders at the final public hearing in mid 2013.

The attendees were informed that a CAG meeting will be held to discuss the alternatives following the public hearing in 2013. Input from CAG members and the public will be considered in conjunction with a thorough engineering analysis of the alternatives. Following the completion of this analysis a preferred alternative will be selected by the Project Study Group. Subsequently, the Final Environmental Impact Statement will be prepared and submitted for review and comment. The department anticipates that the last milestone for the Phase I process, the Record of Decision, will be completed in 2014.

To view the meeting minutes and presentation, please visit the project website at www.dot.il.gov/us30/getinvolved2.html.

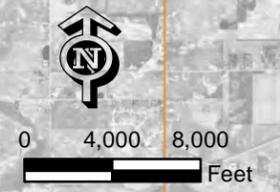
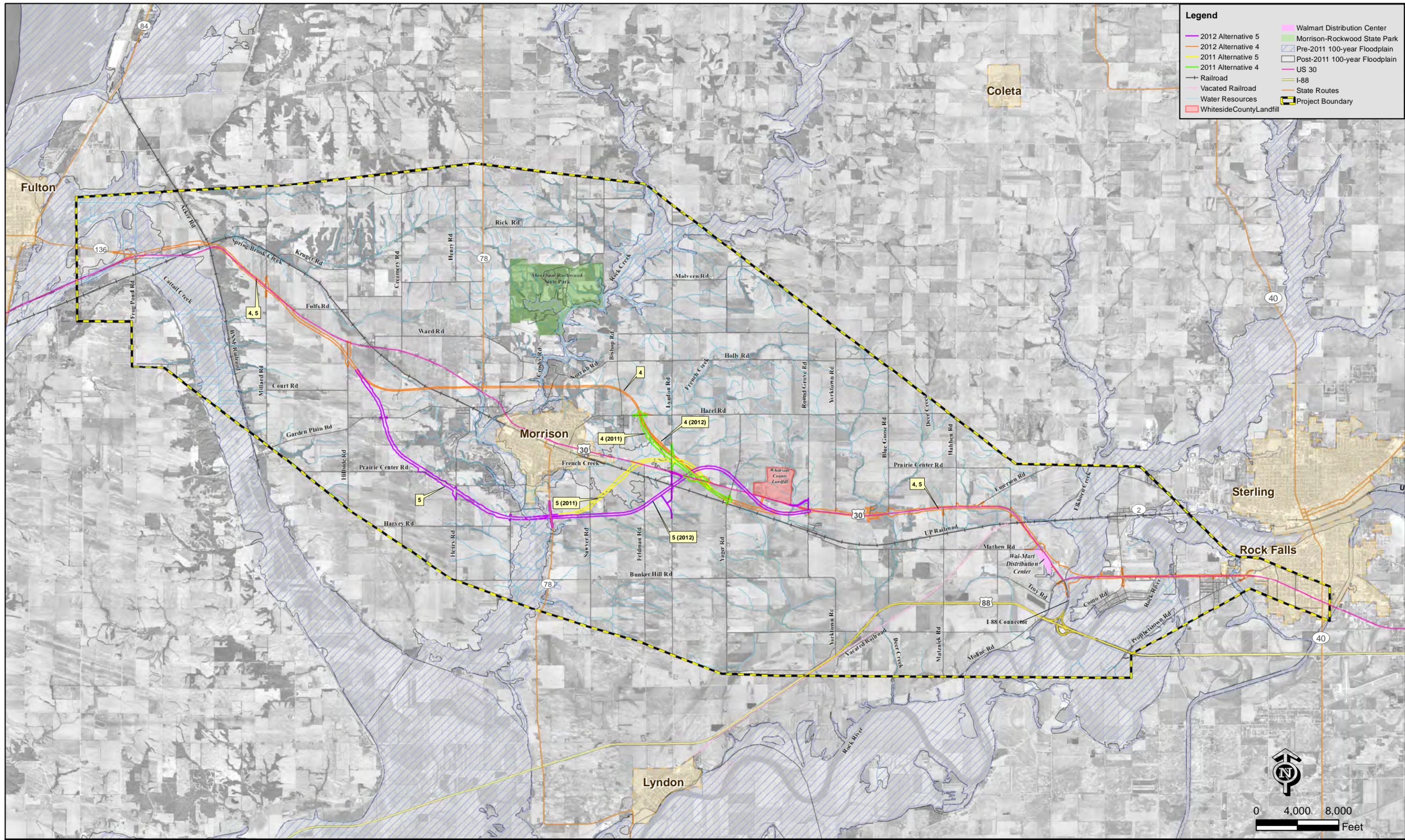
expressway as a result of the side road spacing policy. The design team identified side roads with projected traffic volumes of more than 300 vehicles per day in order to prioritize which routes would be afforded direct access to the proposed expressway. A summarization of side roads identified to be terminated short of the expressway with a cul-de-sac or to be grade-separated without access were discussed with the county engineer and township supervisors for their consideration and comments.

Input on the proposed access plan as well as any other pertinent issues was requested from the county and townships so that local concerns are known. The county engineer and township supervisors indicated they would provide the input once the matter has been given proper consideration and the other supervisors not in attendance were consulted. We are anticipating receipt of this input in the near future.

If you would like to view the minutes from the stakeholder meeting, please visit the project website at www.dot.il.gov/us30/getinvolved8.html.

Legend

- 2012 Alternative 5
- 2012 Alternative 4
- 2011 Alternative 5
- 2011 Alternative 4
- Railroad
- Vacated Railroad
- Water Resources
- Whiteside County Landfill
- Walmart Distribution Center
- Morrison-Rockwood State Park
- Pre-2011 100-year Floodplain
- Post-2011 100-year Floodplain
- US 30
- I-88
- State Routes
- Project Boundary



**Build Alternatives 4 and 5 (Summer 2012)
U.S. 30 Environmental Impact Statement
Whiteside County, Illinois**