



Illinois Department of Transportation

PROJECT STUDY GROUP (PSG) MEETING MINUTES





U.S. Route 30
Project Study Group Meeting
June 20, 2007



Time: 1:00pm
Location: IDOT District 2 Assembly Room
Preparer of Minutes: Bridgett Jacquot

Attendees:

Dawn Perkins	D2 Program Development	815-284-5948
Mark Nardini	D2 Environment	815-284-5460
Ali Mansour	D2 Construction F.E.	815-284-5359
Bill McWethy	D2 Hydraulics	815-284-5360
Mahmoud Etemadi	D2 Bridge Maint. Eng.	815-284-5393
Mike Yusef	D2 Plans	815-284-5354
Brian Mayer	D2 Project Support	815-284-5353
Richard Maggi	D2 Landscape Architect	815-284-5404
Shawn Connolly	D2 Utility; Railroads	815-284-5981
Cassandra Rodgers	D2 Environment	815-284-5455
Steve Hamer	IDNR	217-785-4862
Kris Tobin	D2 Programming Eng.	815-284-5444
Michael Blumhoff	D2 Chief of Surveys	815-284-5977
Don Miatke	D2 Environment	815-284-5953
Dan Long	D2 Bicycle, Ped & Traffic	815-284-5966
Deana Hermes	D2 CSU-CSS	815-284-5457
Jay Howell	D2 Studies & Plans Eng.	815-284-5351
Mary Lou Goodpaster	Goodpaster-Jamison, Inc.	217-824-2264
Jon Estrem	Howard R. Green Co.	319-841-4404
Gil Janes	Howard R. Green Co.	319-841-4404
Vic Modeer	Volkert & Assoc.	618-345-8918
Bridgett Jacquot	Volkert & Assoc.	618-345-8918
Mike Walton	Volkert & Assoc.	618-345-8918
Shelia Hudson	Hudson & Assoc.	314-680-8439

Purpose of Meeting

- Vic explained that the purpose of the meeting was to explain the concept of IDOT's Context Sensitive Solutions process and also define the role of the Project Study Group in that process

Project Overview

- Gil provided a past project overview
 - Explained how the U.S. Route 30 project fits into a greater overall transportation effort in Illinois and Iowa
 - Stated this is a grassroots type of project with the communities within the U.S. Route 30 study area
 - Stated that U.S. Route 30 was a corridor of commerce – provided a route between Chicago and Iowa
 - Communities have suffered due to the decline in commerce along U.S. Route 30
 - City of Morrison supports the project
 - Initial stage of U.S. Route 30 project began with Feasibility Study in 2003
 - Feasibility Study completed in 2005 with an addendum completed in August 2006. The addendum provided an Origin-Destination Study
 - IDOT District 2 provided the traffic for that Study
 - Pavement width along U.S. Route 30 within the project study area varies from 22-28 feet with the average being 24 feet.
 - Current ADT is 6500 with a projected ADT of 12,000
 - Purpose & Need of Feasibility Study:
 - 1) Improve Regional Mobility: provide alternate access to residential areas and job centers around the City of Morrison; minimize truck traffic through the City of Morrison
 - 2) Accommodate Land Use Planning Goals: Implement a transportation system improvement that promotes attainment of local planning priorities
 - 3) Address Local System Deficiencies: improving local access, mobility, and safety
- Purpose of this phase also needs to address the IL 78 traffic
Limits of this study are IL 40 in Rock Falls on the east and IL 136 in Fulton on the west
- Jon went through the maps illustrating the progression of the Feasibility Study:
 - Study Area Limits from 2003
 - Four (4) initial study corridors (March 2005)
 - Six (6) corridors (September 2005)
 - Three (3) corridors selected to move forward for further study (alternate 3Y, 3Z, and 6)
 - Environmental Study Limits for this project (March 2007)- Survey limits extend further west in order to determine terminus

- As part of the Feasibility study team, Mary Lou provided an overview of the public involvement during the Feasibility Study:
 - Project centers around City of Morrison
 - Aggressive public involvement
 - Meetings with municipal leaders, etc.
 - Two (2) public informational meetings – open house - well attended – City of Morrison
 - Five (5) newsletters
 - Key issues – **agriculture**: severance of farms, access for farmers, conversion of agricultural land, drainage; **socioeconomic**: business impacts, especially in Morrison, although Morrison wants trucks out of town worried about impacts of bypassing in-town businesses, better truck access to industrial park south of Morrison, relocation concerns; **traffic operations**: concerns about how traffic will be handled on the west end of project study limits near IL 136, US 30 and Frog Pond Road intersection, particular concern about Mississippi River crossing at Clinton, IA; **safety concerns** regarding mix of increased traffic and farm equipment and also increased speed
 - No CSS - No public interaction on purpose & need, logical termini, alternatives dismissed from consideration
 - Feasibility Study had no environmental field work, only GIS data

IDOT'S CSS POLICY

- Vic gave a brief overview of BDE Procedure Memorandum 48-06 “Design Flexibility and the Stakeholder Involvement Process for Context Sensitive Solutions (CSS).”
- IDOT’s policy states that the Department will utilize a CSS process in the planning, design, construction and operation of all projects involving new construction, reconstruction and major expansion of transportation facilities.
- Purpose of CSS is to get everyone’s viewpoint on the project
- The formation of a Community Advisory Group (CAG) allows for determining what the context of the community currently is and what the context of the community should be after the completion of the project.
- There will be three CAGs – one from Fulton, Morrison, & Sterling/Rock Falls
- In addition there will be a Corridor CAG that will bring together all of the information from the three city CAGs
- One of the first tasks for the CAGs to complete is the formation of a problem statement. This is a statement that will describe the context of the community and the concerns the community currently has in regard to the transportation system. This problem statement will aid in the development of the project’s Purpose & Need Statement.

U.S. Route 30 CSS Process

- Study team reviewed proposed schedule for CSS activities through January 2008.
- SEE ATTACHED US 30 CSS PUBLIC INVOLVEMENT
- The public informational meetings, stakeholder meetings and CAG meetings provide opportunities to identify persons interested in serving on the CAGs, as well as potentially underrepresented groups. The composition of the CAGs and need for additional outreach will be continually evaluated throughout the study process.
- CAG #2 meeting will involve developing the criteria to evaluate the alternatives, for example, safety, wetlands, traffic, farm severance, etc. Ultimately will want five (5) criteria (engineering & environmental) to evaluate alternatives
- Fatal flaws will be discussed

For NEPA process, must still look at northern alternatives, existing, and southern alignments

- Jay stated that this could be confusing in the beginning because with the Feasibility Study, the northern alignments were already eliminated
- Dawn stated that we need to make it clear the difference between the study bands, corridor, and alignments
- CAG Series #2 should eliminate one or more of the bands
- Ultimate goal is to reduce to a corridor
- Intermediate goal after CAG Series #3 (November 1st) is the decision to fly for aerial surveys.
- Mike Blumhoff reiterated that we can ask for the low-level flights in the fall to include more than one track in areas where we need a few miles of additional coverage (i.e. potential Rte 78 interchange location and termini)
- Feasibility Study had no environmental field work, only GIS data

Draft Stakeholder Involvement Plan

Comments on the Draft SIP are due to Dawn prior to June 29.

Project Study Group (PSG)

- The PSG is comprised of multi-disciplinary members whose primary responsibility will be to ensure all applicable Federal, State, and Local requirements are being met throughout the study process. The PSG consists mainly of IDOT personnel.
- The role and responsibilities of the PSG:
 - Developing criteria for defining engineering and environmental criteria
 - Assisting with the development of a Stakeholder Involvement Plan (SIP)
 - Addressing and managing community issues
 - Monitoring Federal, State, and Local planning requirements
 - Get people involved

- Second PSG agenda will include:
 - Establish who will be CAG members
 - Review Materials for Public Informational Meeting (e.g. update on project, CSS process, CAG selection, tentative dates for CAG participation)
 - Determine Rules & responsibilities of the CAG
 - Provide two (2) to three (3) weeks notice for CAG members for meetings.
- Deanna expressed concerns about not getting everyone involved; concerned that a voice would not be heard through CAG process.
- Bridgett explained that in addition to the CAG meetings we will be conducting on-going Stakeholder meetings. In addition there is a Community Context Audit form (found in BDE Procedure Memo 48-06) that is filled out by the CAG. The purpose of this form is to be a guide to identify various community characteristics and to define the purpose and need of the proposed transportation project; what is important to the community. We then receive comments from the Public Informational Meetings. Hopefully the concerns of the CAG are the same as those that attended the public meeting; this means that we have identified all the voices that need to be heard on this project with the CAG members the PSG has selected. If there is an outstanding voice that has not been heard and is identified by the public informational meeting comments, we will invite someone to represent a particular group/issue on the CAG. This is our check and balance to determine whether the PSG has selected a good cross-section of community voices for the CAG.

Dates and conflicts:

- A CAG meeting is currently scheduled for Halloween – we may want to move this one.
- It is important to avoid the dates of the Morrison County Fair.
- The members of the PSG will review all of the proposed dates and let Dawn know of any other conflicts.

Public Informational Meeting

Location: The public meetings for the Corridor/Feasibility Study were held at the Morrison Methodist Church. Sheila will check on continued availability of this venue, as well as other potential locations in Morrison and locations in Fulton and Rock Falls. Rock Falls has a large community room at their municipal center that would accommodate any meetings we needed to have there. It is not particularly close to the alignment but anyone living in that area would know where it is.

Other notes:

- Morrison currently has plans to expand the industrial park south of town. Serving this park was an important part of the project need expressed by the public during the feasibility study.

HANDOUTS

The PSG received a binder in which they can continue to place material handed out at each PSG meeting. The following handouts were provided at this meeting:

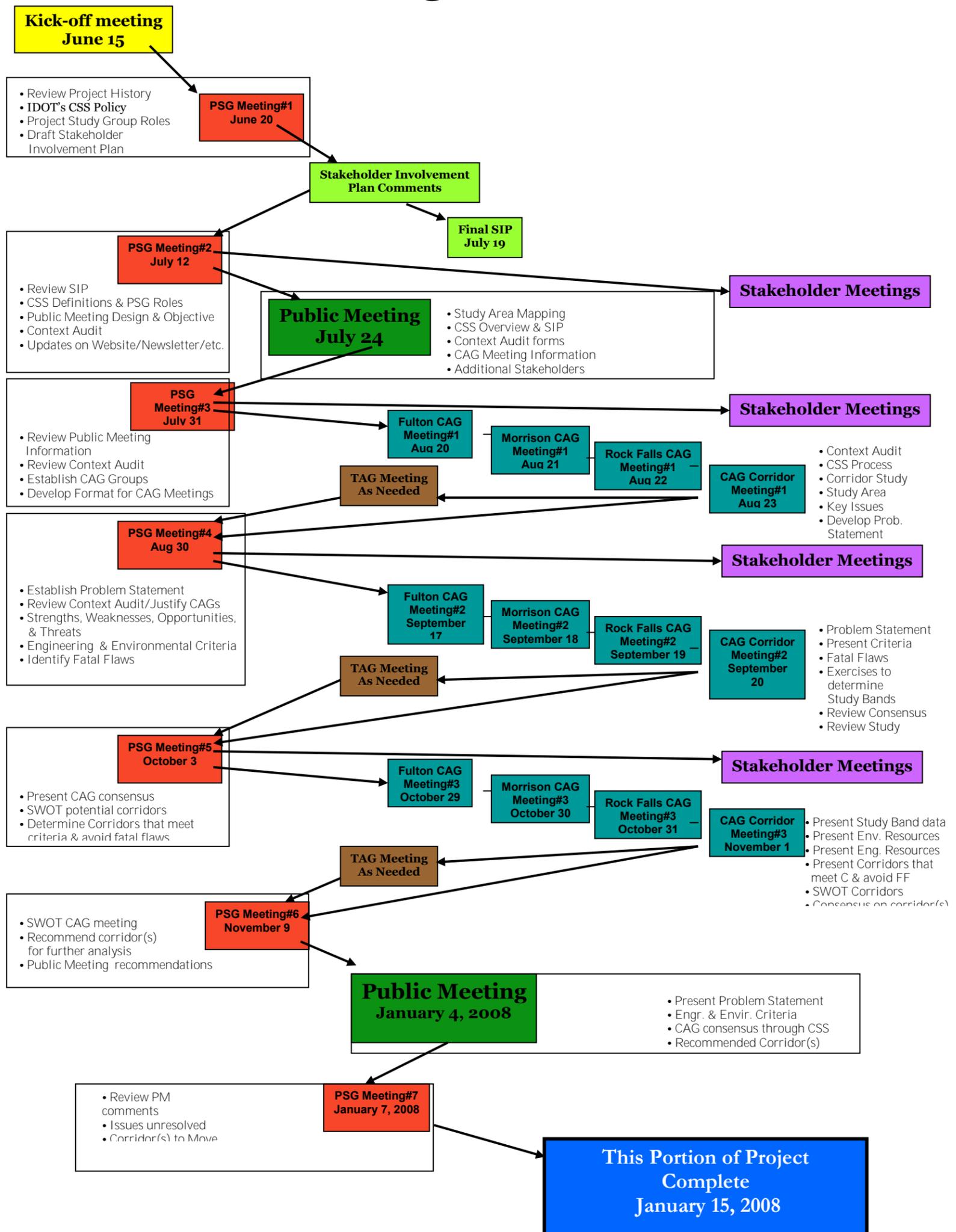
- 1) Project Overview & Maps
- 2) BDE Procedure Memo 48-06
- 3) Project Study Group Roles & Responsibilities
- 4) List of PSG Members
- 5) Draft Stakeholder Involvement Plan

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

*Mail revisions to: Volkert & Associates, Inc.
103 Lanter Court
Collinsville, IL 62234*

Or via email to: mwalton@volkert.com

US 30 CSS





Howard R. Green Company

U.S. Route 30
Project Study Group Meeting #2
July 12, 2007

Sign-In Sheet

Name	Organization	E-mail Address
Bridgett Jacquet	Volkert + Assoc.	bjacquet@volkert.com
MICHAEL HINE	FHWA	mike.hine@fhwa.dot.gov
Tan Piland	FHWA	janis.piland@fhwa.dot.gov
Matt Fuller	FHWA-IL	Matt.Fuller@fhwa.dot.gov
Shelia Hudson	Hudson & Assoc. LLC	hudson.shelia@stcjb.com
GIL JAMES	Howard R. Green Co.	gjames@hrgreen.com
Cassandra Rodgers	IDOT-D-2 Environment	Cassandra.Rodgers@illinois.gov
Deana Hermes	IDOT-D-2	Deana.Hermes@illinois.gov
Margan Goodpaster	Goodpaster-Tamson, Inc	mlg@gjinc.com
Mark Nardini	IDOT-D2-Environment	Mark.Nardini@illinois.gov
DON MIEATKE	IDOT-D2-ENV	Donald.MIEATKE@illinois.gov
JON ESTREM	Howard R. Green Co.	jestrem@hrgreen.com
Bill Mcwothy	IDOT-D2-Hydraulics	William.mcwothy@illinois.gov
MICHAEL Blumhoff	IDOT-D2-Ch. Insp. Surveys	MICHAEL.Blumhoff@illinois.gov
Brian Mavet	IDOT-Project Support	Brian.Mavet@illinois.gov
Jay Howell	IDOT-Studies & Plan.	Jay.Howell@illinois.gov
Dan Long	IDOT-Programming	Dan.Long@illinois.gov
DAN TOBIN	IDOT-OPER	DANIEL.TOBIN@illinois.gov
SHAWN CONNOLLY	I.D.O.T. - UTILITIES & RAILROADS	Shawn.Connolly@illinois.gov
Michael Walton	Volkert & Assoc.	mwalton@volkert.com
Becky Marruffo	IDOT D2 Proj Dev	rebecca.marruffo@illinois.gov
Dawn Perkins	IDOT D2 PD	dawn.perkins@illinois.gov

Time: 2:00 p.m.

Location: IDOT District 2 Sauk Trail Room

Preparer of Minutes: Bridgett Jacquot

The meeting started off with a discussion regarding the meeting that was held with FHWA earlier that day in regard to the timeframe for the E.I.S.

- FHWA stated that the 36 month time frame for an EIS is a national median goal, not a requirement, therefore, the Notice of Intent (N.O.I.) would be published within the next few weeks. IDOT originally thought that a majority of the CSS process should be conducted prior to the NOI being published.
- FHWA said that in accordance with SAFETEA-LU 6002, IDOT only needs a draft Stakeholder Involvement Plan (S.I.P.) prior to the Notice of Intent (N.O.I.) being published. A draft SIP has been produced.

Draft SIP

- A Draft SIP had been developed and e-mailed to the members of the Project Study Group (PSG) for review on July 11th.
- It was agreed upon that all IDOT members of the PSG would get their comments to Dawn by July 18th and Dawn would send a comprehensive list of comments to Shelia.
- FHWA will be getting their comments to Dawn by July 23rd.
- FHWA stated that due to the requirements of SAFETEA-LU 2006, the sections titled "Lead Roles & Responsibilities" and "Cooperating & Participating Agency Roles & Responsibilities" need to be added to the SIP in order to fulfill the SAFETEA-LU requirement of a Coordination Plan. A coordination plan is essentially the SIP but does require these sections.

Context Sensitive Solutions (CSS) Process

- Vic started the CSS Process Power Point presentation. A copy of the presentation was handed out and is attached to these meeting minutes.
- The overall purpose of this portion of the presentation was to define the following:
 - CSS
 - Stakeholder (including examples of stakeholders)
 - PSG and PSG Roles & Responsibilities
 - Community Advisory Group (CAG) and CAG Roles & Responsibilities
 - Consensus
 - Technical Advisory Group (TAG)
 - Stakeholder Meetings
 - How Representation is Assured
 - Proposed Stakeholder Advisory Group Meeting Schedule (available in the SIP)

- There was a discussion regarding the Corridor CAG, which is to be established to bring the ideas of the three proposed CAGs (Fulton, Morrison, Sterling/Rock Falls) together. The intent of the Corridor CAG is to represent interests of the entire corridor.
- Everyone agreed that at this point in the project, no one knows if the Corridor CAG will work but it needs to be tested out.
 - Gil explained that the CSS process is a work in progress that will be continually evolving. The Corridor CAG is an aspect that may change over time.
- Dawn and FHWA stated this is fine, but the Corridor CAG needs to be defined in the SIP.

Public Information Meeting

- The press release was sent out on Thursday July 12th
- Publications that need to repeatedly receive updates include – The Daily Gazette (Sterling), The Telegraph (Dixon), The Review (Morrison), the Fulton Journal, Whiteside News Sentinel, the Prophetstown Echo, and Clinton Herald.
 - The media write-up for the week of July 16th for these publications will be scaled back as compared to the press release.
- Shelia provided an overview of the upcoming Public Information Meeting.
 - The meeting will be held Wednesday, July 25th at the Odell Community Center/Public Library in Morrison from 1:00-7:00pm.
- Shelia explained that the objective of the public information meeting is to:
 - Present project information and activities to the public.
 - Provide a time and place for face-to-face contact and two-way communication with every stakeholder.
 - Provide a means for which the public can express concerns at project milestones.
- Shelia explained the proposed stations for the public information meeting:
 - Welcome
 - Project History
 - Study Process
 - Get Involved
 - Land Acquisition
 - Environmental Issues
 - Public Comments
- A slide was shown illustrating the room layout for the meeting.

Public Information Meeting Displays

- A review of the public information meeting displays took place.
- The following comments were made:
 - 1) **Public Information Meeting – Welcome!**
 - Need to check if everything that has been sent out regarding the project states “information” or “informational” meeting.
 - 2) **Project History** – decided to eliminate so the public would not be misled about the purpose of the meeting; which was not to discuss the Corridor/Feasibility Study but the Phase I process. *It was decided at a later date to include a map showing the feasibility study boundary but the map will not include the alternatives that were chosen.*
 - 3) **US Route 30 Corridor Alternatives (map)** - decided to eliminate so the public would not be misled about the purpose of the meeting; which was not to discuss the Corridor/Feasibility Study but the Phase I process. *It was decided at a later date to include a map showing the feasibility study boundary but the map will not include the alternatives that were chosen.*
 - 4) **US Route 30 Corridors Recommended for Further Study (map)** - decided to eliminate so the public would not be misled about the purpose of the meeting; which was not to discuss the Corridor/Feasibility Study but the Phase I process. *It was decided at a later date to include a map showing the feasibility study boundary but the map will not include the alternatives that were chosen.*
 - 5) **Phase I Design Report & Environmental Impact Statement** – no comment
 - 6) **Project Timeline:**
 - Remove “estimated completion time 36 months”
 - Remove “Not yet funded” under Phase II and Phase III and reword to “Not funded”
 - Remove November 2010 and replace with Late 2010 (regarding EIS and Design Report).
 - Restate “Environmental & Design Report” to “Environmental Impact Statement & Design Report.”
 - 7) **How Does a Highway Get from Planning to Construction:**
 - Add “EXAMPLE” to the title of the display
 - Add “Step 1, 2, 3, & 4” as appropriate to each step on the display
 - In Step 2: remove “possible highway construction” and “possible transportation improvements.”
 - In Step 3: remove “impacts of construction of a roadway” and replace with “transportation improvements.”
 - 8) **U.S. Route 30 Study Band:**
 - Do not use red as a boundary color
 - Fill in the area around the town of Morrison
 - 9) **Context Sensitive Solutions – Stakeholder Involvement Process**
 - Simplify display by using bullet points & flow chart

10) Community Advisory Group

- Add project logo

11) CAG Members Responsibilities

- 2nd bullet point remove the word “learn” & replace with “receive”
- 3rd bullet point remove “their representative groups “and replace with “the group they represent.”
- Add project logo

12) Land Acquisition – no comment

13) Potential Environmental Issues

- Remove “business impacts” and replace with “businesses”
- Remove cultural resources and replace with “historic & archaeological resources”
- Add Social & Economic
- Add project logo

14) Phase I Environmental Impact Statement (E.I.S.)

- Remove 3 year process
- Remove US 30 sign and IDOT logo and replace with project logo
- Change November 2007 to July 2007
- Change November 2010 to Late 2010

15) Please Give Us Your Comments – No comments

Other Outreach Tools

- Shelia stated that she would be working with the District on an outline of what they would like to see on the project website.
- A newsletter will be sent out after the 1st Public Meeting.
- The project logo had been sent to Becky and Dawn for their review.
- Briefing packets would be delivered to the legislators on Friday July 20th.

Next PSG Meeting

- The next PSG meeting was originally scheduled for July 31st. However, because the purpose of the next PGS meeting is to discuss comments from the public meeting and because IDOT gives the public 10 days after public meetings to respond (which would be August 3rd), the PSG meeting was moved to August 7th.
- The PSG will fill out the Context Audit Form.

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Or via email to: mwalton@volkert.com

Project Study Group (PSG) Roles & Responsibilities

- Identify key stakeholders.
- Address stakeholder concerns and suggestions.
- Determine engineering and environmental criteria (e.g. safety, constructability, regional mobility, agricultural impacts, floodplain impacts).
- Ensure Federal, State, & Local requirements are met.
- Select advisory group members.

Advisory Groups

- Community Advisory Groups (CAG)
- Technical Advisory Groups (TAG)
- Stakeholder Meetings

Community Advisory Group (CAG)

Will provide a forum for community representatives to learn about the project, share their views, and discuss project issues with one another and IDOT in a group setting.

What Is The CAG's Role?

- Identify criteria that reflects the ideas and interests of the community (e.g. safety, severance of farms).
- 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 U.S. 30.

CAG Members Responsibilities

- Attend meetings designed to share project related information and to elicit input from the CAG members.
- 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 for discussion

Consensus

Definition:
When a majority agrees upon a particular issue, while the dissenting remainder agrees that their input has been heard and duly considered and that the process as a whole was fair.

- The CAG will reach a consensus that meets the project context for a given task.
- The consensus is reached while not completely satisfying all viewpoints or singular concerns.
- **Important to remember: CAG will provide guidance but FHWA and IDOT will maintain authority over project decisions**

Technical Advisory Group (TAG)

Used as necessary to address a specific issue
(e.g. drainage, aesthetics)



Stakeholder Meetings

- Target a wide variety of individuals and groups:
Service clubs, city councils, county boards, chambers of commerce, homeowners associations, local and regional planning agencies, farm bureaus, state officials, environmental organizations, and minority organizations.
- Each individual and group provides a unique perspective into the issues being discussed.

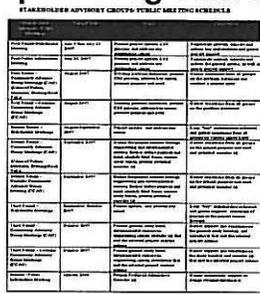


How is Representation Assured?

- CAG Member selection based on stakeholder concerns
- Stakeholder Meetings
- PSG review of all advisory group members and public involvement activities
- Stakeholder Involvement Plan monitored and updated
- Public Information Meetings
- Public Comment Forms
- Context Audit Forms
- Project Surveys
- Hotline Comments
- Website Comments



Proposed Stakeholder Advisory Group Meeting Schedule



The table lists various stakeholder groups and their scheduled meeting dates and locations. Key entries include:

- Stakeholder Advisory Group: Multiple meetings from 7/24/07 to 8/1/07 at various locations like the State Capitol and various regional offices.
- Public Information Meetings: Scheduled for 7/25/07 at the State Capitol and various regional offices.
- Public Comment Forms: Available from 7/24/07 to 8/1/07.
- Context Audit Forms: Available from 7/24/07 to 8/1/07.
- Project Surveys: Available from 7/24/07 to 8/1/07.
- Hotline Comments: Available from 7/24/07 to 8/1/07.
- Website Comments: Available from 7/24/07 to 8/1/07.

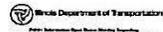



Illinois Department of Transportation

BREAK

Public Information Meeting

JULY 25TH




Public Information Meeting details including location, time, and contact information.



Public Information Meeting

OBJECTIVE

- Present project information and activities to the public
- Provide a time and place for face-to-face contact and two-way communication with every stakeholder
- Provide a means for which the public can address concerns at project milestones



Public Information Meeting

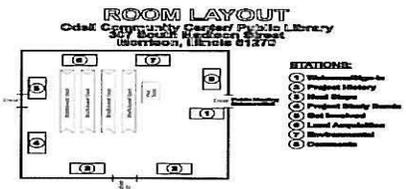
Proposed Stations

- Welcome
- Project History
- Study Process
- Get Involved
- Land Acquisition
- Environmental Issues
- Public Comments



Public Information Meeting

ROOM LAYOUT
Odsell Community Center Public Library
Urbana, Illinois 61777



STATIONS:

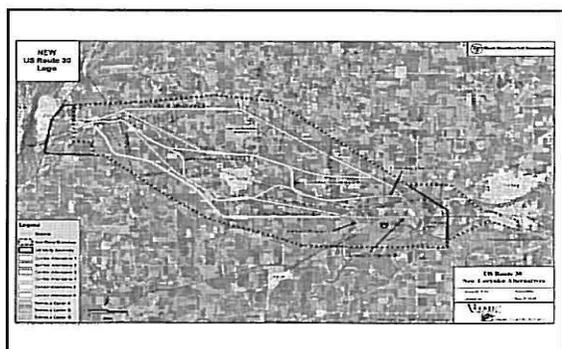
1. Welcome/Registration
2. Project Library
3. Mail Stop
4. Project Study Materials
5. Get Involved
6. Land Acquisition
7. Environmental
8. Comments



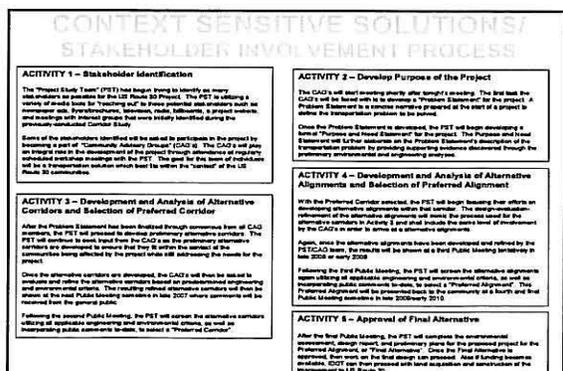
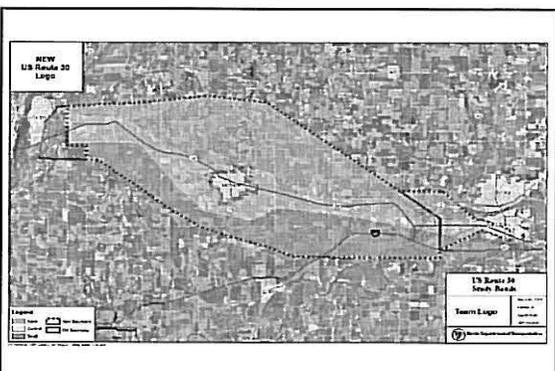
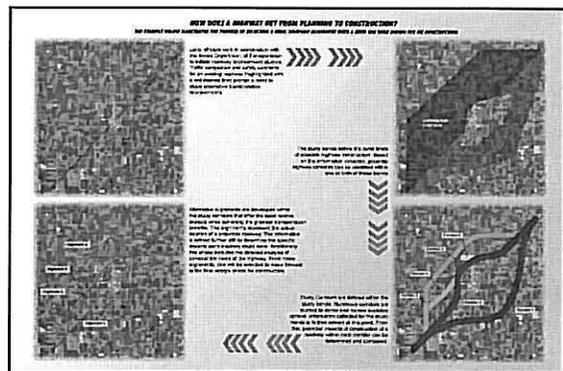
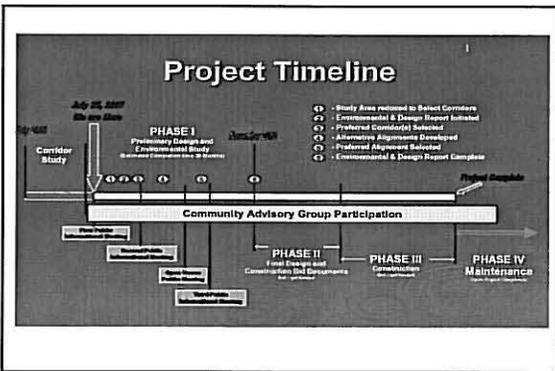
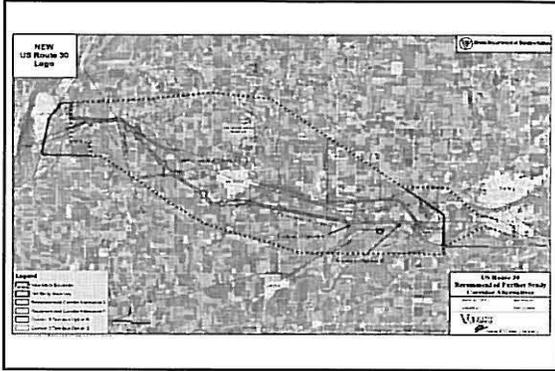

Public Information Meeting
Welcome!!!



Project History
Corridor Study
Completed 2006



NEW LIS Route 30 Lugs



Community Advisory Group (CAG)

Will provide a forum for community representatives to learn about the project, share their views, and discuss project issues with one another and IDOT in a group setting.



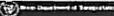
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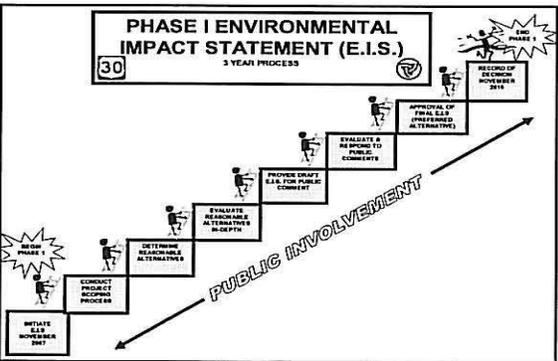
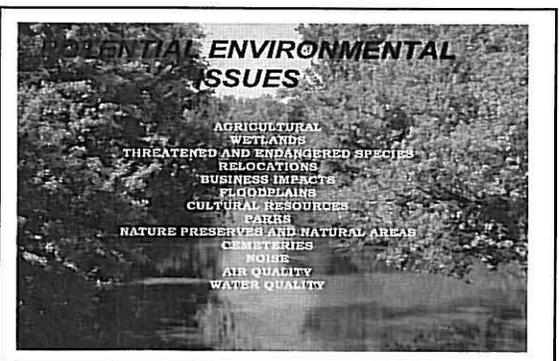


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- Provide ideas and information to be directly used in the development of project documents and the potential corridors and alignments of U.S. 30.




Land Acquisition

POTENTIAL ENVIRONMENTAL ISSUES

- AGRICULTURAL
- WETLANDS
- THREATENED AND ENDEANGERED SPECIES
- RELOCATIONS
- BUSINESS IMPACTS
- FLOODPLAINS
- CULTURAL RESOURCES
- CEMETERIES
- NATURE PRESERVES AND NATURAL AREAS
- CEMETERIES
- NOISE
- AIR QUALITY
- WATER QUALITY



Other Outreach Tools

- Newsletters
- Website
- 1-866-ROUTE30





PSG Meeting #3
U.S. 30
August 7, 2007



Location: IDOT District 2
Time: 10:00am
Preparer of Minutes: Bridgett Jacquot

Attendees

Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net
Becky Marruffo	IDOT D2 PD	Rebecca.marruffo@illinois.gov
Deana Hermes	IDOT D2	Deana.Hermes@illinois.gov
Dawn Perkins	IDOT D2 PD	Dawn.Perkins@illinois.gov
Don Miatke	IDOT D2 Environment	Donald.Miatke@illinois.gov
Mark Nardini	IDOT D2 Environment	Mark.Nardini@illinois.gov
Jay Howell	IDOT D2 S&P	Jay.Howell@illinois.gov
Shawn Connolly	IDOT D2 Utilities & RRs	Shawn.Connolly@illinois.gov
Paul Neiderhoff	BDE	Paul.Neiderhoff@illinois.gov
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Michael Blumhoff	IDOT D2 Surveys	Michael.Blumhoff@illinois.gov
Cassandra Rodgers	IDOT D2 Environment	Cassandra.Rodgers@illinois.gov
Bridgett Jacquot	Volkert & Associates	bjacquot@volkert.com
Vic Modeer	Volkert & Associates	vmodeer@volkert.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mike Walton	Volkert & Associates	mwalton@volkert.com

- A copy of power point presentation was handed out. Please see attachment.

Public Information Meeting

- Shelia provided an overview of the public information meeting
 - Held July 25th, 1-7pm, Odell Community Center/Public Library in Morrison, 253 attended
- Shelia provided a summary of the public meeting comments
 - A copy of the Public Comment Executive Summary Report was handed out (please see attachment)

- The summary report was broke down into the following categories:
 - Attendance profile by Classification
 - Respondent Profile
 - 71 comments received (28% of attendees)
 - Majority of comments from homeowners
 - City
 - 65% from Morrison
 - CAG/Stakeholders
 - 39 people expressed an interest in being on the CAG
 - CSS Process
 - Majority of those who commented stated they had knowledge about CSS
 - IDOT effectively communicating
 - 58% of those who completed a comment form stated that IDOT is effectively communicating with the public.
- One of the comments suggested adding the Morrison Post (a weekly paper) to the list of media contacts
- Dawn stated that everyone on the mailing list is a stakeholder
 - Deana made the point that whether they chose to participate or not is obviously up to them
- Shelia asked when the deadline was for receiving and addressing comments from the public meeting
 - Dawn stated that we will continue to answer as long as we receive them.

Stakeholder Meeting Update

- The following is a list of the Stakeholder meetings that have been held to date:

NAME	ORGANIZATION	LOCATION	DATE	TIME	STUDY TEAM STAFF	IDOT STAFF
Tom Determan	Illinois Highway Partnership	Iowa Chamber of Commerce 721 South 2 nd	Monday, July 16	10:00 A.M	Mike W Gil J Shelia H	Dawn Becky
Sen. Todd Sieben Sen. Mike Jacobs Rep. Mike Boland Rep. Jerry Mitchell	Illinois State Legislators	Capitol Bldg. Springfield, Ill.	Thurs., July 19	1:00 PM until 4:00 PM	Vic M Mike W Gil J Shelia H	Dawn Becky
Betty Steinert	US 30 Coalition	Whiteside County Court House	Monday, July 23	10:00 AM	Vic M Mike W Gil J Shelia H	Dawn Becky
Mayor Roger Gray	City of Morrison City Council (Council Chambers)	200 West Main Street	Monday, July 23	7:00 PM	Mike W HR Green Shelia H	Dawn Becky
Shamus Ahern (Field Dir.)	US Senator Barack Obama	IDOT – Dist. 2 Dixon, Ill.	Tuesday July 24	10:00 AM	Vic/Mike Gil Shelia H	Dawn Becky

- It was agreed upon that we still need to meet with Fulton, Sterling, and Rock Falls. Some of these towns did have representation at the US 30 Coalition but need to meet with them individually.
- Need to send a letter to Senator Don Manzullo – Shelia will send out.

Draft Stakeholder Involvement Plan

- Dawn spoke with Mike Hine (FHWA) and the name of the project will be “EIS & Phase I Design Report.”
- FHWA provided numerous comments
 - One comment was that IDOT had the project broke down in to study bands, corridors, and alternatives. FHWA wanted everything to be called alternatives. Dawn did not agree with this comment and therefore did not pass it on to Shelia.
 - Shelia will revise and finalize the S.I.P. based on these comments.

Community Advisory Groups (CAGs)

- The agenda had the following items related to the CAG to be discussed:
 - Potential CAG Members
 - Number of CAG Groups
 - Corridor CAG
 - Where CAG meetings should be held
 - When (date & time)
 - Proposed CAG Agenda
- The conversation regarding the CAGs started out by discussing the number of CAG groups we should have: 1) Separate interest groups and one CAG, 2) One big CAG, or 3) Three separate CAG groups (Fulton, Morrison, & Sterling/Rock Falls) with a Corridor CAG (CCAG).
- The PSG determined that interest groups can have their own separate meeting and invite us to come to their meetings if they want. We can provide information on the project, and then they can discuss.

In regard to determining from the potential CAG members:

- A list of potential CAG members was handed out:

SPECIAL INTREST GROUPS
Political Leadership
Media Partners
Local Government Agency
Chamber of Commerce
Economic Development Agency
Farm Bureau
Local Emergency Agency
Historical Society
US 30 Coalition
Historic Lincoln Highway
College/ University
Illinois Bicyclist Coalition
Home Owner

- The following was decided:
 - Media Partners and Local Emergency Agencies would be deleted from the list.
 - Farm Owners, NRCS Whiteside County Natural Area Guardians, School Districts, Wal-Mart Distribution Center, Dorren's Trucking, and the County Landfill would be added to the list.
 - The Sierra Club and churches will not be included.
 - There is not organized minority group in the County so will not be included.
 - Jon pointed out that we can add groups as the project progresses.
- Vic pointed out that it is the PSG's duty to determine who is not an organized group and somehow get them organized. The PSG determined that farmer owners and homeowners were not organized groups.
- It was agreed upon that anyone can show up to the CAG meetings but only CAG members can participate.
- Media can come to the meetings but not participate.
- Number of CAG groups – it was agreed upon that the PSG needs to see how many individuals/groups want to participate and determine the number of CAG groups at that time.
- The location of the meetings will be determined at a later dated.
- First CAG meetings to be held the 2nd week of September.

Proposed CAG Agenda

Facilitators: Volkert /Hudson

Goals and Objectives:

- Develop Problem Statement
- Develop Project Logo and Slogan
- Conduct Context Audit
- Garner Consensus on Process

Welcome Remarks	(IDOT)
Introductions	
Purpose of Meeting	(Volkert)
Next Phase / Project Time line	(Volkert / HR Green)
Context Sensitive Solutions (CSS) Process	
BREAK (10 Minute)	
Community Advisory Group (CAG)	(Hudson)
Explain Group Exercises / Break Into Groups	(Hudson)
○ Context Audit	
○ Draft Problem Statement	
○ Project Logo and Slogan	
Group Exercise	(Group Leaders)
○ Re-Cap exercises	
BREAK (15 Minute)	
Closing Remarks	(Volkert)
○ Discuss Next Steps	
○ Set Date, Time and Location for next meeting	

- Dawn stated to add Consensus to the Ground Rules section of the Agenda.
- Becky – eliminate the project logo selection from the agenda and just present to the CAG at the end of the meeting as “something to think about” for the next meeting.

Proposed Newsletter Outline

Section A - Featured Story (Cover Page):

- US 30 Environmental Impact Statement and Phase I -Design Report Begins
 - Why this project is needed
 - Project Scope and Limits
 - NEPA Process
 - US 30 Project Timeline /Highlight Major Milestones

Graphics

Project Area Map
EIS Steps Graphic
Project Timeline Graphic

Supporting Article:

- Context Sensitive Solutions (CSS)
- Are we starting over? (optional)
 - Highlight the Feasibility Study and Its Purpose

Graphics

CSS Flow Chart

Section B- Second Featured Story:

- Get Involved.... Stay Involved
 - Community Advisory Group Role and Responsibility
 - Members (name of organization member is representing)
 - Scheduled Meetings

Graphics

CAG Schedule
CAG Participants (name of organization member is representing)

Section C - Public Contact and Information

- Contact US
 - We Want to Hear From You
 - Comment Form
 - Project Website
 - Project Hot Line

Graphics

Comment Form (space availability)

- Frequently Ask Questions (FAQ)

- Shelia will provide a draft of the newsletter to the consultant team on August 13th
- Shelia will then provide draft to D2 on August 16th
- Delete “Are we Starting Over” and replace with “Next Steps”

- Add message from Deputy Director George Ryan
- Eliminate members and scheduled meetings
- List group members in later newsletter
- If space available add FAQs

Proposed Website Outline

Featured Links (Top Level Navigation Links)

Home Page
Project Overview
Get Involved
Public Library
Land Acquisition
Frequently Ask Questions
Contact Us

1. **Home Page – Featured Link** - Message from the PSG or IDOT

2. **Project Overview – Featured Link**

- US 30 Environmental Impact Statement and Phase I -Design Report Begins
 - Why this project is needed
 - Project Scope and Limits
 - NEPA Process
 - US 30 Project Timeline /Highlight Major Milestones

Second Level Links

- History – Purpose of the Feasibility Study
- Context Sensitive Solutions (CSS) Process

3. **Get Involved – Featured Link**

- Community Advisory Group (Role and Responsibility)

Second Level Links

- CAG Members, Schedule and Meeting Minutes
- Highlights from Public Information Meeting

4. **US 30 Library**

- Historical Data
- Press Releases and Featured Stories
- Newsletters and Presentations
- Speeches

5. **Land Acquisition – Featured Link**

- IDOT's Policy and Contact Information

Second Level Link

- Project Map – Potential Impacted Properties (interactive)

- Add IDOT CSS website link
- Add link to S.I.P. under CSS
- Remove Land Acquisition tab for now
- Add lots of pictures
- Restate Public Library to U.S. 30 Library
- Explain the Context Audit Form under CSS

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

*Mail revisions to: Volkert & Associates, Inc.
103 Lanter Court
Collinsville, IL 62234*

Or via email to: mwalton@volkert.com



Illinois Department of Transportation

**U.S. Route 30
Environmental Impact
Statement**

*Project Study Group
Meeting #3*

*Tuesday
August 7, 2007*

VOLKERT
& ASSOCIATES, INC.



Howard R. Green Company



**U.S. Route 30
Project Study Group Meeting #3
August 7, 2007
10:00am**



AGENDA

1. Opening Remarks
2. Public Information Meeting
 - a. Highlights
 - b. Public Comments
3. Stakeholder Meeting Update
4. Draft Stakeholder Involvement Plan Status
5. Community Advisory Group (CAG) Meetings
 - c. Potential Members
 - d. Number of CAG groups
 - e. Corridor CAG
 - f. Where & When
 - g. Proposed Agenda
6. Public Involvement Tools
7. Context Audit Process





PUBLIC INFORMATION MEETING

Wednesday July 25th

UPDATE



Illinois Department of Transportation

PUBLIC INFORMATION MEETING

Highlights



Illinois Department of Transportation

PUBLIC INFORMATION MEETING

Comment Summary



Illinois Department of Transportation

STAKEHOLDER MEETING UPDATE

NAME	ORGANIZATION	LOCATION	DATE	TIME	STUDY TEAM STAFF	IDOT STAFF
Tom Determan	Illinois Highway Partnership	Iowa Chamber of Commerce 721 South 2 nd	Monday, July 16	10:00 A.M	Mike W Gil J Shelia H	Dawn Becky
Sen. Todd Sieben Sen. Mike Jacobs Rep. Mike Boland Rep. Jerry Mitchell	Illinois State Legislators	Capitol Bldg. Springfield, Ill.	Thurs., July 19	1:00 PM until 4:00 PM	Vic M Mike W Gil J Shelia H	Dawn Becky
Betty Steinert	US 30 Coalition	Whiteside County Court House	Monday, July 23	10:00 AM	Vic M Mike W Gil J Shelia H	Dawn Becky
Mayor Roger Gray	City of Morrison City Council (Council Chambers)	200 West Main Street	Monday, July 23	7:00 PM	Mike W HR Green Shelia H	Dawn Becky
Shamus Ahern (Field Dir.)	US Senator Barack Obama	IDOT – Dist. 2 Dixon, Ill.	Tuesday July 24	10:00 AM	Vic/Mike Gil Shelia H	Dawn Becky



DRAFT STAKEHOLDER INVOLVEMENT PLAN (S.I.P.)

UPDATE



Illinois Department of Transportation

COMMUNITY ADVISORY GROUP MEETINGS

- **Potential Members**
- **Number of CAGs**
- **Corridor CAG**
- **When & Where**
- **Proposed Agenda**



POTENTIAL CAG MEMBERS



Illinois Department of Transportation

CAGs

- **Number of CAG groups**
- **Corridor CAG**
- **Where CAG meetings should be held**
- **When (date and time)**



PROPOSED CAG AGENDA

COMMUNITY ADVISORY GROUP (CAG) MEETING
LOCATION TBD
TIME TBD

PROPOSED AGENDA

Facilitators: Volkert /Hudson

Goals and Objectives:

- Develop Problem Statement
- Develop Project Logo and Slogan
- Conduct Context Audit
- Garner Consensus on Process

Welcome Remarks

(IDOT)

Introductions

Purpose of Meeting

(Volkert)

Next Phase / Project Time line
Context Sensitive Solutions (CSS) Process

(Volkert / HR Green)

BREAK (10 Minute)

Community Advisory Group (CAG)

(Hudson)

Explain Group Exercises / Break Into Groups

(Hudson)

- Context Audit
- Draft Problem Statement
- Project Logo and Slogan

Group Exercise

(Group Leaders)

- Re-Cap exercises

BREAK (15 Minute)

Closing Remarks

(Volkert)

- Discuss Next Steps
- Set Date, Time and Location for next meeting



Illinois Department of Transportation

PUBLIC INVOLEMENT TOOLS UPDATE

- **Newsletter**
- **Website**



US 30 Newsletter

Issue 1 / Summer 2007

Draft Outline

Project Logo and Slogan

Section A - Featured Story (Cover Page):

- US 30 Environmental Impact Statement and Phase I -Design Report Begins
 - Why this project is needed
 - Project Scope and Limits
 - NEPA Process
 - US 30 Project Timeline /Highlight Major Milestones

Graphics

Project Area Map
EIS Steps Graphic
Project Timeline Graphic

Supporting Article:

- Context Sensitive Solutions (CSS)
- Are we starting over? (optional)
 - Highlight the Feasibility Study and Its Purpose

Graphics

CSS Flow Chart

Section B- Second Featured Story:

- Get Involved... Stay Involved
 - Community Advisory Group Role and Responsibility
 - Members (name of organization member is representing)
 - Scheduled Meetings

Graphics

CAG Schedule
CAG Participants (name of organization member is representing)

Section C - Public Contact and Information

- Contact US
 - We Want to Hear From You
 - Comment Form
 - Project Website
 - Project Hot Line

Graphics

Comment Form (space availability)

**US 30 ENVIRONMENTAL IMPACT STATEMENT AND
PHASE I- DESIGN REPORT
PROPOSED WEB SITE OUTLINE
Draft 8/3/2007**

Project Logo and Slogan

Featured Links (Top Level Navigation Links)

Home Page
Project Overview
Get Involved
Public Library
Land Acquisition
Frequently Ask Questions
Contact Us

1. **Home Page – Featured Link** - Message from the PSG or IDOT
2. **Project Overview – Featured Link**
 - US 30 Environmental Impact Statement and Phase I -Design Report Begins
 - Why this project is needed
 - Project Scope and Limits
 - NEPA Process
 - US 30 Project Timeline /Highlight Major Milestones

Second Level Links

- History – Purpose of the Feasibility Study
 - Context Sensitive Solutions (CSS) Process
3. **Get Involved – Featured Link**
 - Community Advisory Group (Role and Responsibility)

Second Level Links

- CAG Members, Schedule and Meeting Minutes
 - Highlights from Public Information Meeting
4. **US 30 Library**
 - Historical Data
 - Press Releases and Featured Stories
 - Newsletters and Presentations
 - Speeches



BREAK



COMMUNITY CONTEXT AUDIT PROCESS

- Intended to be a **guide** to identify various community characteristics that make each transportation project location **unique** to its residents, its businesses and public in general.
- The information will help **define the purposed & need** of the proposed transportation improvements based upon community goals and local plans for future development.
- Designed to take into account the **community's history, heritage, present conditions and anticipated conditions.**
- As CAG members complete, asked to consider the **interaction of persons and groups** within your community when considering factors such as mobility and access (vehicular, non-vehicular and transit modes), safety, local and regional economics, aesthetics and overall quality of life.





**Illinois Department
of Transportation**

Community Context Audit Form

Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Infrastructure	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks Comments:	<input type="checkbox"/>				
ADA Compliance Comments:	<input type="checkbox"/>				
Bicycle Lanes/Paths/Facilities Comments:	<input type="checkbox"/>				
On-street Parking Comments:	<input type="checkbox"/>				
Transit Connections Comments:	<input type="checkbox"/>				
Transit Shelters Comments:	<input type="checkbox"/>				
Street Lighting Comments:	<input type="checkbox"/>				
Pedestrian Lighting Comments:	<input type="checkbox"/>				
Pedestrian Crossings Comments:	<input type="checkbox"/>				
Signals (Traffic, Directional & Pedestrian) Comments:	<input type="checkbox"/>				
Crosswalks Comments:	<input type="checkbox"/>				

Other Comments:

QUESTIONS????



Illinois Department of Transportation



PSG Meeting #4
U.S. 30
October 10, 2007



Location: IDOT District 2
Time: 1:30 pm
Preparer of Minutes: Jill Calhoun

Attendees

Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net
Jon McCormick	IDOT D2	Jon.McCormick@illinois.gov
Deana Hermes	IDOT D2	Deana.Hermes@illinois.gov
Dawn Perkins	IDOT D2 PD	Dawn.Perkins@illinois.gov
Jay Howell	IDOT D2 S&P	Jay.Howell@illinois.gov
Bill McWethy	IDOT D2	Bill.McWethy@illinois.gov
Brian Mayer	IDOT D2	Brian.Mayer@illinoi.gov
Mark Nardini	IDOT D2 Environment	Mark.Nardini@illinois.gov
Cassandra Rodgers	IDOT D2 Environment	Cassandra.Rodgers@illinois.gov
Michael Hine	FHWA	Mike.Hine@fhwa.dot.gov
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mary Lou Goodpaster	Goodpaster-Jamison	mlg@gjinc.com
Mike Walton	Volkert & Associates	mwalton@volkert.com

- A copy of power point presentation was handed out. Please see attachment. Also provided to PSG members were the US 30 Newsletter, Proposed Project Logos, Community Context Audit Form Summary, Community Context Audit Assessment results, and Proposed Corridors Maps

Community Advisory Group Meeting # 1

- Gil provided an overview of the CAG meeting
 - Held September 12, 6:30-8:30pm, Odell Community Center/Public Library in Morrison, 26 attended
- Gil stated the CAG represented a good cross-section of community members; 2 farmers were at each of 5 tables.
 - A comment from a CAG member was addressed concerning little representation from Morrison. Fourteen people from Morrison were invited to participate in the CAG and 5 individuals attend the CAG. There was no

- formal city representation. Dawn stated Becky spoke with Morrison Mayor Roger Drey who advised that if he can not attend, Barb Bees will represent the City of Morrison.
- Gil reviewed the goals of the meeting:
 - Highlighted Stakeholder Involvement Plan
 - Explained the CSS/CAG Process
 - Discussed Community Context Audit Form Exercise
 - Developed a Problem Statement
 - Presented Project Logo Concepts
 - The 4 Group Exercises were explained:
 - Exercise 1: Identified and Categorized key Issues** - Discussed key issues and prepared key issues as a group. After the consultant team recorded the key issues and identified their categories, the members regrouped and individually voted on their top 5 categories.
 - Exercise 2: Developed a Problem Statement** – Each table developed a “Problem Statement” using the top 5 category results from the voting ballots.
 - Exercise 3: Presented Project Logo Concepts** – Logo concepts were presented and members asked to carry these forward to modify, add to, or approve during the next CAG meeting.
 - Exercise 4: Community Context Audit Form** – Each member was required to complete a Community Context Audit Form and turn them in to the consultant at the end of the meeting. Results will be presented at this PSG meeting.
 - From the Key Issues Identified, the Top Five Categories were:
 - 1. Social Economic (96)
 - a. Economic Impacts
 - b. Property Impacts
 - 3. Safety (60)
 - 4. Access (50)
 - 5. Agriculture (50)
 - Shelia provided a summary of the Community Context Audit Form
 - A copy of Community Context Audit Assessment Results and the Community Context Audit Form Summary were handed out (please see attachments)
 - The summary and assessment was broken down into the following categories:
 - Community Characteristics
 - Infrastructure
 - Resource
 - Economic Development
 - Community Planning
 - Rural Areas
 - The reports identified context and identified key issues. The results showed the CAG has fair representation concerning the key issues and interest groups.

- The concern of a bicyclist group participating in the CAG was discussed. Shelia stated she has tried to contact Jerry Peterson of the League of Bicyclists numerous times and he was invited to the CAG, but Mr. Peterson has not responded. Shelia will continue to attempt to contact Mr. Peterson; however, if he does not respond, another bicyclist group will be invited to participate in the CAG.

Technical Advisory Groups (TAGs)

- Municipalities have been contacted and meetings will be scheduled with EMS services, school bus services, and the Postal Service to address the safety and access concerns.

Problem Statement

- Mary Lou discussed the CAGs proposed problem statements. It was noted that each problem statement offered solutions but did address the problem.
- The Project Team suggested problem statement was discussed. The PSG developed the following problem statement to propose to the CAG:
“The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overload the existing traffic system and compromise the safety of the traveling public. There is a need for improved access and economic development within this agriculturally significant region.”

Draft Purpose & Need Outline

- Mary Lou presented the Draft Purpose & Need Outline.
 - System Linkage will be added and there will be multi-modal consideration.
 - Diverting truck traffic will be in the alternative discussion, not purpose and need.
- Jon asked if the determination had been made regarding whether the proposed facility would be an expressway. It was indicated that a formal decision had not been made to date to designate proposed US 30 as an expressway. After extensive discussion, consensus amongst the PSG was reached that if a build alternative is selected through the EIS process, it will meet expressway standards. Any decisions regarding the number of lanes will be determined through engineering analysis & will be primarily based upon projected traffic volumes.
- It was agreed upon that the minimum standards and the type of roadways must be presented to the CAG and alternative corridors will then be derived.
- The Purpose & Need can be completed concurrently with reducing the corridor alternatives.
- Mark Nardini stated that the P&N will probably be reviewed in June.

FHWA Coordination

- Gil asked Mike H. what can be done to improve response time from FHWA. Mike H. stated he will attempt to coordinate better response time.
- The SIP issue has still not been resolved as Barbara Stevens and JD Stevenson are still deciding if 6002 is incorporated into CSS or vice versa.

- Mary Lou expressed her concern in about the process and whether PSG concurrence on an issue can be accepted as the basis for the consultant team moving forward, or if additional clearance needed, specifically from FHWA. Mike H. stated he did not know but would discuss the matter with Barbara and JD Stevenson.

Corridor Alternatives

- Discussion on how to proceed with presenting the corridor alternatives to the CAG.
- Mike H. suggested following the process used in the Prairieview Parkway in which the CAG members drew the corridors. Mike suggested an educational session in which the professionals explain how corridors are developed and which areas are unacceptable for corridors to be placed. The CAG members would then draw corridors on maps.
- There was concern the CAG would view no corridors being presented to them as stepping backwards in the process and would be perceived as the project team is not moving forward/making progress.
- It was agreed that the CAG will not be shown the corridor alternatives that the project team has developed but the CAG members will draw proposed Corridor Alternatives.
- CAG members can view corridors from the Feasibility study if requested as these are a matter of public record.
- The alternatives will then be presented and then reduced by the PSG. The PSG can also add alternatives not proposed by the CAG. The alternatives retained for additional study will then be taken back to the CAG.
- The Purpose & Need can be completed concurrently with reducing the corridor alternatives.

Stakeholder Meeting Update

The following is a list of the Stakeholder meetings that are scheduled for next week.

- 1) Monday, October 15th
Audience: Greater Sterling Development Corporation
Location: Sterling Small Business & Technical Center (Conference Room)
1741 Industrial Drive
Sterling, Ill
Time: NOON (First on agenda. Would like for team to arrive around 12:15 pm)
Handouts Only (Focus on next phase and CAG activity)
- 2) Tuesday, October 16th
Audience: Kiwanis Club of Fulton
Location: Paddle Wheel Pizza & Pub
1112 4th Street
Fulton, Ill
Time: NOON (Focus on next phase, funding and scheduling)
Handouts Only
- 3) Wednesday, October 17th
Audience: Morrison Rotary Club Meeting
Location: Northside Country Inn
611 Genesee Street
Morrison, Illinois
Time: NOON until 1:00 p.m.
Power Point or Handouts

- 4) Thursday, October 18th
Audience: Whiteside County NAG
Location: Odell Community Center
307 South Madison Ave
Morrison, Illinois
Time: 7:00 to 9:00 p.m.. (Focus on Study Bands and Corridor Selection Process - including environmental criteria and engineering evaluations)

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

*Mail revisions to: Volkert & Associates, Inc.
103 Lanter Court
Collinsville, IL 62234*

Or via email to: mwalton@volkert.com

Welcome!

U.S. Route 30
Project Study Group
(PSG meeting #4)

Wednesday October 10, 2007

IDOT Dist 2 Office

Dixon, Illinois



**U.S. Route 30
Project Study Group Meeting #4
October 10, 2007
1:30pm**

AGENDA

1. Welcome
2. CAG meeting #1 review
 - Key Issues
 - Problem Statement
 - Logos
 - Community Context Audit Form
3. Discuss Preliminary Problem Statement
4. Present Draft Purpose & Need Outline
5. Break
6. Present Potential Corridors (explain how they were developed)
7. Explanation of Potential Corridor Alternatives screening process
 - First Round Elimination (Common Sense Elimination)
 - Second Round Elimination (Critical Flaws)
 - Third Round CAG Criteria Ranking (Goal – get to 6 to 8)
 - Fourth Round Screen against problem statement
8. Discuss CAG#2 Agenda
- 9.



Review

U.S. Route 30 Community Advisory Group (CAG)

*Wednesday September 12, 2007
Odell Community Center/Public
Library
Morrison, Illinois*

CAG Member Profile & Attendees

William "Bill" Abbott	Whiteside County Board
Randy Balk	City of Fulton
Heather Bennett	Fulton Chamber of Commerce
Allen Bush	Business Owner/Farmer Land
Daniel Dugal, Sr.	Home Owner
Arlyn Folkers	Farmer
Elisa Rideout	Whiteside Natural Area Guardians
Russell Holesinger	Developer/Ethanol Plant
Barbara Suehl-Janis	Business Owner/Fulton Rotary and Kiwanis Club
Eric Janvrin	Farmer
Roger Johnson	Business Owner
Francis Kelly	Home Owner
Doug Kuehl	Farmer
Glen Kuhlemeir	Blackhawk Hills RG&D Council
Matt Lillpop	Whiteside County Farm Bureau
Barbara Mask	Fulton Historical Society
David Mickley	Farmer
Karen Nelson	Home Owner
Everett Pannier	Morrison Area Development Corp.
Phil Renkes	Morrison Rotary Club
William "Bill" Shirk	Morrison Preservation Historic Commission
Scott Shumard	City of Sterling
Dale Sterenberg	Farmer
Betty Steinert	Whiteside County Economic Development Corp.
Jody Ware	Morrison School Superintendent
Doug Wiersema	Rock Falls Chamber of Commerce

Total Attendees: 26

Goals of Meeting

- Highlighted Stakeholder Involvement Plan
- Explained the CSS/CAG Process
- Discussed Community Context Audit Form Exercise
- Developed a Problem Statement
- Presented Project Logo Concepts

Group Exercises included

Exercise 1: Identified and Categorized key Issues - Discussed key issues and prepared key issues as a group. After the consultant team recorded the key issues and identified their category the members regrouped and individually voted on their top 5 categories. See Attachment for Results.

Exercise 2: Developed a Problem Statement – Each table Developed a “Problem Statement” using the top 5 category results from the voting ballots. See Attachments for Results.

Exercise 3: Presented Project Logo Concepts – Logo concepts were presented and members asked to carry these forward to modify, add to, or approve during the next CAG meeting.

Exercise 4: Community Context Audit Form – Each member was required to complete a Community Context Audit Form and turn them in to the consultant at the end of the meeting. Results will be presented at this PSG meeting.

CATEGORIES

Social/Economic

Cultural

Natural Resources

Flood Plains/Wetlands

Parks/Natural Areas

Energy

Permits

Impacts

Aesthetics

Roadway Characteristics

Roadway Capacity

Safety

Maintenance Cost

Agricultural

Air Quality

Water Quality

Special Waste

Noise

Mitigation Measures

Visual/Construction

Bicycle & Pedestrian

Structures

Access

Construction

Utilities

Key Issues Identified (and Categorized)

Social Economic (96)

Economic Development (+3)
Loss of Business (+2)
Property Values
Truck Stop
Stay Close to Morrison Business District (+1)
Business along all US 30
Access to Future Industrial Parks (+1)
Economic Development of Business from 4 Lanes
Whiteside County – No Comprehensive Plan
Loss of Agricultural ground
Property Loss
Assist Tourism
Relocations

Agriculture (50)

Sep. of Farmland
Access for Equipment
Drainage (+1)
Morrison Access
Generation Farms (+1)
Loss of "Class A" Land

Construction (13)

Railroad
Use Existing
Bridges
RR Overpasses
Phasing construction for access to Township Road

Structures (15)

Bridges
RR Overpasses
Interchanges

Utilities (3)

Visual/Construction Impacts (0)

Flood Plains/ Wetlands (10)

Degradation
Impacts
Impacts to Wetlands

Access (50)

To IL 78
Either End – Termini
Stay as close to Morrison
Access to Future Industrial Development
Maintain adequate shoulder
Access easily to all of County
Access from I-88
Need ending in Rock Falls to properties
Railroad
Access to Bridge to West

Roadway Characteristics (22)

Abandonment of Existing Route
(Utilize as much of U.S. 30 Existing)
Shorten Travel

Natural Resources (3)

Degradation
Impacts

Permits (0)

Aesthetics (0)

Energy (0)

Special Waste (0)

Mitigation Measures (3)

Safety (60)

Bus Route (Esp. School)
High Traffic Volume
Farm Equipment
Twin Oaks Railroad
Safety Issues

Roadway Capacity (16)

Traffic Flow
Truck Traffic
Spurs Business

Parks Natural Areas (4)

Degradation

Water Quality (0)

Noise (3)

Bicycle/ Pedestrian (1)

Connect to existing Bike Trails

Maintenance (0)

Top Categories

Social Economic (96)

1. Economic Impacts
2. Property Impacts
3. Safety (60)
4. Access (50)
5. Agriculture (50)

Problem Statement Exercise

Results

Table 1: Whiteside County between Fulton and RF is caused by increasing traffic, overloading the existing facilities. An optimal solution is to develop and enhance Hwy 30 focusing on safety and economic development while minimizing effects on agricultural and adjacent property owners.

Table 2: The transportation problem on Highway 30 through Whiteside County is a two-lane highway that needs to be four-lane highway for safety and economic issues.

Table 3: Enhance the economic development on the new Rout 30 corridor and to provide improvements to safety and traffic flow while preserving agricultural access and assets.

Table 4: To safely enhance the economic development of the US 30 corridor in a socially sensitive way considering our agricultural heritage and stewardly management of our natural resources; and for the benefit of all communities of Whiteside County.

Table 5: Multi-lane Route 30 development will enhance economic development; provide jobs, while safely traversing Whiteside County and striving to conserve and preserve Agricultural Land and recreational opportunities

Proposed Project Logos



COMMUNITY CONTEXT AUDIT RESULTS

COMMUNITY CONTEXT AUDIT ASSEMENT RESULTS
TOP FIVE COMMUNITY CHARACTERISTICS OR ISSUES OF IMPORTANCE ACCORDING TO
CAG MEMBERS – CAG INTEREST GROUPS IDENTIFIED

COMMUNITY CHARACTERISTICS, ISSUES AND RESOURCES	COMMUNITY ADVISORY GROUP REPRESENTATIVES
COMMUNITY CHARATERITICS / LAND USE ASSEMENT	INTEREST GROUPS
Is this place a rural/agricultural area?(18)	<ul style="list-style-type: none"> • FARMERS • HOME OWNERS /FARME LAND • MAYORS (FULTON, MORRISON, ROCK FALLS and STERLING) • HISTORICAL SOCIETY • WHITESIDE NATURAL AREA GAURDIANS (NAGS) • PRESEVATION COMMISSION • STATE PARK
Are there important natural features within the project area? (11)	
Is this place an established center? (10)	
Is this place a multi-media transportation center? (9)	
Are there important cultural features or identifiers which convey information about the community within the project area? (9)	
Are there important architectural features within the project area? (9)	
Are there social/community features or identifiers within the project area? (9)	
INFRASTRUCTURE ASSEMENT	
Signals (Traffic, Directional and Pedestrian) (10)	<ul style="list-style-type: none"> • WHITESIDE COUNTY ENGINEER • LEAGUE OF ILLINOIS BICYCLIST
Crosswalks (8)	
Pedestrian Crossings (8)	
Bicycle Lanes, Paths and Facilities (7)	
Street Lighting (6)	
NEIGHBORHOOD CULTURE, AESTHETICS, and STREET AMMENTIES ASSEMENT	INTEREST GROUPS
Traffic Safety (18)	<ul style="list-style-type: none"> • WHITESIDE COUNTY ENGINEER • STAE PARK
Community Safety Issues (16)	
Neighborhood Parks, Open Space, Civic Areas (12)	<ul style="list-style-type: none"> • NAGS • UNIVERSITY and LOCAL SCHOOL
Way Finding Signage (11)	
Street Trees (8)	

**CONTINUED
COMMUNITY
CONTEXT
AUDIT
RESULTS**

COMMUNITY CHARACTERISTICS, ISSUES AND RESOURCES	COMMUNITY ADVISORY GROUP REPRESENTATIVES
ECONOMIC DEVELOPMENT ASSEMENT	INTEREST GROUPS
Do stakeholders include business or other advocacy groups? (19)	<ul style="list-style-type: none"> •LOCAL AREA CHAMBER OF COMMERCE S
Does the roadway serve as a gateway? (18)	<ul style="list-style-type: none"> •HISTORIC LINCOLIN HIGHWAY COALITION (IIHP)
Are visitors attracted to this area? (15)	<ul style="list-style-type: none"> •ILLINOIS LINCOLIN HIGHWAY ASSOCIATION
Has this area been identified for new development? (14)	<ul style="list-style-type: none"> •WHITESIDE COUNTY ECONOMIC DEVELOPMENT CORP.
Is the local economy supported by historic, natural cultural, and entertainment resources? (13)	<ul style="list-style-type: none"> •LOCAL AREA DEVELOPMENT CORPORATIONS •AREA ROTARY and KIWANIS CLUBS •DEVELOPER •US 30 COALITION •IOWA-ILLINOIS HIGHWAY PARTNERSHIP (IIHP) •BUSINESS OWNERS
COMMUNITY PLANNING ASSEMENT	INTEREST GROUPS
Does this project have regional significance? (17)	<ul style="list-style-type: none"> •IOWA-ILLINOIS HIGHWAY PARTNERSHIP (IIHP) •WHITESDIE COUNTY ECONOMIC DEVELOPMENT CORPORATION
Are there other scheduled or planned projects that may tie into this project or impact this project? (12)	<ul style="list-style-type: none"> •MUNICPPAL GOVERNEMNT (MAYORS OFFICE)
Has the municipality's adopted a growth management plan or designated growth area? (9)	
Is this project generally consistent with the municipality's comprehensive plan? (8)	
RURAL AREA ISSUES	INTEREST GROUPS
Is access to the farms an issue for you? (17)	<ul style="list-style-type: none"> •FARM BUREAU
Is field access a concern? (16)	<ul style="list-style-type: none"> •FARMERS •HOME OWNERS /FARM LAND
Do you believe that trucks create travel problems along roadways in this area? (16)	<ul style="list-style-type: none"> •MUNICIPAL GOVERNEMNT (MAYORS OFFICE) •WHITESIDE COUNTY ENGINEER
Do you believe utilizing existing roadway within most of the project study area would be beneficial? (15)	
Can you safely drive farm equipment on roadways? (15)	
Do you believe an alternate route around Morrison would be a benefit to the communities in the project area? (15)	
Is crossing railroads a concern in the project study area?	

Project Team Suggested Problem Statement

The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overload the existing traffic system and compromise the safety of the traveling public. There is a need for improved access and economic development within this agriculturally significant region.

CAG Groups

Table 1

The transportation issue in Whiteside County in-between Fulton and Rock Falls is caused by increasing traffic, overloading existing facilities. An optimal solution is to develop and enhance Highway 30 focusing on safety and economic development while minimizing effects on agricultural and adjacent property owners.

Table 2

The transportation problem on Highway 30, through Whiteside County, is a two-lane highway that needs to be a four-lane highway for safety and economic issues.

Table 3

Enhance the economic development on the new Route 30 corridor and to provide improvements to safety and traffic flow while preserving agricultural access and assets.

Table 4

To safely enhance the economic development of the US Route 30 corridor in a socially sensitive way considering our agricultural heritage and stewardly management of our natural resources; and for the benefit of all communities of Whiteside County.

Table 5

Multi-Lane Route 30 development will enhance economic development and provide jobs while safely traversing Whiteside County and striving to conserve and preserve agricultural land recreational opportunities.

Draft Purpose & Need Outline

- PURPOSE & NEED
- FAP 309 (US 30)
- OUTLINE
- Purpose & Need for Action
 - Purpose
 - History
 - Project Location & Description
 - Need
- 1.4.1 **Existing Traffic Conditions & Capacity Deficiencies**
 - 1.4.1.1. Existing & Projected ADT & LOS
 - 1.4.1.2. Truck Traffic (alleviating truck traffic through Morrison)
- 1.4.2 **Safety**
 - 1.4.2.1 Crash Information
 - Types & percentages of crashes
 - K & A information
 - Any 5% selected segments
 - 1.4.2.2. Farm Equipment Safety
 - Safe for farm equipment to drive on roadway
 - 1.4.2.3. School Bus Routes
- 1.4.3. **Access**
 - Access for farm equipment
 - Access through town
 - Railroads
- 1.4.4. **Economic Opportunities**
 - Loss of Business/Displacements
 - Staying Close to Morrison
 - Keep Business in Morrison
 - Future Industrial Development
 - Preserve Historical Aspect
- 1.4.5. **Agriculture**
 - Minimize agriculture impacts

Break !



Corridor Alternatives

- Present Corridors/Segments
- Explain How They were Developed

Corridor Screening Process

Suggest a multiple level screening process to evaluate potential corridor alternatives:

I. Common Sense Elimination – simply does not make sense either from an environmental and/or engineering stand point.

II. Critical Flaw Analysis

Screen potential corridors with exclusionary issues.

III. CAG Corridor Criteria Analysis

Screen potential corridor alternatives against the top five corridor criteria established by the CAG

IV. Screen potential corridors against problem statement

Process Goal: Establish six(6) to eight (8) corridor alternatives to be carried forward. Break will be established at a jump in the scoring process.

First Round

Common Sense Elimination

Corridor Alternatives that simply do not make sense from either an environmental or engineering standpoint.

Second Round

Critical Flaw Analysis

- Screen corridor alternatives that have been determined to be exclusionary.
- Initial exclusionary Criteria are:
 - Impacts Nature Preserve
 - Impacts State Park
 - Impacts Burial Mound
 - Impacts Landfill
 - Impacts Known Critical Habitat for T&E Species
 - Does not reduce truck traffic through city of Morrison
 - Requires Railroad Relocation or extensive RR Impacts

Third Round

CAG Criteria Analysis

- Screen corridor alternatives against the top five corridor criteria established by the CAG.
 - 1. Socio-Economic
 - 2. Safety
 - 3. Access
 - 4. Agriculture
 - 5. Roadway Characteristics
- Collectively score each corridor on a scale of 1 to 3 based on their favorability to each of the key issues.
 - 1. Not favorable
 - 2. Moderately Favorable
 - 3. Very Favorable
- Rank Corridor Alternatives based on total scores (goal carry 6 to 8 forward)

5 Key Issues with Identified concerns

Social Economic (96)

Economic Impacts

Economic Development (+3)
Loss of Business (+2)
Assist Tourism
Truck Stop
Stay Close to Morrison Business District (+1)
Business along all US 30
Access to Future Industrial Parks (+1)
Economic Development of Business from 4 Lanes
Whiteside County – No Comprehensive Plan

Property Impacts

Loss of Agricultural ground
Property Loss
Relocations
Property Values

Agriculture (50)

Sep. of Farmland
Access for Equipment
Drainage (+1)
Morrison Access
Generation Farms (+1)
Loss of "Class A" Land

Access (50)

To IL 78
Access to Bridge to West
Either End – Termini
Stay as close to Morrison
Access to Future Industrial Development
Maintain adequate shoulder
Access easily to all of County
Access from I-88
Need ending in Rock Falls to properties
Railroad

Safety (60)

Bus Route (Esp. School)
High Traffic Volume
Farm Equipment
Twin Oaks Railroad
Safety Issues

Fourth Round

Screen Corridors against Problem Statement

The transportation problem in Whiteside County from Fulton to Rock Falls is increasing traffic volume, which overloads the existing traffic system, impedes economic development, compromises the safety of the traveling public, including those who operate farm equipment and drive school buses, and intensifies the need for improved access within this agriculturally significant region.

**U.S. Route 30
Community Advisory
Group (CAG)**

Wednesday October 17, 2007

Odell Community Center/Public Library

Morrison, Illinois



**U.S. Route 30
Community Advisory Group Meeting #2
October 17, 2007
6:30pm**

AGENDA

1. Welcome
2. Review Key Issues & Problem Statements Previously Developed
3. Present Preliminary Problem Statement subsequently Developed & Gain Consensus
4. Present Draft Purpose & Need Outline
5. Break
6. Explain to CAG the PSG process of determining corridors within study bands
7. Present Corridors developed by the PSG
8. Gain Consensus of Corridors to move forward
9. Select Project Logo





Illinois Department of Transportation

**THANK YOU FOR YOUR
ONGOING SUPPORT !**

VOLKERT
& ASSOCIATES, INC.



Howard R. Green Company



PSG Meeting #5
U.S. 30
April 11, 2008



Location: IDOT District 2
Time: 10:00 am
Preparer of Minutes: Jill Calhoun

Attendees

Michael Blumhoff	IDOT D2	Michael.Blumhoff@illinois.gov
Deana Hermes	IDOT D2	Deana.Hermes@illinois.gov
Jay Howell	IDOT D2 S&P	Jay.Howell@illinois.gov
Jon McCormick	IDOT D2	Jon.M.McCormick@illinois.gov
Bill McWethy	IDOT D2	William.McWethy@illinois.gov
Brian Mayer	IDOT D2	Brian.Mayer@illinoi.gov
Mark Nardini	IDOT D2 Environment	Mark.Nardini@illinois.gov
Dawn Perkins	IDOT D2 PD	Dawn.Perkins@illinois.gov
Cassandra Rodgers	IDOT D2 Environment	Cassandra.Rodgers@illinois.gov
Kris Tobin	IDOT D2	Kristine.Tobin@illinois.gov
Jan Twardowski	IDOT D2	Jan.Twardowski@illinois.gov
Michael Hine	FHWA	Mike.Hine@fhwa.dot.gov
JD Stevenson	FHWA	Jerry.Stevenson@dot.gov
John Betker	Corps of Engineers	John.Betker@usace.army.mil
Jill Calhoun	Volkert & Associates	jcalhoun@volkert.com
Bridgett Jacquot	Volkert & Associates	bjacquot@volkert.com
Vic Modeer	Volkert & Associates	vmodeer@volkert.com
Mike Walton	Volkert & Associates	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mary Lou Goodpaster	Goodpaster-Jamison	mlg@gjinc.com
Shelia Hudson (via phone)	Hudson & Associates	hudson.shelia@sbcglobal.net

- Provided to the PSG members were the Meeting Agenda, PowerPoint Presentation, Draft Purpose & Need, Corridor Screening Process, and Corridor Maps developed by the CAG. Please see attachments.

Progress to Date

- Michael Walton presented an overview of the progress made to date.
 - CAG Meeting was conducted on October 17, 2007
 - Traffic Analysis was completed in February 2008
 - Crash Analysis has been submitted and is currently being revised to address IDOT comments
 - Stakeholder Involvement Plan (SIP) has been submitted and awaiting FHWA approval
 - EIS Timeframe was approved by FHWA. The completion of Phase I will be in Fall 2011
 - ESR Results are pending
 - Draft Purpose and Need was submitted to IDOT and will be sent to FHWA for their first round of comments

Draft Purpose and Need

- Mary Lou Goodpaster discussed the Draft Purpose & Need
 - Outlined developed by IDOT D2, BDE & FHWA stated the following Items would be used in the US 30 Purpose & Need to explain the need for the proposed action: Project Status, Capacity, System Linkage, Transportation Demand, Legislation, Safety, and Roadway Deficiencies.
 - Summary of US 30 Purpose & Need (P&N)
 - ❖ Improve Traffic Capacity & Reduce Congestion
 - Based on existing and projected level of service and traffic volumes
 - Table 1 in the P&N provides the traffic volumes and Table 3 provides the LOS
 - Existing traffic ranges from 4000 vpd west of Emerson Road to over 13000 east of Prophetstown Road
 - Existing % of trucks ranges from 7-25%
 - 2033 projects 6000 vpd to over 15000 vpd
 - Existing LOS A to E; most of the corridor is C or below
 - 2033 A to E with over half of the segments analyzed at D or E
 - Traffic levels are the highest and LOS the lowest within Morrison
 - ❖ Improve Safety
 - P&N summarizes Crash Analysis and roadway deficiencies
 - 2002-2006 crashes summarized in Table 4 of the P&N
 - 568 crashes in this period resulting in 1 fatality and 275 injuries
 - 166 rear-end crashes (29%)
 - 112 turning crashes (almost 20%)
 - Three 5% selected segments in the study area: east and west termini and west of the intersection with Emerson Rd. near Habben Rd. Contributing roadway factors include:
 - Lack of left turn lanes
 - Insufficient length of right turn lanes
 - Poor angles of intersection
 - Sight distance limitations for passing

- ❖ Provide for Increase in Transportation Demand
 - Existing facility less than ideal as Class II truck route because of lack of access control and low speed limit in Morrison plus adverse impacts to community from noise and safety concerns
 - Demand is expected to increase both as a result of natural growth and because of new traffic generation such as the ADM ethanol plant expansion in Clinton, increased traffic to the landfill east of Morrison, and future growth of the Morrison Industrial Park
- ❖ Establish Roadway Connectivity
 - Improvement of US 30 would provide a link to existing or planned four or five lane facilities east and west of the project area.
- Draft Purpose & Need Timeline:
 - Submitted to IDOT D2 & Central Office; consultant team received comments and addressed comments,
 - Revised draft submitted April 7th to District 2
 - Mark Nardini stated the Draft has not yet been given to Charles Perino in the Central Office. Once Charles reviews the draft, he will send to FHWA with a formal cover letter
 - Comments are to be received from FHWA by May 7th.
 - Draft P&N will go through another round of review and comment by IDOT D2, BDE, and FHWA
 - NEPA/404 Merger Meeting in September 2008
 - A discussion took place regarding when we can begin screening the corridors against the Purpose & Need and in addition present the Purpose & Need to the CAG. It was agreed upon that FHWA would like to first provide comments on the Purpose & Need prior to the corridor screening process taking place and presenting to the CAG. FHWA is currently scheduled to provide comments on the Draft Purpose & Need May 7th. This discussion determined that the PSG does not have to wait for the NEPA/404 meeting in September in order to proceed, but FHWA will give the go ahead that the P&N is ready after they have reviewed the revised P&N to determine if all comments were addressed.

Corridor Screening Process

- Jon Estrem explained the CAG Corridor Development Process
 - The CAG members were seated at 5 predetermined tables that represented cross-sections of the community groups.
 - The consultant team explained engineering and environmental factors that would affect potential corridors and a mock corridor was drawn on a blank map.
 - The CAG drew potential corridors on tracing paper overlaying the environmental issues map and 16 corridors were identified by the CAG
 - The corridors established by the CAG stayed on existing alignments and then south of the Railroad in the western portion of the study area.
 - A corridor has added by the consultant team to the north of US 30 in the western portion of the study area to avoid the railroad

- The next step is to screen the corridors. Mike Walton and Bridgett Jacquot emphasized that the P&N will need to be approved by FHWA and the ESR results will need to be received before the screening process takes place.
- Bridgett Jacquot presented the overview of the Corridor Screening Process (handout attached).
 - This is a tool developed to aid in the preferred corridor selection process.
 - It was emphasized that this will be used in selecting the preferred corridor, not alignment.
 - The corridors are 1400 feet wide.
 - IDOT & the Consultant team will run the corridors developed by the CAG through a multiple level screening process to evaluate corridors.
 - Before the screening process can occur, the PSG & CAG must provide consensus on the process and the ESR results must be received.
 - If a corridor fails screening against the Purpose & Need (**Step I**), the corridor will be eliminated
 - In **Step V**, the corridor alternatives within each section will be screened against:
 - 1) Environmental factors determined from the ESR Results
 - 2) Engineering factors determined from the Traffic and Crash Analyses
 - 3) CAG Corridor Criteria which are the 5 most important issues identified by the CAG
 - 4) Quantitative data will be developed from this screening step.
 - In **Step VI** the ranking scale will be applied to establish which corridors within each section should be carried forward.
 - There will be detailed documentation of the reasons why corridors are eliminated
 - **Step VII** will establish three maximum corridor alternatives within each section
 - JD Stevenson was concerned about imposing a maximum limit, therefore, the PSG will wait to examine the outcome of the screening process and associated ranking to determine how many corridor alternatives will be carried forward.
- ESR Results are still pending.
 - Cassandra Rodgers stated that the ESR report is still in the Central Office and is being revised. Cassandra stated that the GIS information is available and she will work with Central Office on providing the consultant team this information.
- JD Stevenson suggested an informal meeting with the environmental resource agencies before the NEPA/404 Merger Meeting in September and before the Public Meeting. It was agreed that the environmental resource agencies will be invited to the next PSG meeting so input and process understanding can be accomplished when eliminated corridor alternatives. (**Step VIII**)

Consensus was given on the screening process with the addition of the environmental resource agency meetings and not predetermining the number of corridor alternatives to be selected within each section.

CAG Meeting #3

- The agenda for CAG Meeting #3 was approved.
- The next CAG meeting was scheduled for Thursday, May 8th, 6 p.m. at the Odell Community Center/Public Library in Morrison
- Discussed requests for two additional CAG members.
 - If only these 2 individuals were added, this would unbalance the representation of the CAG as there are 7 Coalition Members currently on the CAG.
 - Sheila Hudson will contact the Natural Area Guardians and inquire if more individuals would like to be a part of the CAG.
 - John Betker stated that he would do some research to see if he had anyone that would represent the environment and would forward the information to the group.
 - Consensus of the PSG was that the 2 individuals would be asked to join the CAG; then we would pursue the addition of 2 more who would represent environmental groups.

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

*Mail revisions to: Volkert & Associates, Inc.
103 Lanter Court
Collinsville, IL 62234*

Or via email to: mwalton@volkert.com



Illinois Department of Transportation

U.S. Route 30 Environmental Impact Statement & Phase I Design Report

Project Study Group Meeting

Friday

April 11, 2008



AGENDA



U.S. Route 30
Project Study Group Meeting #4
April 11, 2008
10:00am



AGENDA

1. Discuss Progress made to date
 - a. Traffic Analysis
 - b. Crash Analysis
 - c. Stakeholder Involvement Plan (SIP)
 - d. EIS Timeframe
 - e. Draft Purpose & Need
 - f. CAG Meeting (Oct. 17th)
2. Draft Purpose & Need
 - a. NEPA Overview
 - b. FHWA Guidance
 - c. US 30 Purpose & Need
 - d. Timeline
3. Corridor Screening Process
 - a. CAG Corridor Development Process
 - b. Overview of Screening Process
4. Proposed CAG Meeting #3
 - a. Date
 - b. Agenda

PROGRESS TO DATE

- CAG Meeting (October 17, 2007)
- Traffic Analysis
 - Completed Feb. 2008
- Crash Analysis
 - Has been submitted and is currently being revised to address IDOT comments
- Stakeholder Involvement Plan (SIP)
 - Has been submitted and awaiting FHWA approval
- EIS Timeframe
 - Approved by FHWA; completion of Phase I Fall 2011
- ESR Results
- Draft Purpose & Need

Purpose & Need

- Part of the NEPA Environmental Impact Statement (EIS) process
- The purpose & need of a project plays an important role in three areas of the EIS:
 - Screening alternatives in order to identify those that will be studied in detail
 - Selecting the preferred alternative from those that will be studied in detail
 - Evaluating the No-Action alternative

FHWA Guidance (Technical Advisory T 6640.8A) PURPOSE & NEED

The following is a list of items which may assist in the explanation of the need for the proposed action

- 1) Project Status
- 2) Capacity
- 3) System Linkage
- 4) Transportation Demand
- 5) Legislation
- 6) Social Demands or Economic Development
- 7) Modal Interrelationships
- 8) Safety
- 9) Roadway Deficiencies

US 30 Purpose & Need

Outline developed by IDOT D2, BDE & FHWA stated the following would be used in the US 30 Purpose & Need:

- 1) **Project Status**
- 2) **Capacity**
- 3) **System Linkage**
- 4) **Transportation Demand**
- 5) **Legislation**
- 6) ~~Social Demands or Economic Development~~
- 7) ~~Modal Interrelationships~~
- 8) **Safety**
- 9) **Roadway Deficiencies**

Summary of US 30 P&N

- Improve Traffic Capacity
 - Based on existing & projected LOS
- Reduce Traffic Congestion
 - Based on existing & projected traffic volumes
- Improve Safety
 - Roadway Deficiencies
- Provide for an Increase in Transportation Demand
 - Not ideal for designation as a Class II Truck Route
- Establish Roadway Continuity
 - Provide system linkage in the northwestern portion of the State and within the local transportation network

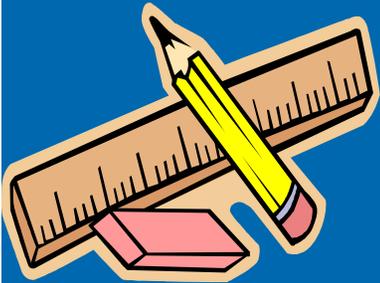
Draft Purpose & Need Timeline

- Submitted to the IDOT District 2 & Central Office
- Have received comments
- Addressed comments
- Revised Draft has been submitted to FHWA on April 7th
- Receive comments from FHWA May 7th
- P&N will go through another round of review and comment
- Take a NEPA/404 Merger Meeting in September 2008

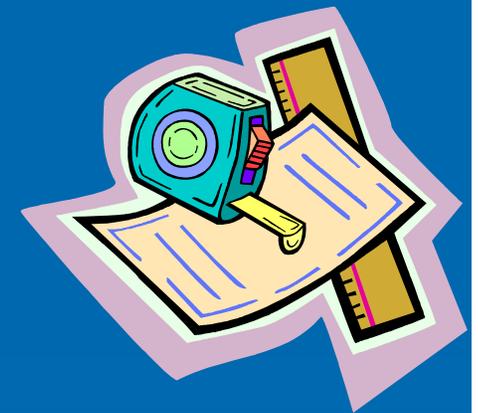
THOUGHTS?
QUESTIONS?
DISCUSSION?



CORRIDOR SCREENING PROCESS



*A tool to aid in the
corridor selection process*



How were the Corridors developed by the CAG?

- Provided **Environmental** Criteria
- Provided **Engineering** Criteria
- Tracing paper was overlapped on the project environmental issues map and provided to each table
- Five tables of six to seven CAG members
 - Members at each table were selected beforehand in order for there to be a variety of ideas and interests at each table with developing the corridors.
- Resulted in 16 corridors

CAG CORRIDOR ALTERNATIVES MAP

Corridor Screening Process*

- IDOT & the Consultant team will run the corridors developed by the CAG through a multiple level screening process to evaluate the corridors.
- Before the screening process takes place:
 - 1) PSG & CAG must provide consensus on the process
 - 2) Receive ESR Results

**A tool that has been developed to aid in the corridor selection process*

***CORRIDOR
SCREENING
PROCESS***



CORRIDOR SCREENING PROCESS



Illinois Department
of Transportation

Corridor Screening Process

U.S. 30

April 11, 2008

The Corridor Screening Process is a *tool* that has been developed in order to aid in the preferred corridor selection process. The Corridor Screening process will allow for the corridors developed by the CAG to be run through a multiple level screening process for evaluation.

The following must occur prior to the screening process:

- PSG and CAG consensus on this corridor screening process
- Environmental Survey Request (ESR) Results have been completed

I. Screen the corridors against the Purpose & Need

- Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an increase in transportation demand
- Establish roadway continuity

II. Break project into sections for study purposes. The formulation of these sections provides for the evaluation of a manageable series of corridors to simplify the corridor selection process:

- **Section 1** – From the western study area terminus at IL 136/Frog Pond Road to Hillside Road
- **Section 2** – From Hillside Road to Lyndon Road
- **Section 3** – From Lyndon Road to Moline Road
- **Section 4** – From Moline Road to IL 40

III. Consolidate or Combine corridors that are similar within each Section.

IV. Establish corridor alternatives within each Section

This is accomplished by assigning nomenclature as follows:

- Section 1 = corridor alternatives A, B, C, D, etc.
- Section 2 = corridor alternatives A, B, C, D, E, F, etc.
- Section 3 = corridor alternatives A, B, C, D, etc.
- Section 4 = corridor alternatives A, B, C, D, etc.

V. Screen the corridor alternatives within each Section against the following environmental, engineering, and CAG corridor Criteria* for which quantitative data will be developed:

- Traffic Operations/Congestion Relief
- Corridor Utilization
- Safety (CAG)

US 30 PSG
April 11, 2008

CORRIDOR SCREENING PROCESS

- Agriculture Land Severance (CAG)
- Displacements
- Property Impacts (CAG)
- Economic Sustainability(CAG)
- Section 4f /6f Properties
- Natural Areas
- Nature Preserve
- Floodplain
- Water Resources
- Wetlands
- T& E Species & Habitat
- Special Waste
- Air Quality
- Construction Cost
- Land Acquisition Cost

VI. Apply a ranking scale to establish which corridor alternatives within each section should be carried forward.

- This ranking scale will be based on the quantitative data associated with each of the screening criteria listed above and then ranked accordingly from the least impact to greatest impact. The outcome will be an average of these ranking scores to establish which corridor alternatives have the least impacts to the corridor alternatives with the greatest impacts.

VII. Establish a maximum of three corridor alternatives within each Section based on the outcome of the screening process and associated ranking scale. These corridor alternatives will be carried forward to the PSG and CAG.

VIII. PSG Meeting - discuss the results of the screening process, associated ranking, and recommended corridor alternatives to be taken to the CAG.

IX. CAG Meeting - Take the recommended corridor alternatives and screening results to the CAG and allow them to select their preferred corridor by choosing corridor alternatives within each section. This preferred corridor will be the CAG recommendation to the PSG.

X. PSG Meeting - Take preferred corridor to the PSG for modification and/or approval.

XI. Public Information Meeting - Take the preferred corridor to a public information meeting

XII. Within this preferred corridor, develop alternative alignments that will be studied in-depth as part of the NEPA EIS process.

US 30 PSG
April 11, 2008

CORRIDOR SCREENING PROCESS

**The environmental information is from the April 2008 Environmental Survey results. The engineering information is from the Crash Analysis and Traffic Analysis. The CAG criteria were established in the Oct. 17, 2007 meeting in which the CAG listed their top five issues of importance.*

US 30 PSG
April 11, 2008

THOUGHTS?
QUESTIONS?
DISCUSSION?



Next CAG Meeting

➤ Date

- Set date at the PSG
- Additional CAG Membership Discussion

➤ Agenda

- Summary of Previous CAG Meeting
- Draft Purpose & Need
- Present the corridors they developed
- Corridor Screening Process Consensus
- Stakeholder Involvement Plan
- Logo

Next PSG Meeting

- Results Screening Process
- Corridor alternatives to be carried forward to the CAG
- ESR Results
- Discuss next Public Information Meeting

THANK YOU

QUESTIONS???





PSG Meeting #6
September 18, 2008



Location: IDOT District 2
Time: 9:00 am
Preparer of Minutes: Jill Calhoun

Attendees

Deana Hermes	IDOT D2	Deana.Hermes@illinois.gov
Jay Howell	IDOT D2 S&P	Jay.Howell@illinois.gov
Jon McCormick	IDOT D2	Jon.M.McCormick@illinois.gov
Brian Mayer	IDOT D2	Brian.Mayer@illinois.gov
Mark Nardini	IDOT D2 Environment	Mark.Nardini@illinois.gov
Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Dawn Perkins	IDOT D2 PD	Dawn.Perkins@illinois.gov
Cassandra Rodgers	IDOT D2 Environment	Cassandra.Rodgers@illinois.gov
Kris Tobin	IDOT D2	Kristine.Tobin@illinois.gov
Charles Perino	IDOT BDE	charles.perino@illinois.gov
Michael Hine	FHWA	Mike.Hine@fhwa.dot.gov
Jan Piland	FHWA	janis.piland@dot.gov
Adam Larsen	FHWA	Adam.Larsen@dot.gov
Steve Hamer	IDNR	steve.hamer@illinois.gov
Jill Calhoun	Volkert & Associates	jcalhoun@volkert.com
Bridgett Jacquot	Volkert & Associates	bjacquot@volkert.com
Vic Modeer	Volkert & Associates	vmodeer@volkert.com
Mike Walton	Volkert & Associates	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mary Lou Goodpaster	Goodpaster-Jamison	mlg@gjinc.com
Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net

- Provided to the PSG members were the PowerPoint Presentation and Corridor Maps. Please see attachments.

Introduction

- The meeting began with Sheila Hudson describing the agenda to the PSG.
- Sheila Hudson reviewed the public comments received to date and responses to the comments
 - Majority of comments were requests for general information concerning the project, individuals to be placed on the mailing list, and the purpose & need.
- Sheila Hudson then summarized CAG Meeting #3 conducted on May 8, 2008.
 - Four new CAG members were introduced to the CAG to balance representation. The new CAG members and the groups they represent are:
 - Ann Slavin (Friends of the Park/Illinois League of Bicyclists)
 - Jerry Paulson (Natural Land Institute)
 - Fred Turk (Whiteside Natural Area Guardians)
 - Barb Bees (MAPPING Group)
 - Project Logo was selected
 - Revised SIP was presented
 - Draft Purpose & Need was presented
 - The corridors the CAG established at the previous meeting were presented.
 - Corridor Screening was explained to CAG and consensus was granted

Purpose & Need Concurrence

- Bridgett Jacquot explained the Purpose & Need was presented at the NEPA/404 Merger Meeting on September 04, 2008.
 - Concurrence was received from the environmental resource agencies.
 - The Purpose & Need is available on the project website:
<http://www.dot.il.gov/us30/index1.html>

Screening Process

- Bridgett Jacquot reviewed the Corridor Screening Process and explained steps 1-7 have been completed.
- The CAG Corridor Map (Handout Map 1) was reviewed. This map showed the corridors (1400 feet wide) developed by the CAG in October 2007.
- Bridgett explained the goal for the PSG today was to complete Step 8-PSG Meeting/Environmental Resource Agency Meeting-discuss the results of the screening process, associated ranking, and recommended corridors to be taken to the CAG.
- Jon Estrem reviewed the Corridor Screening Technical Memo.
 - The first step of the Corridor Screening Process was to screen the corridors against the Purpose & Need. If certain corridors did not meet the Purpose & Need, these were not considered in subsequent steps of the screening process.
 - Explained that Corridor 2I was eliminated because there is no continuity and it does not address traffic demands, congestion or safety issues and therefore does not meet the Purpose & Need. This corridor was therefore not run through the matrix. PSG had no questions or comments.
 - Discussed corridors in Section 4. Concluded the term “No Build” was not being used appropriately in regard to Section 4B. It was agreed that spot improvements could be completed.

- Mark Nardini's concern was continuity throughout the corridor. Jon Estrem stated that continuity does not necessarily mean a 4-lane throughout the corridor.
- Charles Perino noted that the overall recommendation includes improvement of a two-lane or a four-lane and both are possible.
- Corridors 4A and 4C are basically on four lane roadways that have been built to meet or exceed expressway standards. They do not meet the Purpose & Need and can be eliminated from being run through the matrix. Therefore, Corridor 4B is the only remaining option in this section. and will not require a matrix evaluation.

Development of Screening Matrix

- Jon explained the screening matrix was developed upon 23 criteria based upon five sources: Traffic Analysis, Crash Analysis, Environmental Survey Request Results, Public Web Sources, and Whiteside County GIS.
- The screening matrix was reviewed and approved by IDOT, BDE & FHWA.
- The corridors were ranked within each of the sections.
- Dawn Perkins asked for a definition of "Flood Plains: Diagonal Acres and Longitudinal Acres." Mary Lou Goodpaster explained the difference is diagonal acres have more of an impact.
- Cassandra Rodgers asked for a definition of "Forest." Mary Lou Goodpaster and Bridgett Jacquot explained a "Forest" was identified on the cover type map developed by INHS. In addition, USGS maps and aerial photography were used in determining forested areas. Areas labeled as forest in the database may include areas of wooded subdivisions and other areas that are not actually contiguous forest.
- Charles Perino inquired about the ranking of Wetlands, stating that not all wetlands were equal. Bridgett Jacquot explained the points assigned to the wetlands were based upon FQI values. The areas impacted were assigned a point value of 1 through 4 using the criteria provided in the INHS wetland report, with 1 being poor and 4 being excellent. This point value was then multiplied by the acreage. No wetlands within the project area were assigned a 3 or 4 value, two were assigned a 2 value, and the rest were 1 values. Charles recommended that we distinguish between high quality wetlands, such as sedge meadows and forested wetlands, and lower quality wetlands, such as wet meadows, at the next NEPA/404 merger meeting. We should also describe the types of wetland impacts to the CAG.
- Jon Estrem explained the rankings and results in more detail.
 - There were four categories: Traffic & Safety; Environmental Sensitivity-Social & Economic Criteria; Environmental Sensitivity- Additional Criteria; & Cost. Subcategories are within each category.
 - Scores to Rankings: This was done by converting and normalizing the scores and then the totals were compared to other categories. Equalization was completed by category and ranking.
 - Jon demonstrated that he combined all the normalized scores and then ranked them. A higher normalized score always is better. This was done so one category does not override another category.
 - Consensus and approval was again granted to the matrix process with the agreement that scores rather than rank would be shown for individual criteria on various corridors.

- The rankings and scores will be explained to the CAG in terms that are easy to comprehend.; perhaps using a simple graphic to demonstrate the concepts involved. The PSG agreed upon presenting the normalized scores to the CAG instead of the rankings so the CAG will be able to understand the computations and results.
- Individual corridor sections were evaluated independently without reference to connectors between sections. At this point there is no reason prior to the matrix being run to develop connectors between sections. This will be done if corridor selections make the development of connectors necessary.
- Becky Marruffo suggested taking more than one corridor in each section to the CAG and for further study.
- Mark Nardini's expressed concern that the team is limiting options by recommending that only one southern Corridor be carried forward. Becky reiterated that the corridors recommended for further study are 1400 feet wide and multiple alternative alignments may be developed within each corridor.
Becky reminded the PSG of the budget assigned to this project.
- At the recommendation of the District 2 Environment Section and FHWA, the PSG agreed to retain Corridor 2E (the lone corridor north of Morrison) for further study even though it did poorly in the matrix. If the CAG does not approve the Northern Corridor, it will be explained that the environmental factors need to be studied more in-depth before eliminating. Cassandra Rodgers stated she did not want to eliminate the northern corridor at this point because the results of the ESR Addendum for this area have yet to be received. Charles Perino stated that the due date for these results is January 20, 2009 but unfortunately INHS is having staffing issue and could not promise the results by this date. According to CSS, the project team needs to document the recommendations of the CAG but FHWA and IDOT have the final approval on which corridors will be carried forward for in-depth study.
- In Section 2, Corridors 2A, 2C, & 2L will be combined into one corridor.
- In Section 3, Corridors 3A, 3F, & 3H are eliminated because they do not meet the Purpose & Need. The Corridor Screening Tech Memo will be rewritten to reflect this.
- PSG gave consensus and approved the recommended corridors to be carried forward to the CAG:
 - Section 1: 1A, 1B, & 1C (which will include a connection to Section 2 which has not yet been developed)
 - Section 2: combining 2A, 2C, & 2L into one corridor and 2E (north corridor)
 - Section 3: 3B & 3C
 - Section 4: 4B

February 2009 NEPA Meeting

- Jan Piland suggested presenting an explanation of the corridor rankings and how this impacted the selected and eliminated corridors at the NEPA meeting February 2009.
- Mike Hine has spoken with Matt Fuller regarding having the US 30 Project Team being placed on the agenda.
- PSG agreed
- Dawn Perkins stated aerial mapping can begin as soon as possible.

CAG Meeting #4

- The next CAG meeting was scheduled for Wednesday, October 15, 6 p.m. at the Odell Community Center/Public Library in Morrison.
- CAG Agenda will be the same as the PSG agenda and the goal is to receive CAG consensus on the corridors to be moved on for further study. This recommendation will be brought to the PSG for approval.
- The CAG invitation will include a copy of the matrix with a simplified explanation of the scoring methodology.
- PSG agreed that if a CAG member has never attended a CAG Meeting and fails to attend the October meeting, the member will be replaced before the next CAG meeting.

Next Steps

- Mid-November: Bring CAG's recommendation for preferred corridor back to the PSG for approval.
- October & November: Meet with key stakeholders.
- Early December: Public Informational Meeting.
- December-January: Develop & evaluate Reasonable Alternatives in-depth.
- February: Present corridor screening methodology and results to NEPA/404 merger group.

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

*Mail revisions to: Volkert & Associates, Inc.
103 Lanter Court
Collinsville, IL 62234
Or via email to: mwalton@volkert.com*



Illinois Department of Transportation

U.S. ROUTE 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



PROJECT STUDY GROUP
September 18, 2008

AGENDA

- 1) Public Comments
- 2) May CAG Meeting
- 3) Purpose & Need Concurrence
- 4) Review of Corridors
- 5) Corridor Screening Process
- 6) Step 1 Purpose & Need Screen
- 7) Development of Matrix
- 8) Results and Ranking
- 9) Recommendations
- 10) Consensus of Corridors to be presented to the CAG
- 11) Next CAG Meeting Date & Agenda
- 12) Next Steps



Public Comments

Date	Customer's Name	Response
09-05-08	Eric Benson	Traffic analysis that was mentioned was done in 2007 and will be done again 2009; these analyses are done every 2 years. Farmland is an environmental concern; impacts to farmland will be avoided or minimized to the extent possible.
08-06-08	David J. Weber	Explain the purpose of P&N and the time it takes for an EIS
07-25-08	Marlene J. Osterhaus	An email was sent regarding project status. Name was added to the stakeholder mailing list in order to receive project newsletter and information regarding PIMs.
02-12-08	Gary Hayenga	Letter was sent addressing how the Problem Statement was developed and the next steps of the EIS process to complete a P&N
10-18-07	William Boyd	Email sent to Mr. Boyd informing him that his son Jon's contact information has been updated in the US 30 database.
10-15-07	Merle Reisenbigler	Shelia informed Dawn and Carla per email that the newsletters were sent to both Ms. Zaagman and Mr. Burns.
09-06-07	Edwin Rahn	The road description is from Indiana to I-39 on US 30 North from there to Wisconsin. This section is not included in the US 30 project we are working on; the area we are covering is 50 miles to the west from Rock Falls to Fulton in Whiteside County.
09-07-07	Larry Fiehn	Mr. Fiehn was contacted by phone to inform him that the meeting was not a Public Information Meeting but a CAG meeting and is by invitation only.

CAG Meeting

May 8, 2008

- **New Members**
 - Ann Slavin (Friends Of the Park/Illinois League of Bicyclist)
 - Jerry Paulson (Natural Land Institute)
 - Fred Turk (Whiteside Natural Area Guardians)
 - Barb Bees (MAPPING Group)
- **Selected Project Logo**
- **Revised SIP**
- **Draft Purpose & Need Statement**
- **Recap of the CAG Corridors**
- **Corridor Screening Process**



Purpose & Need Concurrence

- NEPA/404 Merger Meeting – September 4, 2008
- Received Concurrence on the P&N from the environmental resource agencies
- P&N available on the project website

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





Illinois Department
of Transportation
Corridor Screening Process
U.S. 30
May 13, 2008

The Corridor Screening Process is a *tool* that has been developed in order to aid in the preferred corridor selection process. The Corridor Screening process will allow for the corridors developed by the CAG to be run through a multiple level screening process for evaluation.

The following must occur prior to the screening process:

- PSG and CAG consensus on this corridor screening process
 - Received consensus from the PSG on April 11, 2008
- Environmental Survey Request (ESR) Results have been completed

I. Screen the corridors against the Purpose & Need

- Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an increase in transportation demand
- Establish roadway continuity

II. Break project into sections for study purposes. The formulation of these sections provides for the evaluation of a manageable series of corridors to simplify the corridor selection process:

- **Section 1** – From the western study area terminus at IL 136/Frog Pond Road to Hillside Road
- **Section 2** – From Hillside Road to Lyndon Road
- **Section 3** – From Lyndon Road to Moline Road
- **Section 4** – From Moline Road to IL 40

III. Consolidate or Combine corridors that are similar within each Section.

IV. Establish corridors within each Section

This is accomplished by assigning nomenclature as follows:

- Section 1 = corridor A, B, C, D, etc.
- Section 2 = corridor A, B, C, D, E, F, etc.
- Section 3 = corridor A, B, C, D, etc.
- Section 4 = corridor A, B, C, D, etc.

V. Screen the corridors within each Section against the following environmental, engineering, and CAG corridor Criteria* for which quantitative data will be developed:

- Traffic Operations/Congestion Relief
- Corridor Utilization
- Safety (CAG)

- Agriculture Land Severance (CAG)
- Displacements
- Property Impacts (CAG)
- Economic Sustainability(CAG)
- Section 4f /6f Properties
- Natural Areas
- Nature Preserve
- Floodplain
- Water Resources
- Wetlands
- T& E Species & Habitat
- Special Waste
- Air Quality
- Construction Cost
- Land Acquisition Cost

VI. Apply a ranking scale to establish which corridors within each section should be carried forward.

- This ranking scale will be based on the quantitative data associated with each of the screening criteria listed above and then ranked accordingly from the least impact to greatest impact. The outcome will be an average of these ranking scores to establish which corridors have the least impacts to the corridors with the greatest impacts.

VII. Establish corridors within each Section to be carried forward based on the outcome of the screening process and associated ranking scale. These corridors will be carried forward to the PSG and CAG.

VIII. PSG Meeting/Environmental Resource Agency Meeting - discuss the results of the screening process, associated ranking, and recommended corridors to be taken to the CAG.

IX. CAG Meeting - Take the recommended corridors and screening results to the CAG and allow them to select their preferred corridor by choosing corridors within each section. This preferred corridor will be the CAG recommendation to the PSG.

X. PSG Meeting - Take preferred corridor to the PSG for modification and/or approval.

XI. Public Information Meeting - Take the preferred corridor to a public information meeting

XII. Within this preferred corridor, develop alignments that will be studied in-depth as part of the NEPA EIS process.

**The environmental information is from the April 2008 Environmental Survey results. The engineering information is from the Crash Analysis and*

Steps Completed in the Corridor Screening Process

- Steps 1-7 have been completed
- Today want to complete Step 8:

Discuss the results of the screening process, associated ranking, and recommended corridors to be taken to the CAG





FAP 309 (U.S. 30)
IL 136/Frog Pond Road Intersection to IL 40
Section: (20-1, 17R, 16, 15, 110) PE1
Job No.: P-92-004-03
Whiteside County

Corridor Screen Technical Memo
July 16, 2008

The first step of the Corridor Screening Process is to screen the corridors against the Purpose & Need. This memo provides documentation outlining the reasons certain corridors did not meet the purpose & need and therefore were not considered in subsequent steps of the corridor screen process.

It should be noted that this portion of the evaluation process is intended to be the initial focus in analyzing reasonable corridors and identifying a recommended corridor for further study (Step 11 of the Phase I Project Development Network). Within the selected corridor reasonable alignments will then be identified, and the No-Build Alternative will be considered with these alignments (Step 27 of the process).

The key elements of the Purpose & Need to be addressed within the project study area are:

- Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an increase in transportation demand
- Establish roadway continuity

Please see the U.S. 30 corridor map that illustrates the corridors discussed below.

- 1) **Corridor 2I** – This corridor runs along existing U.S. 30 until it reaches IL 78 North, then heads south and goes cross-country west of Morrison. It then turns east and connects into existing IL 78 south of Morrison which it follows south to I-88.

The U.S. 30 project's purpose is to establish an east-west corridor in Whiteside County that fulfills the Purpose & Need elements as listed above. This corridor does not fulfill these needs as it does not provide a roadway that serves the majority of those travelling on U.S. 30 and does not establish roadway continuity. It does not provide a direct and logical connection nor does it maintain continuity between the communities of Morrison/Fulton and Sterling/Rock Falls. As evidenced by the existing lower volume of traffic on IL 78, this corridor would not provide the direct access needed by and between these communities.

Second, the corridor departs from the intended east-west path and travels south to I-88. This path is 5.9 miles more than the existing route. Given this significant departure from the established corridor, a large portion of the U.S. 30 through traffic could reasonably be expected to remain on the existing corridor rather than reroute along Corridor 2I and continue east to I-88.

Based on the expectations described above, it is anticipated that Corridor 2I would not facilitate existing traffic needs and therefore would not improve capacity nor reduce congestion. As such the corridor can not be expected to meet the additional traffic demand or improve safety and will not be considered further.

- 2) **Corridor 4A** – This corridor runs along I-88 from Moline Road heading east to IL 40 just south of Rock Falls. This section is an existing 4-lane freeway. Although the project study limits are carried out to IL Route 40 at the eastern terminus, improvements will not be necessary along this section of the corridor to fulfill the purpose and need of this proposed project. As such it represents a No-Build alternative and will not be considered as a build corridor.
- 3) **Corridor 4B** – This corridor runs along existing U.S. 30 from Moline Road heading east to IL 40 in Rock Falls and is 4.83 miles in length. A minimum design Level of Service (LOS) B is suggested for a rural arterial facility as stated in the Purpose & Need.

Based on traffic analysis of existing U.S. 30, the 3.3 mile two-lane section between Moline Road and Prophetstown Road has an existing LOS B. The five-lane section between Prophetstown Road and IL 40 has a LOS A. Neither of these sections would require geometric improvements to fulfill the requirements of the Purpose and Need. As such the corridor represents the No-Build alternative and will not be considered as a build corridor.

- 4) **Corridor 4C** – This corridor runs along the existing U.S. 30 spur which connects U.S. 30 at Moline Road to I-88. It is 0.85 mile in length and consists of an existing four-lane expressway cross section. This roadway segment has an existing LOS A and would not require geometric improvements to fulfill the requirements of the Purpose and Need. As such it represents a No-Build alternative and will not be considered as a build corridor.

Development of Screening Matrix

■ Criteria

- 23 criteria; some of which had sub-categories
 - Traffic & Safety
 - Environmental Sensitivity – Social & Economic Criteria
 - Environmental Sensitivity – Additional Criteria
 - Cost

■ Sources

- Traffic Analysis, Crash Analysis, Environmental Survey Request Results, Public web sources, Whiteside County GIS
- Reviewed and approved by IDOT, BDE, & FHWA



Results & Ranking

- The lower the point total, the higher the rank
- The corridors were ranked within each of the four sections

	SECTION 1		
	1A	1B	1C
<i>Corridor Overall Rank Totals</i>	5 points	9 points	10 points
<i>Overall Corridor Rank</i>	1	2	3



CORRIDOR SELECTION

- Corridors that will be recommended to the CAG will be 1400 feet wide
- Various alternative alignments will be developed within the corridors



Section 1

continue to have the pdf map up and go to the Section 1 bookmark

- 1A – Existing alignment ranked #1 (5 points)
- 1B – South of U.S. 30 ranked #2 (9 points)
- 1C – North of U.S. 30 ranked #3 (10 points)

RECOMMENDATION IN SECTION 1

continue to have the pdf map up and go to the Recommendation Section 1 bookmark

- *Carry Corridor 1A forward to the CAG*



Section 2

continue to have the pdf map up and go to the Section 2 bookmark

- 2A, 2C, & 2L ranked #1 (16 points)
- 2J ranked #4 (21 points)
- 2B ranked #5 (27 points)
- The remaining corridors in Section 2 had 28 points and higher

RECOMMENDATION IN SECTION 2

continue to have the pdf map up and go to the Recommendation Section 2 bookmark

- *Carry 2A, 2C, & 2L forward to the CAG*
- *Allow CAG to choose preferred corridor*



Section 3

continue to have the pdf map up and go to the Section 3 bookmark

- 3C on existing alignment ranked #1 (12 points)
- 3B just south of U.S. 30 near the landfill ranked #2 (14 points)
- 3F just south of UPRR and connects to I-88 ranked #3 (17 points)
- The remaining corridors in Section 3 had 18 points and higher

RECOMMENDATION IN SECTION 3

continue to have the pdf map up and go to the Recommendation Section 3 bookmark

- *Carry 3B & 3C forward to the CAG*
- *Allow CAG to choose preferred corridor*



Recommended Corridors to be Carried forward to the CAG

continue to have the pdf map up and go to the Overall Recommendation bookmark

- Section 1 – 1A
- Section 2 – 2A, 2C & 2L
- Section 3 – 3B & 3C
- Section 4 – 4B



Consensus on Corridors to Carry Forward to CAG



CAG AGENDA

- Wednesday October 8th
- Same agenda as this PSG Meeting
- Select a preferred corridor to recommend to the PSG



NEXT STEPS

- **Bring preferred corridor recommendation back to the PSG for approval (mid- November)**
- **Meet with Key Stakeholders (October & November)**
- **Public Informational Meeting (Early December)**
- **Develop & Evaluate Reasonable Alternatives In-Depth (December-January)**



QUESTIONS?





PSG Meeting #7
U.S. 30
December 16, 2008

Location: IDOT District 2
Time: 1:00 pm
Preparer of Minutes: Jill Calhoun

Attendees

Jay Howell	IDOT D2	Jay.Howell@illinois.gov
Brian Mayer	IDOT D2	Brian.Mayer@illinois.gov
Mark Nardini	IDOT D2	Mark.Nardini@illinois.gov
Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Dawn Perkins	IDOT D2	Dawn.Perkins@illinois.gov
Cassandra Rodgers	IDOT D2	Cassandra.Rodgers@illinois.gov
Bill McWethy	IDOT D2	William.McWethy@illinois.gov
Barbara Stevens (via phone)	IDOT BDE	Barbara.Stevens@illinois.gov
Charles Perino (via phone)	IDOT BDE	charles.perino@illinois.gov
Michael Hine (via phone)	FHWA	Mike.Hine@fhwa.dot.gov
Adam Larsen	FHWA	Adam.Larsen@dot.gov
Jill Calhoun	Volkert & Associates	jcalhoun@volkert.com
Vic Modeer	Volkert & Associates	vmodeer@volkert.com
Mike Walton	Volkert & Associates	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Mary Lou Goodpaster	Kaskaskia Engineering	mgoodpaster@kaskaskiaeng.com
Bridgett Willis (via phone)	Hudson & Associates	willis.hudsonassoc@sbcglobal.net

- Provided to the PSG members were the PowerPoint Presentation and Explanation of Traffic Values used in the Corridor Screening Matrix. Please see attachments.

Introduction & Review of Corridors

- Mike Walton reviewed the meeting agenda.
- Mike reviewed the original sixteen corridors in the established four sections of the corridor study area.
- Mike then reviewed the corridors that the PSG recommended be carried forward to the CAG, which were:
 - Section 1- 1A & 1C
 - Section 2- 2A, 2C, 2L & 2E
 - Section 3- 3B & 3C (+3D & 3E)

Section 4- 4B.

- As a result of guidance at the September PSG and corresponding changes :
 - Corridor 2L emerged as clear leader in Section 2
 - Corridors 2A & 2C were deselected but 2E was retained
 - Corridors 3D & 3E were added.
- These changes were coordinated with the PSG and the revised list of recommended corridors was presented at the CAG Meeting. (reviewed map)

CAG Meeting #4

- Mike Walton discussed Community Advisory Group Meeting #4, conducted on November 6, 2008 at the Morrison Technical Institute in Morrison Illinois.
 - The CAG Agenda was as follows:
 - Purpose & Need Concurrence
 - Review CAG Corridors
 - Review Screening Process
 - Screening Process Results
 - Corridors Retained by Project Study Group
 - CAG Recommendations for PSG to consider
 - Next Steps
 - Updated Project Timeline
 - CAG members accepted the matrix evaluation process and had no questions about the matrix or its development.
- **CAG Corridor Input & Recommendations**
 - CAG was divided into 5 groups/tables with a mixture of members at each to represent all community groups.
 - Each group assessed the PSG corridors in each section and gave input and recommendations.
- **Section 1**
 - All comments were directed at Corridor 1A:
 - Preferred; Less Farmland
 - More original route
 - Would disrupt fewer wetlands
 - Follows current Route 30
 - Housing disruptions
 - Could be continued further east to disrupt less farmland
 - Highest benefit to cost
 - Less environmental impact
 - Save land acquisition costs
 - Avoid more separations
 - Seems to be more direct route
 - By far the best choice
 - Concerns:
 - Make sure farm equipment has access
 - Not too much frontage off existing owners
 - Farm owners with land on both sides being able to cross
 - Concern about traffic during construction
 - Doesn't disturb too much land

PSG Discussion on CAG comments on Section 1:

- Mike Walton noted that 1B was not recommended for further study at last PSG and no comments were directed or written about 1C.
- Mary Lou Goodpaster believes the lack of comments equals 1C being not favorable to the CAG and the PSG agreed.
- Mike Hine asked about the comment “avoids more separations.” Mary Lou Goodpaster explained this means less severances of farmland.
- Mary Lou stated that Section 1 is primarily agricultural and that most of the comments on this section came from farmers. The farmers’ main focus is access across US 30.
- Charles Perino’s concern is the engineering solutions with the railroads and Section 1A has the most railroad crossings.

• Section 2

- All CAG comments were directed at Corridors 2L & 2E.

- Corridor 2L

- Would have a railroad overpass if connects to 3C or 3B (better response times for emergency vehicles/no railroad in way)
- Provides closer access to industrial park
- IL 78 – think about truck traffic out of town
- Easier to expand Morrison infrastructure
- Preferred; benefit of railroad overpass for emergency vehicles in Morrison
- Proximate to Industrial Park, City Utilities, Provides overpass for UPRR public safety, emergency vehicles N-S
- Impacts more farms but would benefit Morrison expansion & Industrial Park
- Impact on hardwood timber
- No comprehensive plan has been developed so we can not really recommend
- Avoid Park, covered bridge, wildlife areas
- Services Morrison Industrial Park
- Creates a good area on east edge of Morrison for overpass
- Best choice as it is close to the industrial area

- Concern: Traffic plan with IL 78

- Corridor 2E

- Less farmland affected
- Would affect greenway on North
- May affect future growth of prime residential (Morrison expands north)
- Would cut Morrison off from state park & cuts off greenways plan
- Cuts Morrison off from Park
- Infrastructure much more difficult to build North vs. South of city
- Takes prime residential development land
- Takes us away from IL 78 and Industrial Park
- Cuts us off from Greenways & Trails Plan
- Morrison would benefit significantly from overpass
- Not acceptable-isolates park from city, crosses prime residential territory, difficult for provision of utilities, crosses greenways
- Has a lot of elevation changes-could cause erosion concern

PSG Discussion of CAG comments on Section 2:

- Mary Lou stated the CAG explained it was hard to judge the indirect impacts if there is not a Comprehensive Plan in place.

- Mary Lou and Vic Modeer explained the CAG is still confused regarding the difference between corridors and alignments.
- Greensway Plan was discussed. A map of this plan was requested from Morrison but IDOT has not yet received a copy. Dawn Perkins will again request a copy of the map.
- Vic Modeer pointed out that CAG members who are not affected in certain sections are not commenting on these areas.
- Discussed the CAG's focus on IL 78 and whether IL 78 needs to be discussed as part of the project or if this is a separate focus.
 - Becky Marruffo reiterated that IL 78 is not in the Purpose & Need.
 - Mike Hine stated that IL 78 would be an additional study and US 30 truck traffic is more important.
- Section 3
 - Comments received for Corridors 3B, 3C, 3D, 3E & 3F
 - Corridor 3B
 - Goes away from landfill
 - Seems the best; it goes along section lines & follows existing US 30; no parallel highways
 - Corridor 3C
 - Follows existing route and deals with landfill traffic
 - Landfill is affecting traffic. This is driving the need to solve the traffic problem.
 - Provides opportunity for UP rail overpass
 - Preferred
 - 2L to 3C: Will give Morrison a much needed overpass
 - : Eliminates one more rail crossing
 - : Follows existing US 30 Corridor, so less land acquisition required
 - Corridor 3D
 - Appears to pass through many farmsteads
 - Corridor 3D & 3E
 - Would interrupt the continuity of the Lyndon Prairie
 - Corridor 3E
 - Diagonally cuts one farm
 - Most direct route to I-88 using easternmost portion of 3F to connect to I-88 half way between Morrison and Sterling/Rock Falls
 - Corridor 3F
 - 1 person preferred: is direct to I-88
 - Less construction costs to utilize I-88
- PSG Discussion on CAG comments on Section 3:
 - It was agreed that the CAG again confused the difference between alignments and corridors; especially in reference to the Lyndon Prairie.
 - 3A, 3F, and 3H were eliminated because they did not meet Purpose & Need
- Section 4
 - No Build or include in a later Phase of construction/improvement because of cost
 - Traffic on this section may not be significant
 - US 30 could end at Junction I-88
 - Section 4 is unnecessary- Use 4C
 - Preferred "No Build" – why go through Rock Falls?

- Major environmental impacts on Rock River & creek & wetlands
- ROW constrained by quarry & power lines
- 4B or 4C
- Use I-88 from east to west and connect to Rte. 30 at Wal-Mart Distribution Center
- No traffic congestion in this area
- Bridge Costs
- PSG Discussion on CAG comments on Section 4:
 - There was substantial confusion by the CAG concerning the difference between corridors and alignments in this section.
 - Mike Walton stated the CAG questioned the need for improvements in this section. He explained Rock Falls members wanted this section included but some of the other CAG members did not want this to be considered a priority.
- Summary of CAG Discussion
 - Section 1- CAG Consensus: Recommend 1A
 - Section 2- CAG Consensus: Recommend 2L
 - Section 3- No CAG Consensus: 3B & 3C generally accepted
 - Section 4- No CAG Consensus: some concern about 4B
 - CAG was told that all comments would be taken back to the PSG, which has the final decision on which corridors would be carried forward.
 - The CAG meeting goal of obtaining input and comments was accomplished.

Other Questions & Comments

- Mike Walton reviewed the two general comments received from two CAG members in October & November (see attached).
- Doug Wiersema's comment was made prior to the CAG meeting, and he did not attend the CAG meeting.

Remaining Corridors

- Discussed the corridors to be presented at the FHWA NEPA/404 Merger Meeting.
- All alignments can be connected and pursued.
- Mike Hine discussed the February NEPA/404 Merger Meeting. Regarding the corridors eliminated by not meeting the Purpose and Need, we can eliminate any corridor that does not meet the Purpose and Need. Before other corridors are eliminated, we should develop one of more preliminary alignments within those corridors, along with evaluating the potential impacts. At the next meeting, we should only discuss the corridors that did not meet the Purpose and Need.
- Charles Perino stated he sent an email to Dawn concerning potential impacts of Corridor 2E and recommending additional study of this Corridor.
- PSG agreed the matrix will be used to evaluate alignments within corridors.

Design Team Recommendations & Consensus

- Corridors to focus study of alignments are:
 - Section 1- 1A
 - Section 2- 2L, 2E
 - Section 3- 3B & 3C (combined)
 - Section 4- 4B
- Design Discussion:
 - 2L: Mark Nardini stated this would include an interchange with IL 78, which may have a large wetland impact.

: Mary Lou asked whether a design exception could be requested to reduce the wetland impact.

- PSG agreed to consider an expressway design in each section.

Impacts Data

- Mary Lou asked Charles Perino if the environmental report for the northern section of the study area was available.
- Charles stated the final report for the southern section has been received. The GIS files for the wetlands in the northern portion of the study area have been received, but the final report for the northern portion will not be complete until January.
- Dawn has posted the final environmental report for the southern portion of the study area to Stellant.
- Mike Walton provided Charles with the email address of GIS coordinator Trevor Westover of KEG. Charles will email the GIS information to Trevor when received.

Next Steps

- Stakeholder Meetings
- Public Informational Open House: will be held from 1pm to 7pm. Dates are being explored and Sheila Hudson will try to reserve the Odell Community Center for January 29th
- NEPA/404 Merger Meeting: February 3rd, 2009
- Develop Preliminary Alternatives within selected corridors

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

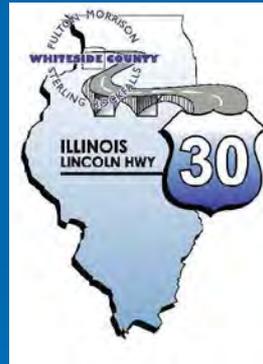
*Mail revisions to: Volkert & Associates, Inc.
103 Lanter Court
Collinsville, IL 62234*

Or via email to: mwalton@volkert.com



Illinois Department of Transportation

U.S. ROUTE 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



**PROJECT STUDY GROUP
MEETING
December 1, 2008**

AGENDA

- 1) Review of Corridors
- 2) September PSG Meeting and Follow-up
- 3) November CAG Meeting – CAG Input & Recommendations
- 4) Other Questions & Comments
- 5) Design Team Recommendations
- 6) PSG Consensus
- 7) Next Steps



PSG Recommended Corridors Carried forward to the CAG

- Section 1 – 1A & 1C
- Section 2 – 2A, 2C, 2L & 2E
- Section 3 – 3B & 3C (+ 3D & 3E)
- Section 4 – 4B

As a result of guidance at the September PSG and corresponding changes :

- Corridor 2L emerged as clear leader in section 2
- Corridors 2A & 2C were deselected but 2E was retained
- Corridors 3D & 3E were added

These changes were coordinated with the PSG and the revised list was presented at the CAG Meeting



**U.S. Route 30
Community Advisory Group Meeting #4
November 6, 2008
6:00pm**

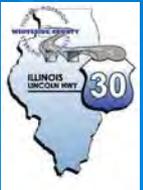
AGENDA

- 1. Purpose & Need Concurrence**
- 2. Review CAG Corridors**
- 3. Review Screening Process**
- 4. Screening Process Results**
- 5. Corridors Retained by Project Study Group**
- 6. CAG Recommendations for PSG to consider**
- 7. Next Steps**
- 8. Updated Project Timeline**



CAG Corridor Input & Recommendations

- CAG was divided into 5 groups/Tables with a mix of members at each.
- Each Group assessed PSG corridors in each section and gave input and recommendations



Section 1 Input & Recommendations

All comments were directed at Corridor 1A

Preferred; Less farmland

- More original route
- Would disrupt fewer wetlands
- Follows current Route 30
- Housing disruptions
- Could be continued further east to disrupt less farmland
- Highest benefit to cost
- Less environmental impact
- Save land acquisition costs
- Avoid more separations
- Seems to be most direct route
- By far the best choice

Concerns

- Make sure farm equipment has access
- Not too much frontage off existing owners
- Farm owners with land on both sides being able to cross
- Concern about traffic during construction
- Doesn't disturb too much land

Section 2 Input & Recommendations

All comments were directed at Corridors 2L & 2E

Corridor 2L

- Would have an railroad overpass if connects to 3C or 3B (better response times/no railroad in way)
- Provides closer access to industrial park
- IL 78 - think about truck traffic out of town
- Easier to expand Morrison infrastructure
- Preferred; benefit of railroad overpass for emergency vehicles in Morrison
- Proximate to Industrial Park, City Utilities, Provides overpass for UPRR public safety, emergency vehicles N-S
- Impacts more farms but would benefit Morrison expansion & Industrial Park
- Impact on hardwood timber
- No comprehensive plan has been developed so we can not really recommend
- Avoid Park, covered bridge, wildlife areas
- Services Morrison Industrial Park
- Creates a good area on east edge of Morrison for overpass
- Best choice as it is close to the industrial area

Concern: Traffic plan with IL 78

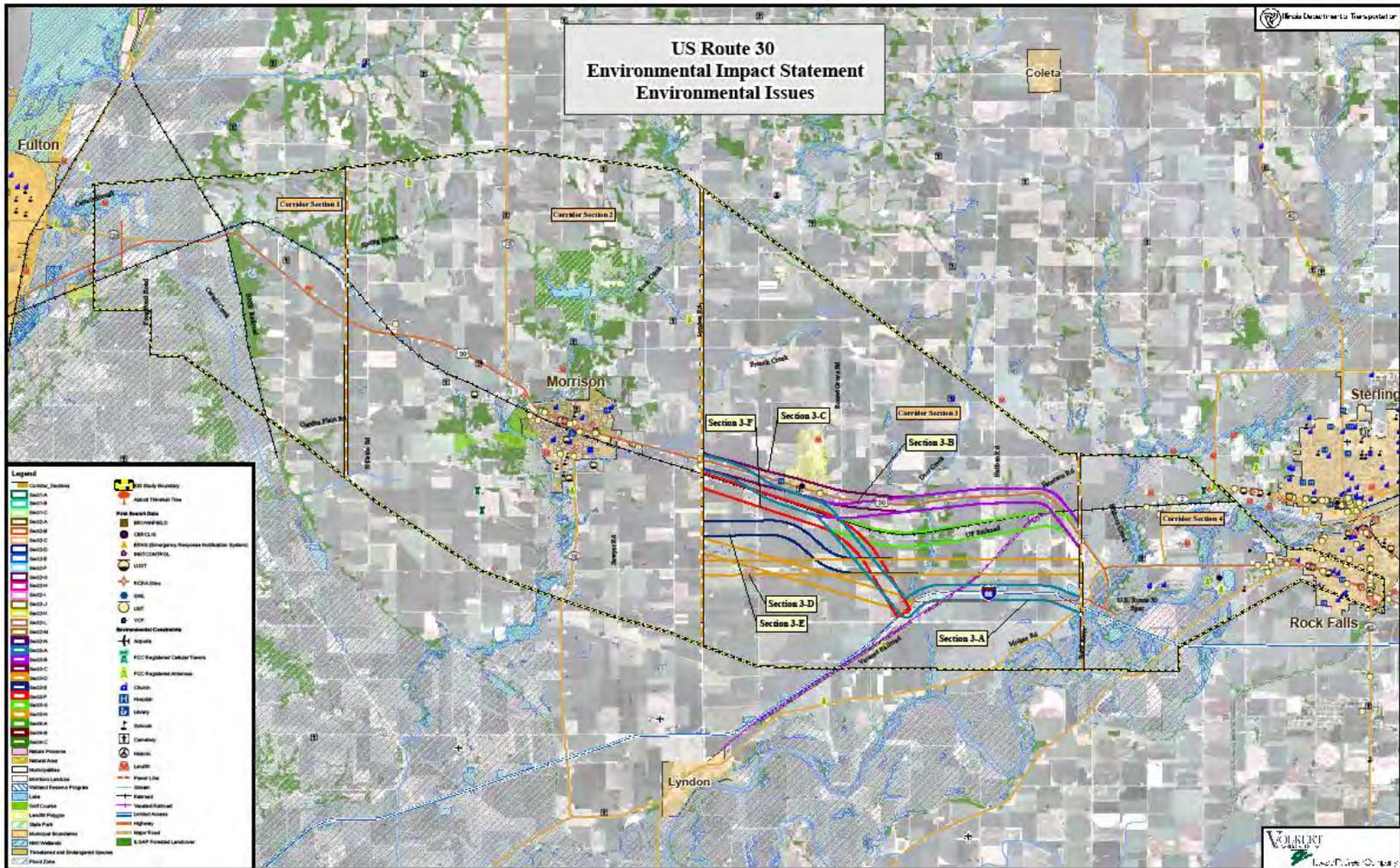


Section 2 Input & Recommendations

Corridor 2E - Less farmland affected

- Would affect greenway on North
- May affect future growth of prime residential (Morrison expands north)
- Would cut Morrison off from state park & cuts off greenways plan
- Cuts Morrison off from Park
- Infrastructure much more difficult to build North vs. South of city
- Takes prime residential development land
- Takes us away from IL 78 and Industrial Park
- Cuts us off from Greenways & Trails Plan
- Morrison would benefit significantly from overpass
- Not acceptable- isolates park from city, crosses prime residential territory, difficult for provision of utilities, crosses greenways
- Has a lot of elevation changes- could cause erosion concern

Section 3 Corridors



Section 3 Input & Recommendations

Comments received for Corridors 3B, 3C, 3D, 3E & 3F

- 3B - Goes away from the landfill
 - Seems the best; it goes along section lines & follows existing US 30; no parallel Highways
- 3C - Follows existing route and deals with landfill traffic
 - Landfill is affecting the traffic. This is driving the need to solve the traffic problem
 - Provides opportunity for UP rail overpass
 - Preferred
 - 2L to 3C
 - Will give Morrison a much needed overpass
 - Eliminates one more rail crossing
 - Follows existing US 30 Corridor, so less land acquisition required
- 3D - Appears to pass through many farmsteads
- 3D&E - Would cut the continuity of the Lyndon Prairie
- 3E - Diagonally cuts one farm
 - Most direct route to 88E using easternmost portion of 3F to connect to I-88 half way between Morrison and Sterling/Rock Falls
- 3F - 1 person preferred- Is direct to 88
 - Less construction costs to utilize 88



Section 4 Input & Recommendations

- No Build or include in a later Phase of construction/improvement because of cost
- Traffic on this section may not be significant
- US 30 could end at Junction of I-88
- Section 4 is unnecessary - Use 4C
- Preferred “No Build”- why go through Rock Falls?
- Major environmental impacts on Rock River & creek & wetlands
- ROW constrained by quarry & power lines
- 4B or 4C
- Use I-88 from east to west and connect to Rte. 30 at the Wal-Mart Distribution Center
- No traffic congestion in this area
- Bridge Costs



Summary of CAG Discussion

Section 1 – CAG Consensus : Recommend 1A

Section 2 –CAG Consensus: Recommend 2L

Section 3 – No CAG Consensus - 3B & 3C
generally accepted

Section 4 – No CAG Consensus – some concern
about 4B



Summary of Other Questions & Comments

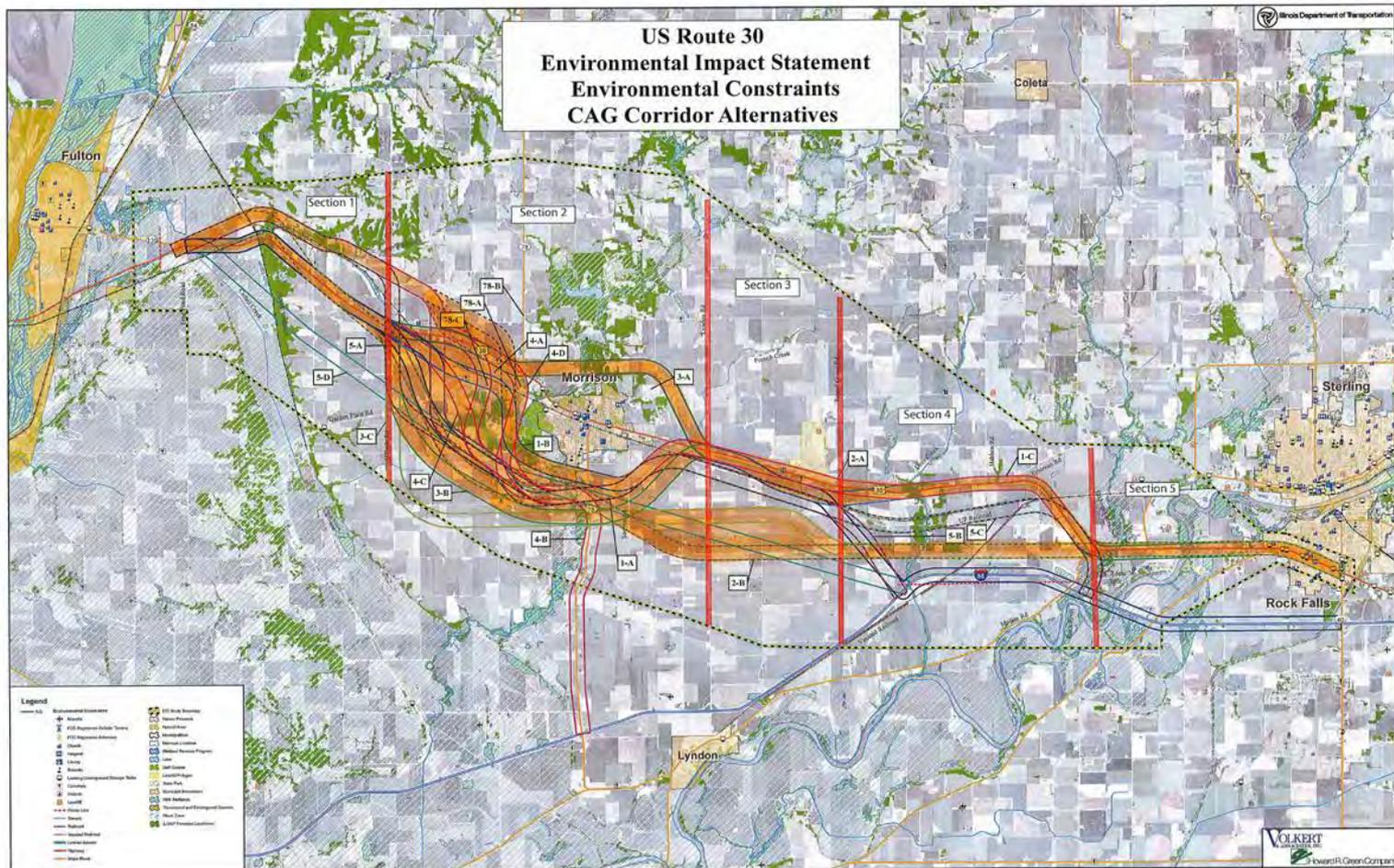


US 30 Project General Comments in October/November 2008

Date Sent	Time Sent	Ref. No.	Customer's Name	Customer Comment
10-30-08	2:25pm	CAG Member	Doug Wiersema	Email requesting that the US 30 project links to the four lane portion of current US Rt. 30 on the City of Rock Falls' Westside at or near the intersection with Prophetstown Road. It is paramount that this portion reaches the city limits of Rock Falls. Our economic dependency hinges on this single factor as the city looks westerly for expansion and economic development and recovery.
11-14-08	10:00am	CAG Member	Fred Turk	Email expressing his satisfaction with the CAG Meeting on November 6, 2008 as well as his concern with the possible construction of a bridge being a big consideration within the US 30 project.

Remaining Corridors

(to be presented at FHWA 404 Merger Meeting)



Corridors Recommended to Focus Study of Alignments by US 30 Team

Section 1 – 1A

Section 2 – 2L

Section 3 – 3B & 3C (combined)

Section 4 – 4B



PSG Decision:

Corridors Recommended to Focus
Study of Alignments

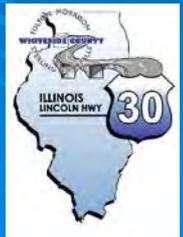


CONSENSUS

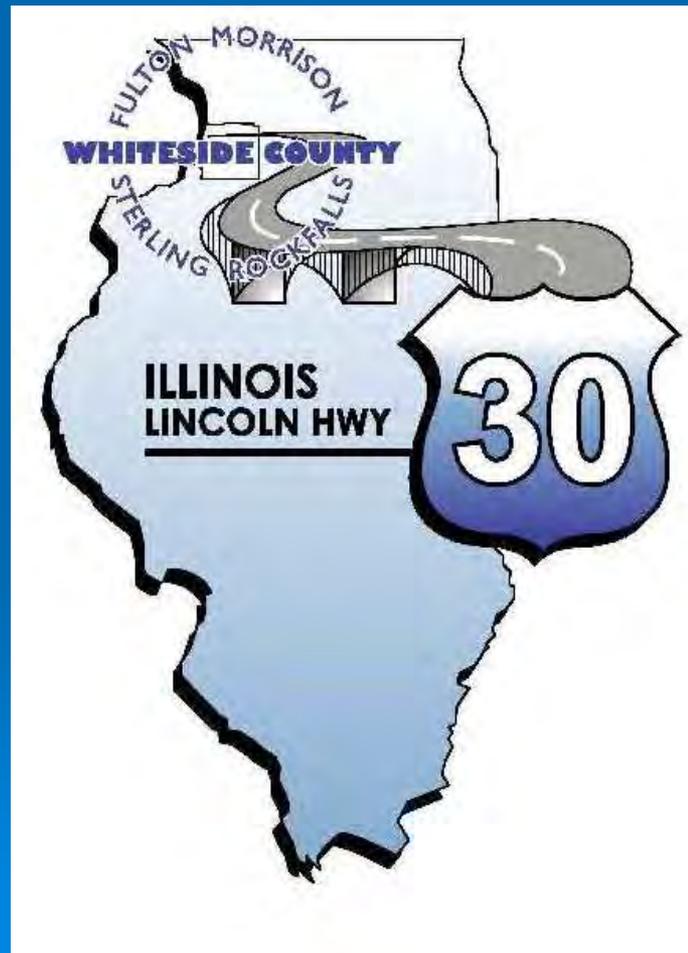


Next Steps

- Stakeholder Meetings
- Public Meeting (Good Date?)
- FHWA 404 Merger Meeting (Feb)
- Develop Alignments within Selected Corridors



**Thank You
for your Continued Support !!!!**





PSG Meeting #8
U.S. 30
May 14, 2009

Location: IDOT District 2
Time: 10:00 am
Preparer of Minutes: Jill Calhoun

Attendees

Jay Howell	IDOT D2	Jay.Howell@illinois.gov
Brian Mayer	IDOT D2	Brian.Mayer@illinois.gov
Mark Nardini	IDOT D2	Mark.Nardini@illinois.gov
Jon McCormick	IDOT D2	jon.m.mccormick@illinois.gov
Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Dawn Perkins	IDOT D2	Dawn.Perkins@illinois.gov
Kris Tobin	IDOT D2	kristine.tobin@illinois.gov
Michael Hine	FHWA	Mike.Hine@fhwa.dot.gov
JD. Stevenson	FHWA	Jerry.Stevenson@dot.gov
Bridgett Jacquot	Volkert & Associates	bjacquot@volkert.com
Jill Calhoun	Volkert & Associates	jcalhoun@volkert.com
Vic Modeer	Volkert & Associates	vmodeer@volkert.com
Mike Walton	Volkert & Associates	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net

Information Packet

- Provided to the PSG members one week prior to the meeting were the PowerPoint Presentation, Public Acceptance Memo, Environmental Maps, Matrix Rankings & Information Summary Spreadsheets, and Alternative Maps. Please see attachments.

Presentation

- Gil Janes presented the meeting agenda.
- Bridgett Jacquot presented the project update for the Illinois NEPA/404 Merger Meeting conducted on February 3, 2009.
 - The USEPA and FHWA were concerned that east of Morrison where the corridor was only on existing US 30 alignment, IDOT was locking themselves into a “widening only” situation, therefore, they requested that the southern corridor that followed Bunker Hill Road be added back in for further study and alignments be created within this corridor.
 - In addition, they requested that a connection from the northern corridor to the southern corridor be added.

Environmental Survey Results (maps provided)

- **Cultural**: 27 structures have been deemed potential NRHP eligible by IHPA. Section 4f/6f sites include historic sites, Morrison State Park, and city parks. Centennial Farms (after meeting it was noted that this should be an agricultural issue)
- **Special Waste**: PESA Reports have been completed
Seven sites identified as sites with special waste concerns
- **Biological**: Creeks & rivers-22 stream sites; Average habitat Assessment Score =63.6
19 sites are poor; 3 sites are fair; none were ranked good or excellent.
Streams are indicative of those located in agricultural areas that receive agricultural run-off.
Floodplain: 100 year and 500 year (asked to remove 500 year after meeting; in addition
T&E: No T&E species or habitat (after meeting it was noted that there is no Federal T&E species but there are State T&E)
Nature Preserve/Natural Areas
- **Wetlands**: 114 wetland site determinations; 293 acres of wetland; 75 wetland sites
Majority or marshes; average FQI = 10.7; majority severely degraded
3 sedge meadows and 1 wet meadow with average FQI = 26.80
- Mark Nardini and Charles Perino agreed the ESR is complete except “Future Addendum” regarding the area southwest of Morrison along IL 78.
- Environmental Analyses to be included in the EIS: Agriculture, Socio-Economic, Air and Noise.

Public Information Open House Summary

- Shelia Hudson summarized the 2nd Public Informational Open House conducted on January 29, 2009; 1:00-7:00pm, in Morrison.
- 237 people attended
- Presented environmental Issues, schedule, CAG corridors & Final corridors
- Public’s main concerns: Agricultural Land/Environmental Concerns
Prefer South Corridor
Route to the North was a surprise/Not a good option
What progress has been made with the project?
Development

Context Sensitive Solutions (CSS) Input Summary

- Bridgett Jacquot explained the Public Acceptance Technical Memo which discusses the importance of including the public's input into the decision making process. The memo included the purposes of NEPA & CSS, and the CAG, public, and stakeholder comments.
- CAG, Public & Stakeholder Comments: The majority of the comments were those in favor of a south route and against a north route
 - Some comments against project all together
 - Some stated to use as much of the existing roadway as possible
 - Major concerns were agriculture, displacements, and development
- Development was explained as people perceived where the road goes, development will follow. Homeowners do not want development; the US 30 Coalition does.
- Public opinion is not included in the matrix because it is not quantifiable. In addition, the consultant team wanted the PSG to read the comments and not focus on the number of comments that were made.

Alignments

- Jon Estrem explained the process in creating the alignments.
- Step One: Six initial alignments created by locating in the center of each corridor. These are identified by "CL".
- Step Two: Alternative adjustments along existing. From the initial "CL" alignments, some adjustments were developed. The first adjustments considered how the alignments along the existing roadway could best utilize the existing ROW. This led to two additional options for some of the alignments: Westbound (WB) which utilizes the existing roadway for westbound and the equivalent for Eastbound (EB).
- Step Three: Alignments were also adjusted to avoid structures and minimize effects on environmental resources. The entire length of each alignment was studied.
 - Adjustments relate primarily to residences, farmsteads and other types of buildings. There are also some environmental resources for which impacts were minimized by adjustments.
 - An option was developed at the west end to cross the two railroads in an expedient manner.
 - An option in the vicinity of the landfill was developed that would utilize the existing highway for the eastbound lanes. With this option the landfill buffer area would be affected but not the operational portion of the landfill.
- Alternatives showing the most promise in various alignments were evaluated in the matrix. The effects of the individual alignments were evaluated based on the criteria that was determined critical and necessary to the Purpose and Need of the project. Then the alignments were scored and ranked.
- The evaluation matrix was re-run for the top 9 alternatives (at least 1 on each adjusted alignment). The results give an objective view of the strength of each alternative as a basis for determining alignments to be carried forward. The matrix does not factor in the costs for existing ROW and access control.
- Rebecca Marruffo stated farmers want field entrances during construction.

- Jon Estrem stated traffic projections show no need for an interchange except possibly at IL 78 and Prophetstown Road based on signal warrants within twenty years. Mike Walton has asked ATRI for more information that will be utilized developing traffic projections. The projections will in turn be used to determine if signals are warranted.
- A four lane cross section is the assumption that was made to identify a footprint but that decision has not yet been made. Mike Walton stated he anticipates traffic projections will validate a four lane.
- Alignment evaluation results and recommendations:
 1. The alignments that utilize much of the existing roadway between Fulton and Morrison clearly scored better than those that stayed north of existing in that area. Recommend staying on existing alignment in that area.
 2. The “X” option at the west end clearly ranks better than the other options in that area. Recommend utilizing the “X” option.
 3. The “LF” option near the landfill clearly ranks better than going south around the cemetery and County Highway Department. Recommend utilizing the “LF” option, but this may be affected by subsequent discussions regarding access.
 4. There were 3 basic alignments that scored closely. These were Alternatives 4, 5, & 6 with each using the “X” option at the west end. Recommend that these alternatives be presented to the CAG for their input. It was further explained that “X” option would cost less, less earthwork, less woods, and it goes under two railroads whereas “S” goes over the railroads.

NEPA Meeting

- The NEPA package sent prior to the meeting will include the matrix, explanation of matrix, and research.
- Mike Hine suggested property impacts be addressed; public facilities, agricultural farmland; total areas; and to add “projected” to the definition of construction cost.
- Mike Hine indicated that at some point it will be necessary to identify the amount of new ROW needed for each alternative as well as the existing ROW utilized for each. He pointed out that the NEPA agencies will likely be interested in that information.
- The Ag report will provide value to the farmland.
- Mike Hine suggested presenting at the September NEPA Meeting to discuss the basic difference between the three alternatives (4, 5 & 6) that stay near existing alignment at the west end and the three (1, 2 & 3) that go north. A direct comparison between the western portions of Alternatives 1 & 4 that uses the matrix should show that staying near existing alignment at the west end has less impact. The result of this discussion may be that Alternatives 1, 2 & 3 can be omitted from further detailed study.
- Mark Nardini will make request to Mike Hine for the September NEPA meeting.

Next CAG Meeting

- JD Stevenson stated all nine alignments need to be presented to the CAG to document their input and recommendations for all. The CAG can be told the three that ranked best. Minimum of six alignments need to be studied further. Can eliminate "X" or "S".
- Will be scheduled for June 3rd or 10th in Morrison

Timeline

- DEIS Chapters on affected environment and alternatives to IDOT: July 2009
- NEPA 404/Merger Meeting: September 2009
- PSG & CAG Identify Alternative for Detailed Study: November 2009
- NEPA 404/Merger Meeting; Alternatives to be carried forward: February 2010
- DEIS signed: October 2010
- Public Hearing: January 2011
- FEIS signed: January 2012
- ROD signed: June 2012

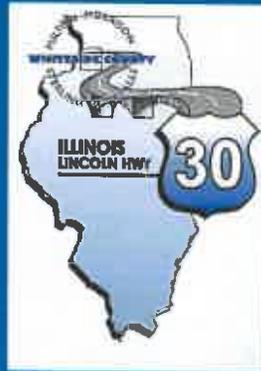
If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

*Mail revisions to: Volkert & Associates, Inc.
103 Lanter Court
Collinsville, IL 62234
Or via email to: mwalton@volkert.com*



Illinois Department of Transportation

**U.S. ROUTE 30
ENVIRONMENTAL IMPACT
STATEMENT & PHASE I DESIGN
REPORT**

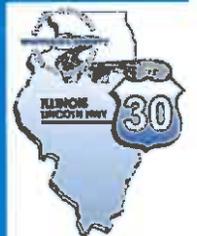


**PROJECT STUDY GROUP
MEETING**

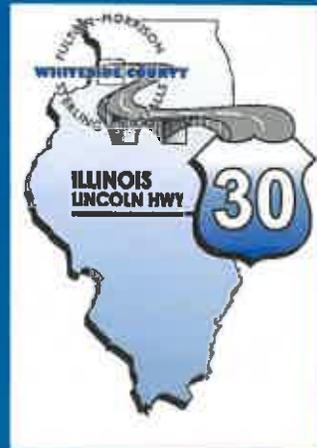
May 14, 2009

AGENDA

- 1) NEPA 404 Merger Meeting & Results
- 2) Environmental Survey Results
- 3) Public Informational Open House
- 4) Summary of CSS Input
- 5) Initial Alignments
- 6) Subsequent Alignment Changes (Adjustments)
- 7) Evaluation Matrix for Alternatives
- 8) Alignment Evaluation Results and Recommendations
- 9) PSG Consensus
- 10) Project Schedule
- 11) Next Steps



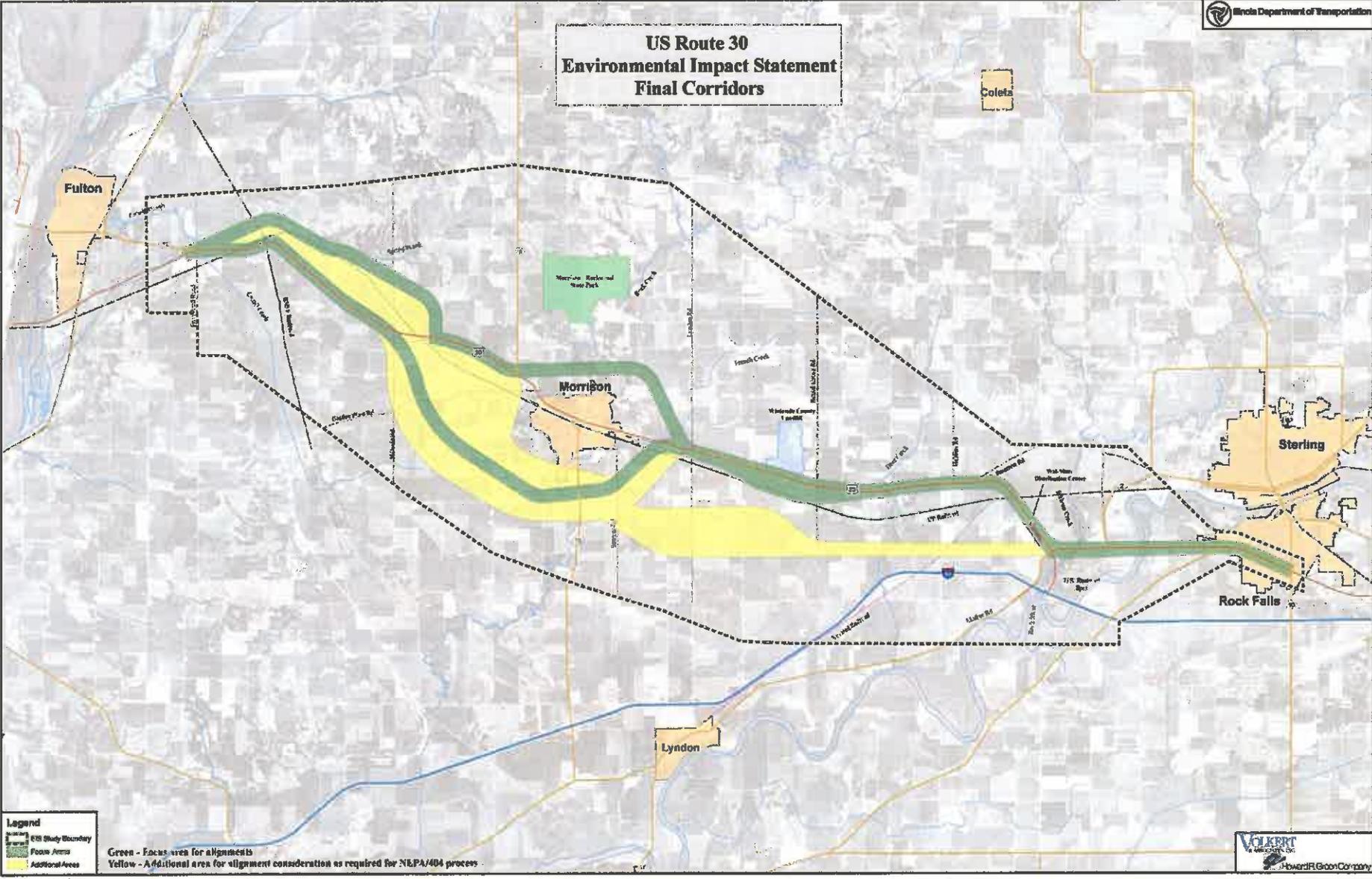
ILLINOIS NEPA 404 MERGER MEETING



PROJECT UPDATE

February 3, 2009

Corridors Presented



Environmental Survey Results

➤ Cultural

- 27 structures have been deemed potential NRHP eligible by IHPA
- Section 4f/6f sites include historic sites, Morrison State Park, and City parks
- Centennial Farms

➤ Special Waste

- PESA Reports have been completed
- Seven sites identified as sites with special waste concerns

➤ Biological

- Creeks & Rivers - 22 stream sites; Average Habitat Assessment Score = 63.6
19 sites are poor, 3 sites are fair, None were ranked good or excellent
- Floodplain: 100 year and 500 year
- T&E: No T&E species or habitat
- Nature Preserve/Natural Areas

➤ Wetlands

- 114 wetland site determinations; 293 acres of wetland; 75 wetland sites
Majority are Marshes; average FQI = 10.7; Majority Severely Degraded
3 sedge meadows and 1 wet meadow with average FQI = 26.80



Environmental Analyses to be included in the EIS

- Agriculture
- Socio-Economic
- Air
- Noise



Summary of Public Informational Open House

- January 29, 2009; 1:00-7:00pm; Morrison
- 237 people attended
- Presented Environmental Issues, Schedule, CAG Corridors & Final Corridors
- Public's main concerns:
 - Agricultural Land/Environmental Concerns
 - Prefer South Corridor
 - Route to the North was a surprise/Not a good option
 - What progress has been made with the project?
 - Development



Summary of Context Sensitive Solutions (CSS) Input

Public Acceptance Technical Memo

- Discusses importance of including the public's input into the decision making process
- Discusses the purposes of NEPA and CSS
- CAG, Public Comments, & Stakeholder Meeting Minutes



CAG, Public & Stakeholder Comments

- The majority of the comments were those in favor of a south route and against a north route
- Some comments against project all together
- Some stated to use as much of the existing roadway as possible
- Major concerns were agriculture, displacements, and development



Alignments Created

Step 1 - Six (6) Initial Alignments Created

Each alignment as described below starts on the west end of the project at IL 136/Frog Pond Road and continues east to the Moline Road intersection.

- The alignment west of Morrison goes either north of U.S. 30 or stays on existing U.S. 30
- The alignment continues and then goes either north or south of Morrison
- The alignments east of Morrison goes either south of U.S. 30 or stays on existing U.S. 30

Alignment #1 North, North, Existing

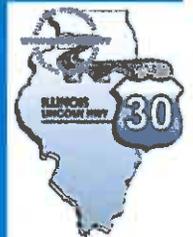
Alignment #2 North, South, Existing

Alignment#3 North, South, South

Alignment #4 Existing, North, Existing

Alignment #5 Existing, South, Existing

Alignment#6 Existing, South, South



Alignment Adjustments

Step 2 - Alternative Adjustments Along Existing

From the initial alignments some alternatives were developed to help determine best use within alignments. The first adjustments considered were how the alignments along the existing roadway could best utilize the existing ROW. Three basic options were considered. The "Centerline" options (CL) centered the lanes on the center of the corridor. The "Westbound" options (WB) utilize the existing roadway for westbound traffic. The "Eastbound" options (EB) utilize the existing roadway for eastbound traffic :

1CL	2CL	3CL	4CL	5CL	6CL
1EB	2EB	3EB	4EB	5EB	6EB
1WB	2WB	3WB	4WB	5WB	6WB



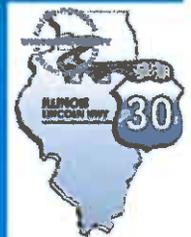
Further Alignment Adjustments

Step 3 - Adjustments to Avoid or Minimize

Next the alignments were adjusted to avoid structures or minimize effects on environmental resources to provide for a better overall alternative. The entire length of each of alignments were studied to find potential **Alignment Adjustments**. The following alignment adjustments were found as improvements to the various alignments and subsequently utilized from that point on in the evaluation of the alignments.

The Alignment Adjustments were:

- West Terminal Alternatives (various alternatives).
- Southwest of Morrison (on alignments south of Morrison)
- Adjustment West of IL 78 (on alignment north of existing).
- South of Morrison (on alignments south of Morrison)
- East of IL 78 (on alignments north of Morrison)
- Southeast of Morrison (on alignments south of existing on east end)
- Landfill Alternative Adjustments (utilize existing pavement for EB lanes in area of landfill).



Alternatives Showing the Most Promise In Various Alignments Evaluated in Matrix

Following the alignment adjustments to improve the various alternatives, the effects of the individual alignments were evaluated based on the criteria that was determined as critical and necessary to the purpose and need of the project. Then the alignments were scored and ranked.

The evaluation matrix was re-run for the top 9 alternatives (at least 1 on each adjusted alignment). The results give an objective view of the strength of each alternative as a basis for determining preferred alignments to move forward.



Alignment Evaluation Rankings

US Route 30 - Whiteside County Rankings



Evaluation Factor	Definition / Clarification	ADJUSTED ALTERNATIVES									
		1A-EB (1)	2A-WB (2)	3A-WB (3)	4A-EB-E (4)	4A-EB-S (5)	5A-WB-S (6)	5A-WB-E (7)	6A-WB-S (8)	6A-WB-E (9)	
Traffic & Safety		212.00	202.00	192.00	182.00	172.00	162.00	152.00	142.00	132.00	
Traffic Operations / Occupancy Factor	Evaluate alternatives from traffic ops standpoint using LCA LCAI point values (1-5) tabbed for each alternative.	Rank: 8	Rank: 9	Rank: 9	Rank: 4	Rank: 4	Rank: 1	Rank: 6	Rank: 7	Rank: 7	
Utilization of Improvements	Reduction of ADT along existing US 30 in design year.	91.00	85.00	64.00	64.20	65.20	66.00	66.00	72.00	72.00	
Potential for Crash Reduction	Evaluate based on crash reduction factors. Point values tabbed for each alternative.	34.00	39.00	31.00	36.00	36.00	40.00	40.00	32.00	32.00	
Environmental Sensitivity - Social and Economic Criteria		100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Property Impacts	Evaluate magnitude of property acquisitions by type.	23.48	23.19	5.20	41.48	41.52	28.02	28.35	16.16	16.48	
Agricultural Land Impacts	Evaluate alternatives relative to Longitudinal Farm Separators Evaluate alternatives relative to Diagonal Farm Separators	0.00	68.00	69.56	39.53	33.25	36.00	68.00	77.78	77.78	
Displacements/Structural Impacts	Evaluate displacements/structural impacts by type.	0.00	21.28	56.28	0.00	6.00	21.28	31.25	66.25	66.25	
Cemeterial Farm Impacts	Evaluate alternatives relative to disturbance of cemeterial farms	60.00	57.31	33.16	62.96	62.96	29.05	29.05	0.00	0.00	
Economic Sustainability	Evaluate potential to sustain the economic vitality of the community	23.48	0.00	66.37	23.41	23.41	9.20	0.20	66.43	66.43	
Environmental Sensitivity - Additional Criteria		100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Special Waste	Evaluate potential impact on special waste sites.	40.00	60.00	100.00	0.00	0.00	60.00	60.00	60.00	60.00	
Section 40106 Properties	Evaluate potential impact on 40106 properties (quarried, nonresidential, historic sites).	40.00	60.00	100.00	0.00	0.00	60.00	60.00	100.00	100.00	
Floodplain	Evaluate potential impact on floodplains - longitudinal.	94.92	100.00	100.00	94.23	27.30	100.00	39.77	66.13	0.00	
Floodplain	Evaluate potential impact on floodplains - diagonal.	51.00	0.00	0.77	23.75	68.14	0.00	41.37	29.33	70.70	
Natural Area	Evaluate potential impact to Natural Area	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Nature Preserve	Evaluate potential impact to Nature Preserve	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Air Quality	Evaluate potential impact on air quality.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Water Resources	Evaluate potential impacts to streams using Habitat Assessment Score.	22.22	6.00	0.20	27.16	22.22	11.11	6.66	6.66	0.00	
Wetlands	Evaluate potential impacts to wetlands using Florida Quality Index (FQI).	60.00	0.00	64.10	60.22	60.22	37.00	37.68	62.20	62.20	
Threatened & Endangered Species and/or Habitat	Evaluate potential impacts to TSE species by type	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Forest Areas	Evaluate potential impact on forested areas	0.00	26.50	60.68	51.00	68.22	77.62	94.44	62.28	78.90	
Public	Evaluate potential impact on public	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Wetland Habitat	Evaluate potential impacts to high quality wetland cover (sq. ft.)	4.00	92.34	0.00	49.81	53.93	95.00	66.16	43.00	56.12	
Cost		66.14	60.00	6.00	60.00	60.00	60.00	37.00	60.00	20.00	
Project Cost	Options of probable cost for construction & land acquisition.	Rank: 8	Rank: 10	Rank: 10	Rank: 2	Rank: 2	Rank: 3	Rank: 9	Rank: 10	Rank: 10	
Operational & Maintenance Costs	Evaluate costs as reflected by resulting lane miles.	17.26	60.00	0.00	25.83	26.43	16.48	16.68	7.72	8.72	
OVERALL RANK TOTALS		20 RANK PTS	20 RANK PTS	20 RANK PTS	21 RANK PTS	19 RANK PTS	17 RANK PTS	18 RANK PTS	19 RANK PTS	17 RANK PTS	
OVERALL RANK OF ALTERNATIVE		Rank: 2	Rank: 3	Rank: 4	Rank: 1	Rank: 1	Rank: 4	Rank: 3	Rank: 2	Rank: 4	

Alignment Descriptions:
 Alternative 1: North-North-Easting
 Alternative 2: North-South-Easting
 Alternative 3: North-South-South
 Alternative 4: Existing North-Easting
 Alternative 5: Existing South-Easting
 Alternative 6: Existing South-South

A: Designates the use of various adjustments to the basic alternative.
WB: Designates use of portions of existing alignment for Westbound lanes.
EB: Designates use of portions of existing alignment for Eastbound lanes.
E: Designates use of "Easter" West End Option.
S: Designates use of "South" West End Option.

Notes:
 (1) Adjustments incorporate All 1A & All L.P.
 (2) Adjustments incorporate All L.P. & the eastern portion of All SA adjustments.
 (3) Adjustments incorporate the eastern portion of All SA adjustments.
 (4) Adjustments incorporate All SA, All L.P. & the "South" version of the West End Option.
 (5) Adjustments incorporate All SA, All L.P. & the "Ester" version of the West End Option.
 (6) Adjustments incorporate All L.P., the All SA adjustments & the "South" version of the West End Option.
 (7) Adjustments incorporate All L.P., the All SA adjustments & the "Ester" version of the West End Option.
 (8) Adjustments incorporate the All S-WB adjustments, the western portion of All SA adjustments & the "South" version of the West End Option.
 (9) Adjustments incorporate the All S-WB adjustments, the western portion of All SA adjustments & the "Ester" version of the West End Option.

Alignment Evaluation Results and Recommendations

As a result of the Evaluation Matrix:

1. The alignments that utilize much of the existing roadway between Fulton and Morrison clearly scored better than those that stayed north of existing in that area. We recommend staying on existing alignment in that area.
2. The "X" option at the west end clearly ranks better than the other options in that area. We recommend utilizing the "X" option.
3. The "LF" option near the landfill clearly ranks better than going south around the cemetery and County Highway Department. We recommend utilizing the "LF" option.
4. There were 3 basic alignments that scored closely. These were Alternatives 4, 5 & 6 with each using the "X" option at the west end. We recommend that these alternatives be presented to the CAG for their input.



PSG Decision:

Alignments Recommended to Move
Forward



CONSENSUS



Timeline

- DEIS Chapters on Affected Environment and Alternatives to IDOT: **July 2009**
- PSG & CAG Identify Alternative for Detailed Study: **Nov 2009**
- Public Informational Open House #3 **January 2010**
- NEPA 404/Merger Meeting; Alternatives To Be Carried Forward: **February 2010**
- DEIS signed: **October 2010**
- Public Hearing: **January 2011**
- FEIS signed: **January 2012**
- ROD signed: **June 2012**

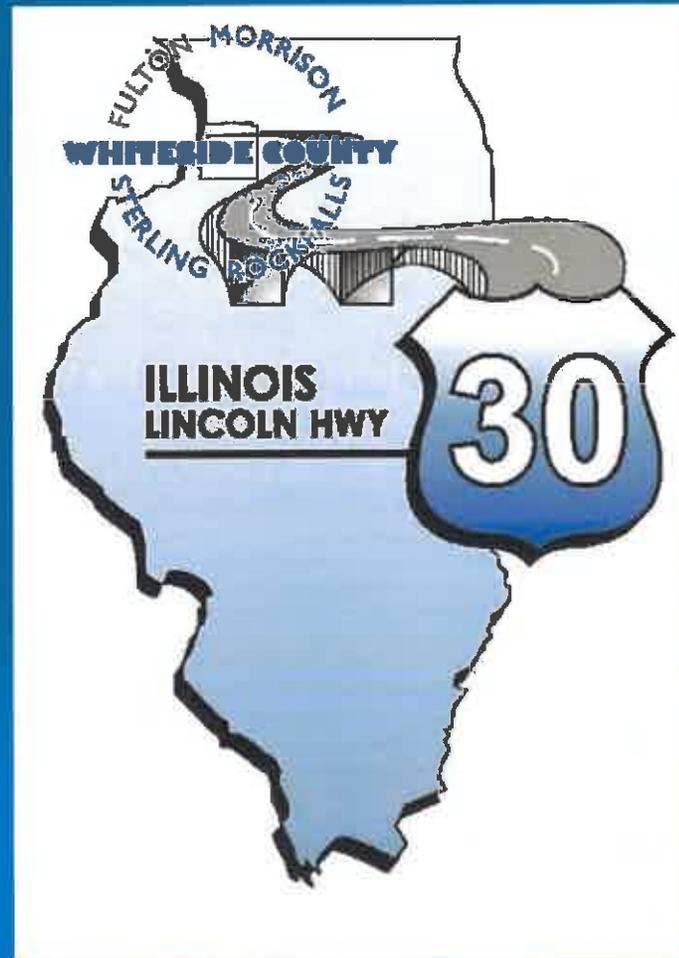


Next Steps

- CAG Meeting
(Present Alignments and Get Input on 3 Alignments to move forward)
(Good Date?)
- Stakeholder Meetings
- DEIS Chapters



Thank You
for your Continued Support !!!!





**PSG Meeting #9
U.S. 30
April 27, 2010**

Location: IDOT District 2
Time: 10:00 am
Preparer of Minutes: Jill Calhoun

FINAL MEETING MINUTES

Attendees

Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Bill McWethy	IDOT D2	william.mcwethy@illinois.gov
Brian Mayer	IDOT D2	brian.mayer@illinois.gov
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Dan Long	IDOT D2	dan.long@illinois.gov
Dan Tobin	IDOT D2	daniel.tobin@illinois.gov
Deana Hermes	IDOT D2	deana.hermes@illinois.gov
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Mary Lou Goodpaster	Kaskaskia	mgoodpaster@kaskaskiaeng.com
Shelia Hudson (phone)	Hudson & Associates	hudson.shelia@sbcglobal.net

Agenda

1. Discuss Progress to Date
 - a. Last PSG meeting was May 14, 2009
 - b. Last CAG meeting was June 10, 2009
 - c. Subsequent meetings with team, IDOT & BDE
2. Six Alternatives Considered After Adjustments
 - a. Key Environmental Issues
 - b. Key Engineering Concerns
 - c. Alternatives Recommended for No Further Study
 - d. Concurrence on 2 alignments recommended for further study
3. Morrison Business Community Meeting
 - a. Bypass Study
 - b. New CAG Member
4. Project Timeline
5. Proposed CAG Meeting #6
 - a. Date
 - b. Agenda

Handouts

The handout provided to the PSG members was the Power Point presentation (see attached).

Progress to Date

- The last PSG Meeting that was held was on May 14, 2009
 - Discussed the results of the Environmental Survey Request.
 - Summarized the Public Informational Open House held on January 29, 2009.
 - Agricultural Land/Environmental Concerns
 - Prefer South Corridor
 - Route to the north was a surprise/Not a good option
 - What progress was made with the project?
 - Development
 - Summarized the NEPA 404 Merger meeting held February 3, 2009: Discussion of the Corridors
 - Development of the Alignments
- The last CAG Meeting that was held was on June 10, 2009
 - Discussed the results of the Environmental Survey Request
 - Discussed the Public Informational Open House and NEPA 404 Merger Meeting
 - Discussed the initial alignments and potential environmental impacts.
 - Questions that were asked by the CAG:
 - Why were areas added back into the study?
 - Is Alternate 6 too far south of Morrison to serve existing traffic?
 - At what point will drainage be addressed?
 - How will the connection to IL 136 be handled?
 - What about the overall U.S. 30 system continuity?
 - What is the timeline for this study?
 - Will the study look at secondary road impacts?

- Since the last PSG and CAG meeting, there have been subsequent meetings amongst the consultant team, IDOT, and BDE. The issues discussed in these meetings have included:
 - Access
 - Geometrics
 - Contents of the Draft Environmental Impact Statement (DEIS)
 - Schedule
 - Process
 - Environmental Issues
 - Narrowing down the number of alternatives

Six (6) Alternatives Considered After Adjustments

- There were six (6) alternatives considered as “Reasonable Alternatives” after a number of adjustments were made to the alignments in order to minimize and/or avoid the impacts to the environmental resources in addition to ensuring engineering viability.
- A preliminary analysis of the impacts from the six alternatives was done considering a footprint approximately 220 foot wide.
- The impact data, such as acreage, is approximate and will be refined as progress is made.
- The No-Build Alternative will also be evaluated.
- A number of key environmental issues and engineering concerns were considered while making the adjustments to the alignments:
 - Key Environmental Issues
 - Displacements
 - Agricultural Impacts
 - Abbott Thin shell Pecan Tree
 - Potential Historic Homes
 - Forested Areas
 - Flood Plain
 - Centennial Farms
 - Wetlands
 - Creeks
 - Cemeteries
 - Key Engineering Concerns
 - Railroads
 - Forested Areas
 - Wetlands

Alternatives Recommended for No Further Study

- Alternatives 1, 2, 3, and 6 are recommended for no further study.
- In general, Alternatives 1, 2, 3 & 6 use less existing roadway than Alternatives 4 & 5. In addition, Alternatives 3 & 6 both stay south, and there is concern that not enough traffic would be lured away from existing U.S. 30.
- Alternative 1 Cons
 - Does not utilize the existing route on the west end
 - Requires the 2nd most residential acreage
 - Requires the 2nd most farmstead displacements
 - Requires the 2nd most residential displacement
 - Largest impact to forested areas

- Alternative 2 Cons
 - Does not utilize the existing route on the west end
 - Requires the most commercial/industrial/public ground
 - Requires the 2nd highest amount of agricultural ground
 - Serves the most farm properties
 - Requires the 2nd most amount of ROW
- Alternative 3 Cons
 - Does not utilize the existing route on the west or east end
 - Performed the worst at improving LOS and providing crash reduction
 - Requires the most agricultural ground
 - Severs the 2nd most farm properties
 - Requires large impacts to water resources
 - Requires the highest amount of new ROW
- Alternative 6 Cons
 - Does not utilize the existing route on the east end
 - Requires the most property from centennial farms
 - Requires the most floodplain acreage
 - Requires large impacts to water resources

Alternatives Recommended for Further Study

- Alternatives 4 and 5 are recommended for further study. The No-Build alternative will also be evaluated. Pros and cons for these alternatives are described below.
- Alternative 4 (North) Pros
 - Performed 2nd best at improving the LOS
 - Requires the least amount of agricultural ground
 - Requires the 2nd least amount of acreage from centennial farms
 - Least amount of impacts to water resources
 - Utilizes much of the existing U.S. 30 roadway
 - Requires the least amount of new ROW
 - Shortest alternative
 - Least amount of continued maintenance need for existing U.S. 30
- Alternative 5 (South) Pros
 - Performed the best at improving the LOS and providing crash reduction
 - Requires the 2nd least amount of agricultural ground
 - Least amount of impacts to forested areas
 - Utilizes much of the existing U.S. 30 roadway
 - Requires the 2nd least amount of new ROW
 - Predicted to lure highest volume of traffic from existing U.S. 30
- Alternative 4 (North) Cons
 - Requires the most residential acreage
 - Requires the most farmstead displacements
 - Requires the most residential displacements
 - Impacts the greatest number of special waste sites
 - Highest cost alternative

- Alternative 5 (South) Cons
 - Requires the greatest amount of acreage from public facilities
 - Requires the 2nd most property from Centennial Farms
 - Impacts the 2nd most area floodplain
- Since the original comparison of the six alternatives was made, the consultant team has continued to work with the District to improve Alternatives 4 and 5. Adjustments to Alternatives 4 and 5 include:
 1. Both alternatives were realigned at the west end to stay to the north, then cross the two railroads at same location before returning to existing.
 2. Both alternatives were realigned near the Abbott Tree to ensure the root system is not compromised. This involved a shift to the south and ties into the existing ditch system.
 3. Alternative 4 was realigned near Union Grove to eliminate impacts to a historical property and wetlands. The resulting alignment involves staying on the Alternative 5 alignment to just east of Hillside Road then veering east to cross over the railroad and reconnect with the original Alternative 4 alignment west of Illinois 78.

Discussion, Questions & Concurrence

- Todd Hill, Bicycle & Pedestrian Coordinator for BDE, asked about access to the State Park north of Morrison and if providing a north alternate would be a good thing to draw tourists to this park? Mary Lou stated that an alternate to the north of Morrison would provide better access but that the area north of Morrison is residential and the people in that area want it to remain residential and “quiet.” There have also been concerns about the effects of noise from the northern alternative on the park.
- Jon Estrem explained the cost difference between Alternatives 4 & 5 was due to number of bridges that would be required to be constructed, the amount of earth excavation that would be required and the number of displacements. The exact cost difference was not available during the meeting, but Jon will provide to the PSG. (The lowest cost estimate was \$272 million and the highest was \$357 million.)
- Mark Nardini explained the only difference between Alternatives 4 & 5 in regards to Special Waste sites is there is an old landfill north of Morrison through which Alternative 4 passes.
- Bridgett Jacquot explained that public facilities are not 4(f) and there are no 4(f) impacts with any alternative. The public facility that was discussed is the Whiteside County Landfill that sits adjacent to U.S. 30 and is publicly owned. There currently are no public-owned parks, recreational areas or wild-waterfowl refugees that are being impacted.
- Mike Walton discussed the basis of the projected Crash Reduction Factor for each alignment alternative. The estimated number of crashes reduced as a result of the various alternatives was based on the crash information gathered from the crash report along the existing route, the projected traffic volumes utilizing the existing and proposed roadways for each of the alternatives and a FHWA report which studied the crash reduction factors associated with the reconstruction of a two lane rural highway to a 4 lane expressway design. A Origin-Destination Study, conducted early on in the project, was to determine how much traffic would stay on U.S. 30 and the volume that would use the bypass based on various locations for a proposed

bypass. Mike did not have the brief report (completed in April 2009), that outlined the basis of this traffic, on hand at this meeting but the FHWA will be sent another copy to show the basis for the Traffic Safety information.

- FHWA stressed that the Alternatives Chapter of the DEIS needs to have a detailed explanation and quantification of why certain alternatives were eliminated. This can be done by explaining the process and providing the impact data. FHWA requested the Draft Alternative Section be submitted to FHWA by May 24, 2010, in order for this project to be presented at the September 2010 NEPA 404 Merger Meeting. Charles Perino believes this project will not have to go through the NEPA 404 Merger Process because an individual Section 404 permit is unlikely to be needed for this project and the alternative analysis will show this. Bridgett Jacquot will complete the draft Alternatives chapter to illustrate the process to date that includes the elimination of alternatives 1, 2, 3, and 6.
- FHWA stated that the project team will seek feedback on the alternatives to be carried forward from the general public to satisfy Section 6002 requirements. This may be accomplished through a public meeting, posting information to the website, sending out a newsletter requesting comments, and/or newspaper articles.

CAG Meeting

- It was determined that the next CAG meeting should be held in early June.
- FHWA stated that at the CAG meeting IDOT should show all six alternatives and their associated impacts utilizing quantitative data. IDOT should then seek the CAG's input on the six alternatives as well as the recommendation to further study Alternatives 4 and 5.
- Concurrence was received to add a new CAG member from the Area Businesses Development Alliance. There are two potential candidates. The new member will be determined by the project team.

Morrison Business Community Meeting

- A stakeholder meeting was held April 15, 2010, at the O'Dell Community Center in Morrison.
- Significant concerns had been expressed by the members of the Morrison Business Community regarding the potential impacts of a U.S. 30 bypass.
- A Bypass Study was requested. Guidelines from IDOT's Community Impact Assessment process will be utilized, and this study will be incorporated into the socioeconomic chapter of the EIS. Barbara Stevens, IDOT BDE, and District 2 have discussed this,
- The Morrison Business Community will be given the opportunity to review the Draft Bypass Study Report and discuss it with the US 30 Project Study Team.
- Charles Perino stated that a separate Bypass Study may not be necessary. Portions of the socioeconomic data collected for the DEIS may be sufficient. *A decision whether to have a separate Bypass Study report was not made during the meeting because it required a discussion with Barbara Stevens of BDE.*

Project Timeline

- Draft Alternatives Chapter: May 2010
- CAG Meeting: June 2010
- Draft Bypass Study: September 2010
- NEPA/404 Merger Meeting: September 2010
- Submittal of preliminary DEIS & technical reports: March 2011
- Submittal of preliminary FEIS: October 2012
- Record of Decision (ROD) signed: July 2013

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

*Mail revisions to: Volkert, Inc.
103 Lanter Court
Collinsville, IL 62234
Or via email to: mwalton@volkert.com*



Illinois Department of Transportation

**U.S. ROUTE 30
ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



**PROJECT STUDY
GROUP MEETING
April 27, 2010**

Agenda

1. Discuss Progress to date
 - a. Last PSG meeting was May 14, 2009
 - b. CAG meeting June 10, 2009
 - c. Subsequent meetings with team, IDOT & BDE
2. Six Alternatives Considered after adjustments
 - a. Key Environmental Issues
 - b. Key Engineering Concerns
 - c. Alternatives Recommended for No Further Study
 - d. Concurrence on 2 alignments recommended for further study
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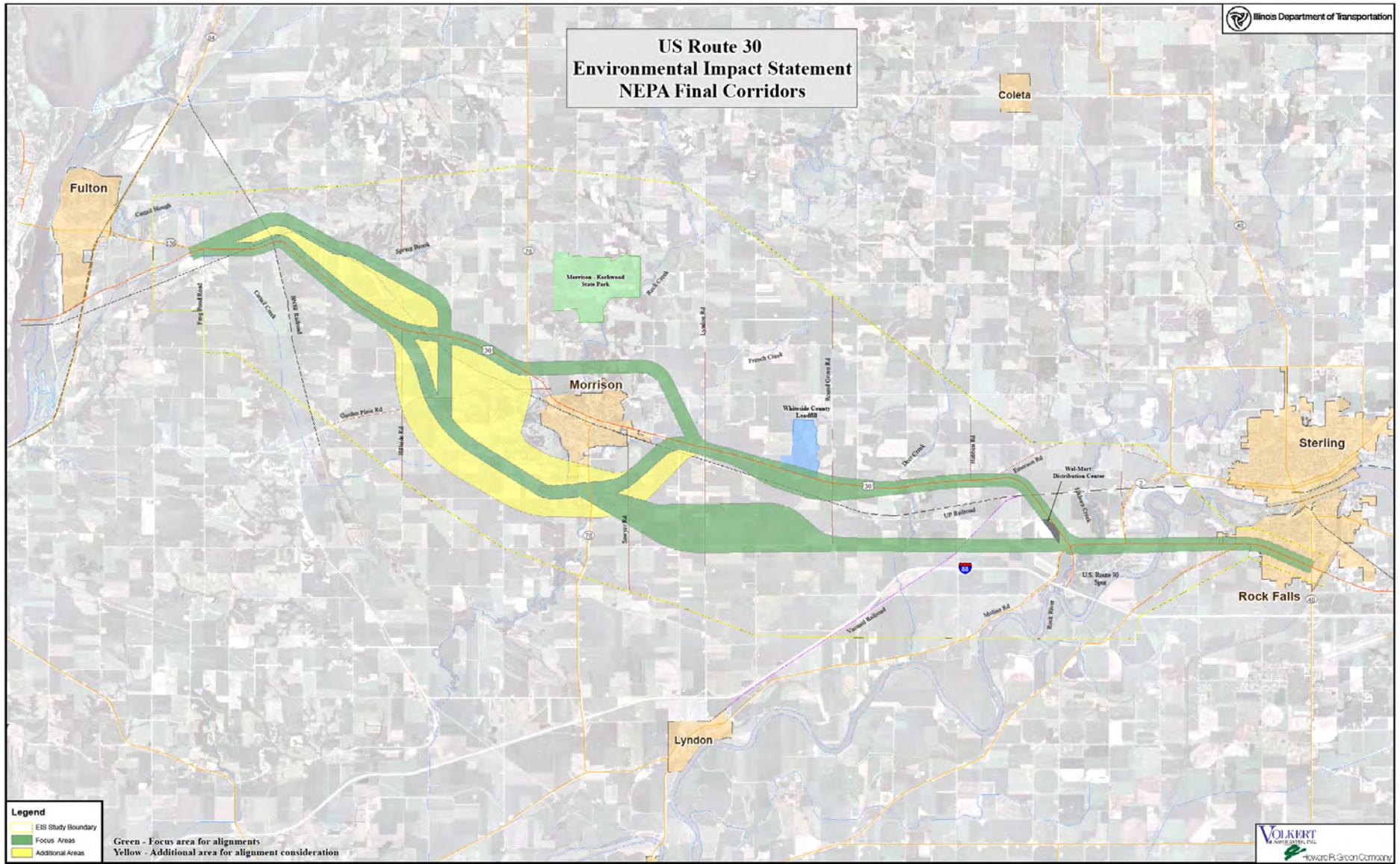
Last PSG meeting

May 14, 2009

- ▶ Discussed the results of the Environmental Survey Request
- ▶ Summarized the Public Informational Open House that was held on January 29, 2009:
 - Agricultural Land/Environmental Concerns
 - Prefer South Corridor
 - Route to the North was a surprise/Not a good option
 - What progress was made with the project?
 - Development
- ▶ Summarized the NEPA 404 Merger meeting held February 3, 2009: Discussion of the Corridors
- ▶ Development of the Alignments



US Route 30 Environmental Impact Statement NEPA Final Corridors



Legend
ERS Study Boundary
Focus Areas
Additional Areas

Green - Focus area for alignments
Yellow - Additional area for alignment consideration

CAG Meeting

June 10, 2009

- ▶ Discussed the results of the Environmental Survey Request
- ▶ Discussed the Public Informational Open House and NEPA 404 Merger Meeting
- ▶ Discussed the Initial Alignments and Potential Environmental Impacts
- ▶ Questions that were asked by the CAG
 - Why were areas added back into the study?
 - Is Alternate 6 too far south of Morrison to serve existing traffic?
 - At what point will drainage be addressed?
 - How will the connection to IL 136 be handled?
 - What about the overall US 30 system continuity?
 - What is the timeline for this study?
 - Will the study look at secondary road impacts?

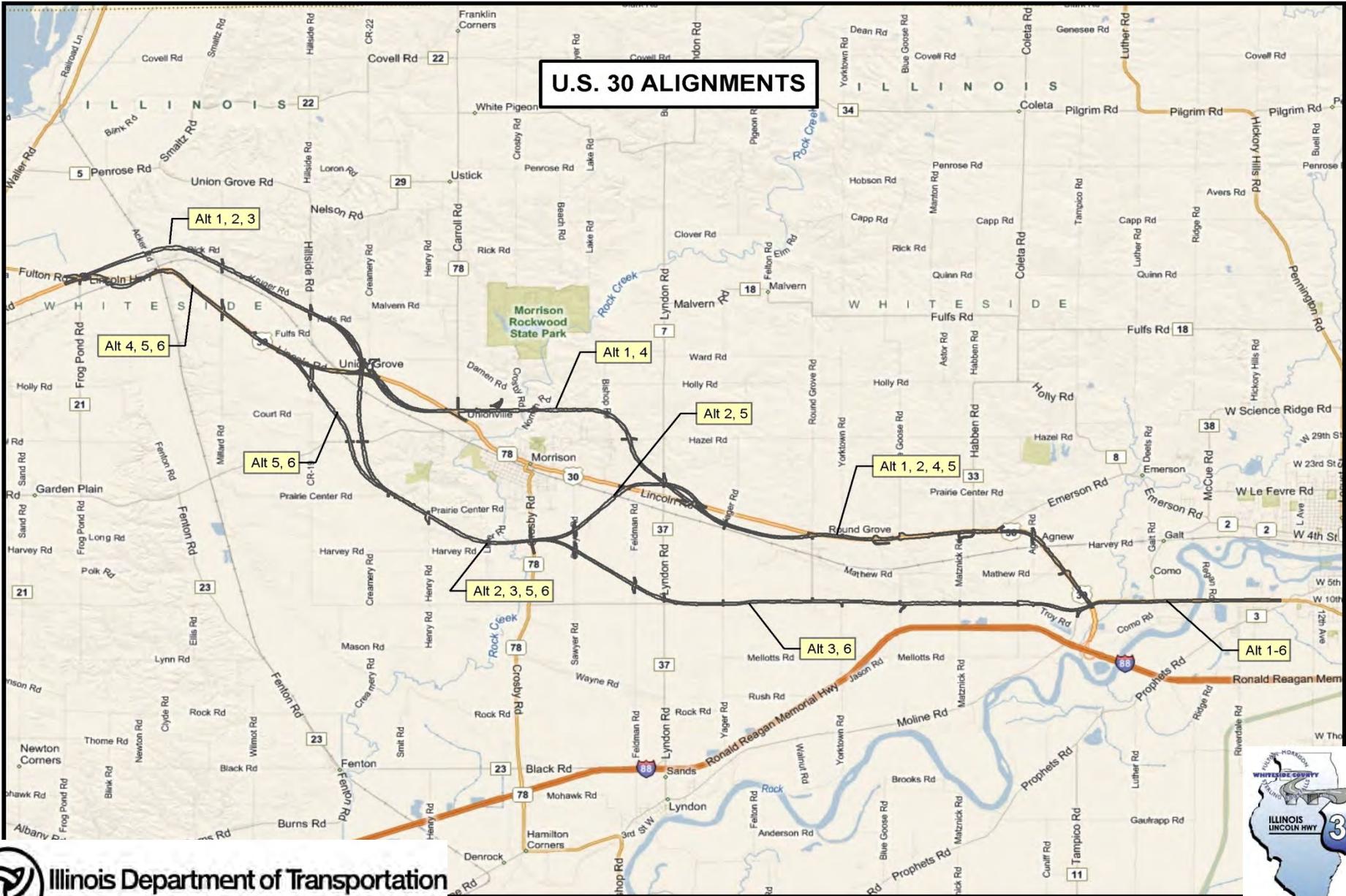


Subsequent Meetings with team, IDOT, and BDE

- ▶ Access
- ▶ Geometrics
- ▶ Contents of the Draft Environmental Impact Statement (DEIS)
- ▶ Schedule
- ▶ Process
- ▶ Environmental Issues
- ▶ Narrowing down of the number of alternatives



Six (6) Alternatives Moving Forward



Six Alternatives Considered After Adjustments

Key Environmental Issues

- ▶ Displacements
- ▶ Agricultural Impacts
- ▶ Abbott Thinshell Tree
- ▶ Centennial Farms
- ▶ Wetlands
- ▶ Forested Areas
- ▶ Flood Plain
- ▶ Creeks
- ▶ Cemeteries
- ▶ Potential Historic Homes

Key Engineering Concerns

- ▶ Railroads
- ▶ Access
- ▶ Intersections



Concurrence on 2 alignments recommended for further study

- ▶ *The recommendations to retain the following alternatives are based on a preliminary analysis of the impacts of an approximately 220 foot wide footprint.*
- ▶ *The impact data, such as acreage, is approximate.*
- ▶ *The six alternatives were then compared to each other.*
- ▶ *The next step will be to refine the two remaining alternatives and add 20 feet outside of the 220 foot footprint in order to assess the impacts of potential ROW.*
- ▶ *Therefore, the impacts (acreage, etc.) that you see in the following slides will be revised (hopefully minimized) for the two remaining alternatives and based on an approximately 220 foot footprint.*
- ▶ *Lastly, the No-Build Alternative will also be evaluated along with the two alternatives being carried forward.*



Alternatives Recommended for No Further Study

1

CONS

- ▶ Does not utilize the existing route on the west end
- ▶ Requires the 2nd most residential acreage
- ▶ Requires the 2nd most farmstead displacements
- ▶ Requires the 2nd most residential displacements
- ▶ Largest impact to Forested Areas

2

CONS

- ▶ Does not utilize the existing route on the west end
- ▶ Requires the most commercial/industrial/public ground
- ▶ Requires the 2nd highest amount of agricultural ground
- ▶ Severs the most farm properties
- ▶ Requires the 2nd most amount of new ROW

3

CONS

- ▶ Does not utilize the existing route on the west or east end
- ▶ Performed the worst at improving the LOS and providing Crash Reduction
- ▶ Requires the most agricultural ground
- ▶ Severs the 2nd most farm properties
- ▶ Requires large impacts to Water Resources
- ▶ Requires the highest amount of new ROW

6

CONS

- ▶ Does not utilize the existing route on the east end
- ▶ Requires the most property from Centennial Farms
- ▶ Requires the most floodplain acreage
- ▶ Requires large impacts to Water Resources



Concurrence on 2 alignments recommended for further study



Alternatives 4 & 5

Concurrence on 2 Alternatives Recommended for Further Study

Comparison of Alternatives 4 & 5 to the Alternatives 1, 2,3, & 6

Alternative 4 (North)

PROS

- Performed 2nd best at improving the LOS
- Requires the least amount of agricultural ground
- Requires the 2nd least amount of acreage from Centennial Farms
- Least amount of impacts to water resources
- Utilizes much of the existing U.S. 30 roadway
- Requires the least amount of new ROW
- Shortest Alternative
- Least amount of continued maintenance need for existing U.S. 30

Alternative 5 (South)

PROS

- Performed the best at improving the LOS and providing Crash Reduction
- Requires the second least amount of agricultural ground
- Least amount of impacts to forested areas
- Utilizes much of the existing U.S. 30 roadway
- Requires the 2nd least amount of new ROW
- Predicted to lure highest volume of traffic from existing U.S. 30



Concurrence on 2 Alternatives Recommended for Further Study

Comparison of Alternatives 4 & 5 to the Alternatives 1, 2,3, & 6

Alternative 4 (North)

CONS

- Requires the most residential acreage
- Requires the most farmstead displacements
- Requires the most residential displacements
- Impacts the greatest number of special waste sites
- Highest Cost Alternative

Alternative 5 (South)

CONS

- Requires the greatest amount of acreage from public facilities
- Requires the 2nd most property from Centennial Farms
- Impacts the 2nd most area of floodplain



CONCURRENCE FROM PSG



Illinois Department of Transportation



Morrison Business Community Meeting

- ▶ Stakeholder meeting held April 15th
- ▶ Significant concerns have been expressed by the members of the Morrison Business Community regarding the potential impacts of a US30 Bypass.
- ❖ Anticipate DRAFT Bypass Study Report by September 2010.
- ❖ Allow Morrison Business Community the opportunity to review the Draft Bypass Study Report and discuss with the US30 Project Study Team



New CAG Member

- ▶ Currently 43 members on the CAG
- ▶ Concurrence from the PSG to add a new member to the CAG from the Area Businesses Development Alliance



Project Timeline

- ▶ Draft Bypass Study: September 2010
- ▶ NEPA/404 Merger Meeting: February 2011
- ▶ Submittal of preliminary DEIS and technical reports: March 2011
- ▶ Public Hearing: October 2011
- ▶ Submittal of preliminary FEIS: October 2012
- ▶ Record of Decision (ROD) signed: July 2013



Proposed CAG Meeting #6

- ▶ Discuss with the PSG
 - Date
 - Agenda



THANK YOU



Illinois Department of Transportation





**PSG Meeting #10
U.S. Route 30
November 16, 2010**

Location: IDOT District 2
Time: 10:00 am
Preparer of Minutes: Jill Calhoun

MEETING MINUTES

Attendees

Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Bill McWethy	IDOT D2	william.mcwethy@illinois.gov
Brian Mayer	IDOT D2	brian.mayer@illinois.gov
Cassandra Rodgers	IDOT D2	cassandra.rodgers@illinois.gov
Deana Hermes	IDOT D2	deana.hermes@illinois.gov
Jay Howell	IDOT D2	Jay.Howell@illinois.gov
Jennifer Williams	IDOT D2	jennifer.williams@illinois.gov
Jon McCormick	IDOT D2	jon.m.mccormick@illinois.gov
Charles Perino	IDOT BDE	charles.perino@illinois.gov
Dorraine Kingry	IDOT D2	
Jim Allen	FHWA	jim.p.allen@dot.gov
J.D. Stevenson	FHWA	jerry.steveson@dot.gov
Bridgett Jacquot	Volkert, Inc.	bjacquot@volkert.com
Jill Calhoun	Volkert, Inc.	jcalhoun@volkert.com
Vic Modeer (phone)	Volkert, Inc.	vmodeer@volkert.com
Mike Walton	Volkert, Inc.	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Gil Janes	Howard R. Green Co.	gjanes@hrgreen.com
Bryan Cross (phone)	KEG	
Shelia Hudson (phone)	Hudson & Associates	HUDSON.SHELIA@SBCGLOBAL.NET

Agenda

1. Discuss CAG Comments on Six Alignments
2. Discuss Public Comments on Six Alignments
3. Concurrence on Alignments to Move Forward

Handouts

The handouts provided to the PSG members were: CAG Meeting Minutes (June 02, 2010), Six Alignments Public Comment Period Report, and the Six Alignment Comment Spreadsheet.

CAG Meeting – June 02, 2010

- Michael Walton stated the last PSG Meeting that was held was on April 27, 2010
 - Discussed the pros and cons of each of the six alignments.
 - Decided that before PSG could grant concurrence on the alignments to move forward, public input needed to be gathered on the six alignments.
- The CAG meeting minutes were reviewed.



-
- Same information presented to the PSG at the April meeting was presented to the CAG.
 - **CAG Exercise-** CAG members at each of the six tables were asked to discuss the six alternatives and note concerns, questions, and opinions.

Table 1: Started off by stating that they appreciated the diversity of the interests represented at the table.

a) Important Considerations

- Take less farmland out of production
 - Close proximity to Industrial Park & Morrison
 - Prime residential development corridors near Morrison
 - Concerns about trucks and access to landfill
 - Concern about losses of homes
- b) Favor Alternates 4, 5, & 6 on the West end.
- c) Favor Alternates 4 & 5 in the Central section.
- Alternative 4:
 - Residential growth is a positive effect
 - Concerned about potential impacts to the terrain and character north of Morrison
 - May remove natural land from use – should be kept in natural state for future
 - Cuts access to Rockwood State Park – consideration of alternate routes and crossings for recreational/wildlife/special access.
 - North of Morrison is prime residential growth area or prime preservation area. This could pose a land use conflict in the community
 - Takes out less farm land
 - Better access to park- may open up markets for residential/recreational
 - Alternative 5:
 - Closer to industrial park and business growth.
 - Avoids wetland area
 - Suggested that if possible shift the alignment to the north where it crosses Illinois 78 to bring it closer to the industrial park and take less farmland.
- d) Favor Alternates 1, 2, 4 & 5 on the east end.
- Do not like Alternatives 3 & 6 because they cross a natural area and would create a kill zone for deer.
 - Alternatives 3 & 6 also take the most farmland out of production



Tables 2 & 3 (combined):

- a) No Build is not an option; any alternative would be beneficial
- b) North Option (Central)
- Stronger access to Rockwood State Park
 - Both options would cause construction delays over existing U.S. 30.
 - Will the covered bridge be affected?
 - Concerned it may deter residential growth on north side
 - Morrison businesses (retail) may be negatively impacted.
 - Suggested the use of signage to direct motorists to old route (Lincoln Highway)
- c) South Option (Central)
- Advantageous for growth and industrial park access
 - Concerned that a second EMS station may be required – Who will pay?
 - Morrison businesses (retail) will have possible negative impacts.
 - Suggested the use of signage to redirect motorists to old route (Lincoln Highway)
 - New overpass over railroad east of Morrison may lessen EMS concerns regarding access back to the south

Table 4:

- a) What will be the impact of Alternate 4 on residential growth north of Morrison and the covered bridge?
- b) Alternate 5 provide advantage with its proximity to the industrial park.
- c) Noted the lack of an IL 78 bypass around Morrison with any of the alternatives.
- d) Concerned about the impact on Morrison's business community
- e) No-Build not an option

Table 5:

- a) Concerns with following existing U.S. 30 because of cost of railroad overpasses.
- b) Suggested it would be beneficial to pursue Alternatives 3 & 6 and connect directly to Interstate 88. This would result in a shorter alternative.
- c) Expressed concern regarding displacement of residential properties near Deer Creek.
- d) Northerly route around Morrison is a concern because of topography and the State Park.
- e) Like the southerly route around Morrison because it is closer to Morrison and allows for future development and growth.
- f) No concerns on west for Alternatives 4 & 5.
- g) Voiced the importance of the Forest Inn and urged that it not be displaced.



Table 6:

a) Alternatives 1 & 4

- Concerned with proximity to residential properties and topography on the north side of Morrison.
- May cut off pedestrian and cyclist access to Rockwood State Park from Morrison.
- Aesthetics are also a concern.
- Concerned about the roadway being near the covered bridge.
- Heavy truck traffic to Morrison Industrial Park would still use existing U.S. 30 for access unless on I-88.

b) All Alternatives

- Morrison's current sales tax structure and local government funding could be affected. Auto and fuel use tax could also be affected.
- May result in a decrease in Morrison's property tax base for school districts.

Summary of the common concerns/comments:

- 1) No-Build Alternative is not an option
 - 2) Preserve farmland – Stay on existing U.S. 30 as much as possible.
 - 3) Concerns regarding sustainability & viability of Morrison businesses
 - 4) Proximity to the industrial park would allow for better economic development growth opportunities.
 - 5) Quality of life in the area should be a concern.
 - 6) Concern about the north alignment restricting development and compatibility with surroundings
 - 7) Environmental sensitivity/prudence.
- Jim Allen (FHWA) stated this was his first U.S. Route 30 CAG meeting and the meeting was very good and there was a good community feeling and participation from the group.

Six Alignments Public Comment Period Report

- The fifth issue of the project newsletter was sent to the public in early August. Included in each newsletter was a comment form, proposed six alignment map, and a stamped addressed envelope. To assist respondents in understanding each alignment, a description of each alignment was provided. To simplify the location of the alignments within the large project study area consisting of 24 miles long and 10 miles wide, the project study area was divided into four portions: Western, Central, Eastern, and Moline Road to IL 40. Each alignment location description included primary engineering and environmental considerations. The public was also given the option to consider a "No-Build" Alternative.
- There were several mediums used to notify the public of their opportunity to comment on the six proposed alignments. Such efforts included press releases, an



eblast, and announcement postings. The public was notified that September 9, 2010 was the deadline date to submit their comments. They were asked to return all comments to the project office in a stamped addressed envelope provided within the newsletter, or via the project website. The following methods were used to notify the public of the opportunity to comment on the alignments:

- Project Newsletter – Approximately 539 newsletters were mailed to those identified in the project database. The newsletter included a description of the six proposed alignments along with a map, and comment form to complete.
- A Press Release was distributed to selected media outlets such as: The Review, Fulton Journal, Whiteside News Senteninel, Prophestown Echo, Sauk Valley Newspaper, and Morrison Post. And the Department faxed press/news releases to all of the municipalities within the project study area (Fulton, Morrison, Rock Falls, and Sterling)
- An E-blast was circulated to the Community Advisory Group (CAG).
- Web Announcements were posted to the project website notifying visitors of the opportunity to comment. For those who chose to respond through the project website, the same general instructions were provided along with instruction on how to navigate the GIS Portal map. The GIS Portal map provided a more illustrated view of the project study area, property lines, and the six alignments under evaluation
- Overall, 67 people responded to solicitation for public input on the six alignments. Fifty-four of the comments were received by mail and 13 were emailed, via the project website. Approximately 12% of the newsletter’s recipients returned a response comment. Comments were reviewed by the consultant team numerous times to ensure the response was correct.
- **Table 5** summarizes the responses received that expressed a preference on an alignment.

Table 5: Respondents Preference on Alignment*				
Alignments	Preferred		Against	
	Number	Percentage	Number	Percentage
Alignment 1	1	2%	3	5%
Alignment 2	4	6%	4	6%
Alignment 3	3	5%	5	8%
Alignment 4	8	13%	1	2%
Alignment 5	8	13%	2	3%
Alignment 6	7	11%	4	6%
In Favor of Any	2	3%		---
North Bypass	1	1%		---
South Bypass	3	4%		---
No Build	19	30%		---
Other	12	19%		---
No Comments	3	5%		---

*Based on 64 Comments



Further highlights of each respondent's comments can be found on the public comments spreadsheet (**Handout**). Please note of the 67 comments received three (3), respondents provided no comments and requested to be removed from the mailing list.

Respondents were allowed to expand on their input during the comment period. Highlighted below, is a summary of some of the most frequent comments expressed regarding the impacts the six alignments will have on farmlands, businesses, personal properties, and historical sites, should an alternative be considered.

Agriculture/Farmland: Listed below are general comments expressed about the impacts to farmers or farmlands. They are as follows:

- Respondents would like to see the least possible impact to existing farmland.
- Respondents fear a new road would limit their access to roadways prohibiting them to use their farming equipment effectively. Respondents expressed concern about the impact to historical and legacy farmland, such as the Centennial Farm.

Economic Impacts: Listed below are general comments expressed about the economic impacts to businesses and properties. They are as follows:

- The most common concern in regard to economic impacts is how a selected alternative could economically impact the city of Morrison. Many feel a bypass around the city will create a devastating effect on the town's growth and economic stability.
- Respondents support an alternative that will enhance the accessibility to businesses along the corridor and support future industrial/commercial development along the corridor.

Historic Impacts: Listed below are general comments expressed about the impacts to historical and specific landmarks, parks, and scenic attractions in the area. They areas follow:

- The general consensus from respondents is that there be no impacts to the historic character, attributes, and landmarks that identify each City Respondents would like to see the historical character of the Lincoln Highway preserved.
- Respondents do not support any alternatives that pose a negative impact to the State Park.
- Respondents support no billboards.
- Respondents expressed concerns that some proposed alternatives will disrupt the beautiful charm, character, and nature of some established communities.

Property Impacts: Listed below are general comments expressed about the impacts to businesses or personal properties. They are as follows:

- There is a general consensus that if any improvements are done they should be aligned in conjunction with existing U.S. Route 30 and run south of town to provide greater access to the Commercial/Industrial Park because of the significant resources dedicated to the development on that side of town.
- Respondents expressed concerns that various alternatives will impact residential development on the North side of town.



-
- Respondents expressed concern that various alternatives will impact their personal properties by cutting straight through their homes.
 - Respondents expressed concern that a new roadway would disrupt the quite serene communities on the North side of town with traffic, noise, and air pollution.
 - Respondents expressed concern that selective alternatives would increase traffic and noise will raise safety concerns in neighborhoods.
 - Respondents expressed concern that selective alternatives would impact their property value.

Other: Listed below are miscellaneous comments expressed about the possible six alignments. They are as follows:

- Respondents expressed concerns that the state is in no financial condition to support a new roadway.
- Respondents stated that “if” improvements are needed then improve the existing route 30 by resurfacing the road and adding some turn lanes, and enhance the intersections.
- Respondents feel the project is a waste of tax payer’s dollars/ See other needs for tax payer’s dollars.
- Respondents stated that the cost to build a new roadway is too much.
- Would like to see it aligned with the present U.S. Route 30 as much as possible. North or south of Morrison – too much to take into consideration.

Conclusion:

The comments received from the public reaffirmed the primary concerns that were previously brought forward in the Context Sensitive Solutions process. The comments showed the primary concerns for the improvement include: lost of agricultural ground, farm and residential displacements, potential negative economic impacts associated with the bypass of Morrison, environmental impacts, and costs associated with the project. Other concerns included potential impacts to the Morrison Rockwood State Park, historical properties, and the Lincoln Highway. In order to avoid these impacts, many of the respondents stated to utilize the existing U.S. Route 30 alignment as much as possible.

To better put into perspective how the primary concerns can help determine which alignments should move forward in the process, the project study team has looked at the comments in relation to what portion of the project study area the comments are associated with.

For the Western Portion

(From IL 136 to west of Morrison) Of the comments received, seven respondents suggested a preference to stay north of the existing roadway west of Morrison to IL 136 and 22 suggested an alignment that utilizes the existing route.

- Many of those that chose the alignments along the existing roadway alignment gave reasons similar to those previously discussed as primary concerns including: agricultural impacts maximize existing route, least environmental impacts, and most cost effective.
- Those that preferred alignments that utilized the existing U.S. Route 30 route reasoned it was the straightest or fastest and avoided RR crossings. In addition,



some respondents did not include comments about the alignments in the western portion precisely but the alignments they identified as their “preferred,” included the use of the existing U.S. Route 30 in the western portion of the project study area.

The Central Portion

(From Hillside Road west of Morrison to about Lyndon Road east of Morrison) This is where most of the comments were directed. For central portion, nine respondents preferred an alignment that would go north of Morrison, 16 preferred an alignment that would go south of Morrison, and three were in favor of an alignment either way around Morrison.

- The primary reasons for staying north of Morrison included: Straightest and fastest route, less agricultural impacts, better access to the Morrison Rockwood State Park, least impact to natural areas, best access to Chicago and Prison, stays close to town, most cost effective, would affect the least number of people, keep park and Morrison more visible, access to covered bridge, own land south, and saving costs by not requiring a railroad overpass.
- The reasons that were provided for preferring an alignment south of Morrison included: closer to interstate south of town, closest to industrial park, would keep more wooded land to the north untouched, noise impacts greater to the north, traffic safety issues north, south better for future development, residential growth is to the north, south closer to ballpark, too many houses and covered bridge to the north, south better for growth and commercial development, northern route would encounter a lot of terrain problems, southern route would facilitate access between IL 78 and U.S. Route 30, southern route has minimum negative effects to Morrison, and more efficient to accommodate traffic from south travelling east or west.
- Reasons for constructing a bypass included: traffic in town, truck traffic in town is dangerous and economic improvements.

For the East Central Portion

(From Lyndon Road to Moline Road) There were a total of nine respondents that preferred an alignment south of the existing U.S. Route 30 roadway, between IL 78 south of Morrison and the intersection of U.S. Route 30 and Moline Road. There were 18 respondents that preferred an alignment along the existing roadway is used in this area.

- Similar to those (and in many cases the same respondent) that preferred the alignments west of town along the existing alignment, those that prefer an alignment along the existing U.S. Route 30 roadway alignment in this section reasoned the following: agricultural impacts, maximize existing route, least impacts, and most cost effective.
- The reasons that were provided by respondents for preferring an alignment that utilized much of the existing Bunker Hill Road alignment included: shortest and most direct route to IL 136 and I-88, straightest route, need for bridge construction reduced, better access to I-88 from IL 78, route closest to I-88, avoids railroad crossings, easiest to build, and most cost effective use.



East of Moline Road

Only one respondent mentioned the portion of the project study area from Moline Road to IL 40. This respondent had build preferences on the rest of the project but stated they preferred the No-Build Alternative east of Moline Road.

No-Build Option

Nineteen of the respondents stated that they were in favor of the No-Build Alternative. Some of the respondents that stated they preferred a No-Build added that if a transportation improvement along U.S. Route 30 had to be done, that only a widening of existing U.S. Route 30 should take place. This would reduce the agricultural impacts along with the potential impacts to the economy in the city of Morrison associated with a bypass.

Summary

To address the primary concerns of the respondents, a conclusion can be drawn that by utilizing the existing roadway alignment as much as possible, the impacts to agriculture and residential property can be minimized. The alignments utilizing the existing roadway as much as possible would also reduce the total right-of-way needed for the improvement, as many suggested. Therefore, since Alignments 4 and 5 are those that utilize the existing U.S. Route 30 alignment to the east and west of Morrison, they are suggested to be the alternatives carried forward to best address the public's concerns with agricultural and property impacts. By further studying these two options, the PSG can provide additional information to the public on the design, benefits of these alignments, and their potential impacts, eventually leading to the selection of a preferred alignment.

- Jim Allen asked for the location of the city of Morrison's planning boundary. Rebecca Marruffo answered that the City has no plan. In addition, Tim Long, City Manager, and Mr. Wood, Economic Development Director, have left their positions with the city of Morrison. Ms. Jacquot added the City has a zoning board but no plan.
- Jim Allen asked if the Forest Inn would be impacted as this was a concern of the CAG and the public. Jon Estrem stated the Forest Inn would not be impacted by Alternative 4 or 5.
- Jim Allen asked about the role of the Scenic Byway Coalition. Bridgett Jacquot explained she had spoken with the Illinois Lincoln Highway Coalition Director, Bonnie Heimbach, who oversees the national scenic byway program in Illinois, and this agency has no intention of signing the new bypass route as part of the scenic byway.

Concurrence

The PSG gave concurrence on Alternatives 4 and 5 to be the Build Alternatives carried forward for further study in the DEIS. It was determined that these alternatives best address the public's concerns with agricultural and property impacts. By further studying these two alternatives, the PSG can provide additional information to the public on the design, benefits of these alignments, and their potential impacts, eventually leading to the selection of a preferred alignment.



French Creek Floodplain Discussion

- Bridgett Jacquot explained the FEMA floodplain maps have been updated for Whiteside County and although they do not “go into effect” until February 2011, they are being used to assess impacts in the DEIS.
- The new maps have added a large area as a 100-year floodplain associated with French Creek. Currently, Alternative 5 goes directly through this 100 year floodplain.
- Charles Perino stressed a detailed explanation of why the encroachment of French Creek cannot be avoided must given for the Public Notice. According to the new BDE Manual, floodplain and wetland encroachments in both Alternative 4 & 5 must be discussed in the Public Notice for the DEIS & the Public Meeting. Mr. Perino suggested naming the streams and the encroachment details, including why it cannot be avoided and how much fill will be placed.
- Bridgett stated that Jon Estrem is currently determining how much fill will be placed in the floodplains for Alternative 4 and 5.
- Cassandra Rodgers asked if the floodplain can be avoided. Jon Estrem responded that he has not reviewed the matter, but to avoid the floodplain he would have concerns. To avoid the floodplain Jon said that he thought the alignment would have to be significantly shifted to the East, agricultural impacts would increase, and a bridge may be displaced in order to reconnect to the existing U.S. Route 30.
- Charles Perino explained that a comparison of the quality of the French Creek floodplain would have to be compared to the quality/quantity of agricultural land that would be displaced if the floodplain encroachment was avoided. An examination of the quality of the wetland versus good agricultural ground or historic properties. FEMA, USEPA, and other agencies will probably comment on this issue.
- Bryan Cross has coordinated with IDNR and there are no floodways associated with French Creek.
- J.D. Stevenson stated the amount of fill needs to be determined in order to compare the floodplain impacts for Alternative 4 and 5. If Alternative 5 is the preferred alternative, a determination will need to be made if shifting Alternative 5 out of the floodplain is feasible.
- Direction from J.D. Stevenson and Jim Allen regarding the floodplain is that we should proceed with DEIS submittal and wait to see if FEMA has concerns regarding the French Creek floodplain encroachment. If so, we can still proceed to the public hearing. If after the public hearing the decision is that Alt 5 seems to be preferred, we would need to investigate what can be done to eliminate or at least minimize the encroachment. This can be done (at least initially) as a paper exercise in which we first look at horizontal realignment. If we can demonstrate it is not possible to eliminate/minimize, we use what we gathered as justification. If on the other hand we find that horizontally it is possible, we will need to take it further.
- Bridgett Jacquot will include a statement in the DEIS about the floodplain encroachment impacts are based on the new FEMA maps. A floodplain finding will be included in the final EIS and will include the amount of fill and the length of encroachment.



Next Steps

- Further study of preferred alternatives 4 & 5
- Newsletter Issue 6 published in early 2011
- CAG Meeting in Spring 2011
- Public Hearing

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

*Mail revisions to: Volkert, Inc.
103 Lanter Court
Collinsville, IL 62234*

Or via email to: mwalton@volkert.com



Illinois Department of Transportation

**U.S. ROUTE 30
ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



**PROJECT STUDY
GROUP MEETING
NOV. 16, 2010**

Agenda

Discuss CAG Comments on Six Alignments

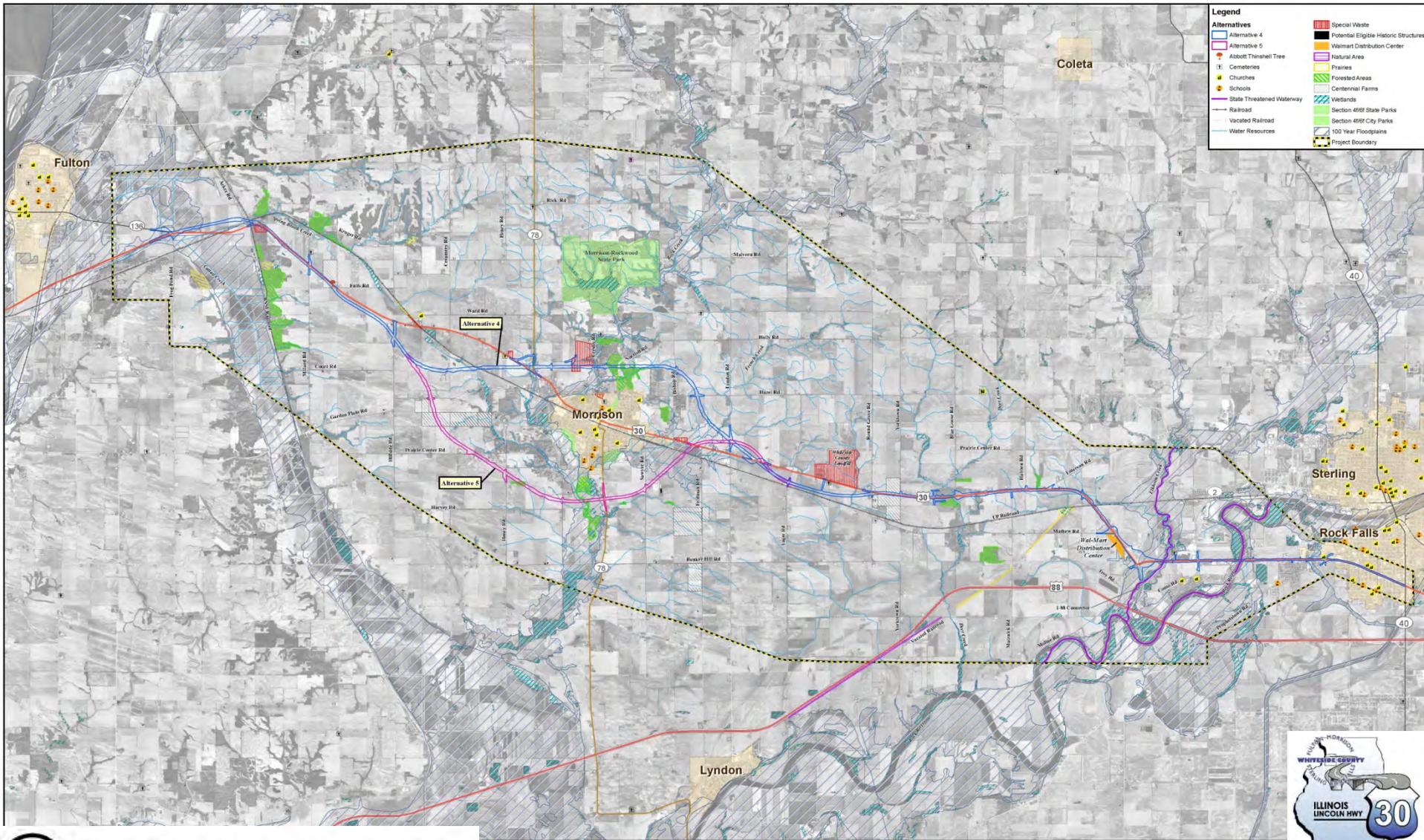
Discuss Public Comments on Six Alignments

Concurrence on Alignments to Move Forward

Review of FHWA comments on DEIS



Alignments 4 & 5





THANK YOU !





**PSG Meeting #11
U.S. Route 30
May 24, 2011**

Location: IDOT District 2
Time: 10:00 am
Preparer of Minutes: Jill Calhoun

MEETING MINUTES

Attendees

Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Cassandra Rodgers	IDOT D2	cassandra.rodgers@illinois.gov
Dan Long	IDOT D2	dan.long@illinois.gov
Deana Hermes	IDOT D2	deana.hermes@illinois.gov
Eric Therkildsen	IDOT Region Two Engineer	eric.therkildsen@illinois.gov
Jay Howell	IDOT D2	jay.howell@illinois.gov
Jennifer Williams	IDOT D2	jennifer.williams@illinois.gov
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Vic Modeer	Volkert, Inc.	vmodeer@volkert.com
Mike Walton	Volkert, Inc.	mwalton@volkert.com
Jon Estrem	Howard R. Green Co.	jestrem@hrgreen.com
Mary Lou Goodpaster	Kaskaskia Engineering	mgoodpaster@kaskaskiaeng.com
Shelia Hudson	Hudson & Associates	hudson.shelia@sbcglobal.net

Agenda

1. Public Hearing Dry Run
 - a. Layout
 - b. Displays
 - c. Handouts
2. Cross Sections

Handout

The handout provided to the PSG members was the Public Hearing room layout.

Public Hearing – June 15, 2011

- Before the meeting, Mr. Michael Walton spoke with PSG members Mr. Jim Allen (FHWA, Mr. Todd Hill (IDOT: BDE) and Mr. Paul Niedernhofer (IDOT: BDE), who were teleconferencing into the meeting. Due to the fact that the meeting is primarily visual materials, both Mr. Allen and Mr. Niedernhofer decided not to participate in the meeting. They will be sent the meeting minutes and a copy of the displays and information provided in the meeting so they can provide comments.
- Mr. Walton stated the Public Hearing will be held on June 15th, from 1:00 pm to 7:00 pm at the United Methodist Church in Morrison.
- The Public Hearing room layout was discussed and reviewed by the PSG members.
- As the public enters the room, a presentation loop will provide an overview of the project and highlight the next steps.



-
- Community Advisory Group (CAG) members will be asked at the upcoming CAG meeting on June 8th if they are willing to actively participate in the public hearing by hosting a CAG table and answer questions. This station will only be set-up if CAG members are available to fill all the timeslots at the Public Hearing.
 - Typical cross sections showing the existing condition as well as the proposed rural and urban roadways will be available for review.
 - Two large alignment maps will be available for public view. The maps are 400 scale. The display includes a legend, environmental concerns, Alternatives 4 & 5 (separate colors throughout) and property owners. The maps will be facing each other.
 - The Draft Environmental Impact Statement (DEIS) table will have two copies of the DEIS for the public to review.
 - Individual property owner maps at 200 scale will also be available for review. Included is an index listing affected property owners and the sheet(s) on which the owners' property can be located.
 - At the court reporter table one court reporter will be available to receive comments.
 - Two comment tables are set up for the public to complete comment forms.
 - Mr. Mike LaFever will attend the Public Hearing to answer Land Acquisition questions. Mr. LaFever stated he will circulate the room and have IDOT Land Acquisition brochures available for the public.
 - PSG Members reviewed and commented on the Public Hearing displays. The displays that were available for comment were:
 - Alignment Map
 - Welcome Board
 - Draft Environmental Impact Statement
 - "Why Did IDOT Develop an Environmental Impact Statement?"
 - "What Information is Presented in the U.S. 30 Draft Environmental Impact Statement?"
 - "Please Provide Comments on the Draft Environmental Impact Statement"
 - Typical Sections – Rural and Urban
 - "Your Input Matters"
 - Property Owner Maps
 - The Public Hearing Loop Presentation was reviewed. Comments received after the presentation were:
 - Information focuses on environmental issues, no engineering.
 - Discusses criteria but no criteria are listed. (It was subsequently agreed the criteria listed are sufficient.)
 - Match the colors of the alternatives in the presentation to the colors shown on the displays.
 - In-Direct should not be hyphenated.
 - Website address font should be minimized to have the address on one line.
 - Mr. Walton indicated he will change the settings so the presentation loops from end to beginning.
 - Ms. Shelia Hudson is coordinating the final drafts of the Public Hearing materials with IDOT. The Public Hearing postcard notices will be mailed the first full week in June.
 - Mr. Eric Therkildsen noted that he received comments from ICC regarding the project. The email was forwarded to Mr. Jay Howell.



-
- Ms. Jennifer Williams indicated she has comments on the typical sections & will forward them to Mr. Walton.

Next Steps

- Morrison Business Advisory Group Meeting tonight at 6:00 p.m.
- Community Advisory Group Meeting on June 8
- Public Hearing on June 15
- PSG Meeting (date to be determined) to select the preferred alternative
- After the conclusion of the PSG meeting, IDOT directed the project team to conduct another Community Advisory Group meeting after the Public Hearing (date to be determined) to discuss public hearing comments

If you have any additions or revisions to the above minutes, please transmit your comments to the address listed below. If no comments are received within 10 days of receipt, these minutes will be considered as final.

Mail revisions to: Volkert, Inc.
103 Lanter Court
Collinsville, IL 62234

Or via email to: mwalton@volkert.com



Illinois Department of Transportation

**U.S. ROUTE 30
ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



**PROJECT STUDY
GROUP MEETING
May 24, 2011**

Agenda

1. Public Hearing Dry Run
 - a. Layout
 - b. Displays
 - c. Handouts
2. Cross Sections



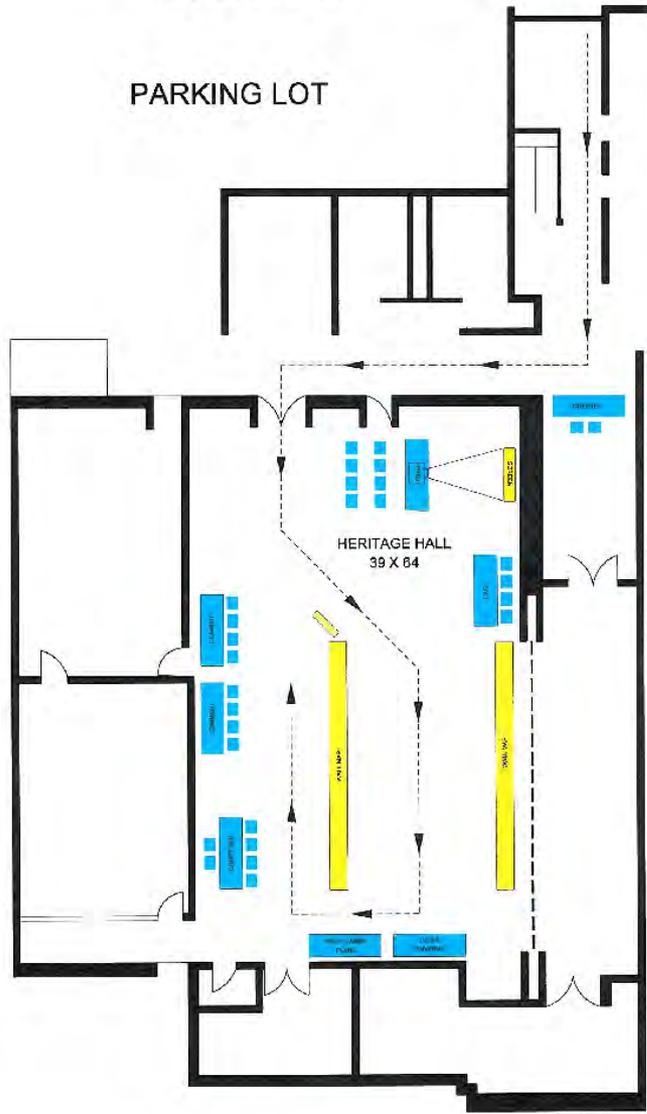


UNITED METHODIST CHURCH FLOOR PLAN

ENTRANCE

PARKING LOT

US 30



BASE ST.

**U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



**WELCOME TO THE
U. S. 30
PUBLIC HEARING**

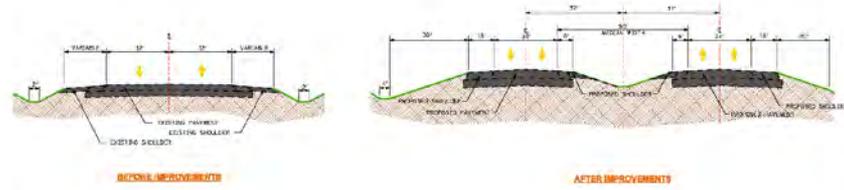
Public Hearing
Wednesday, June 15, 2011



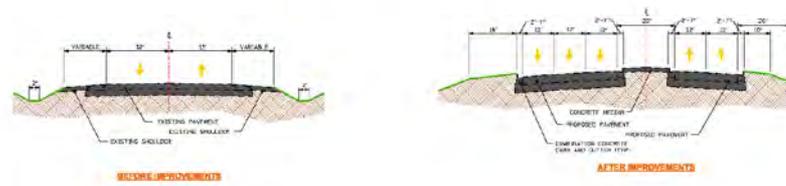
Illinois Department of Transportation

TYPICAL SECTIONS

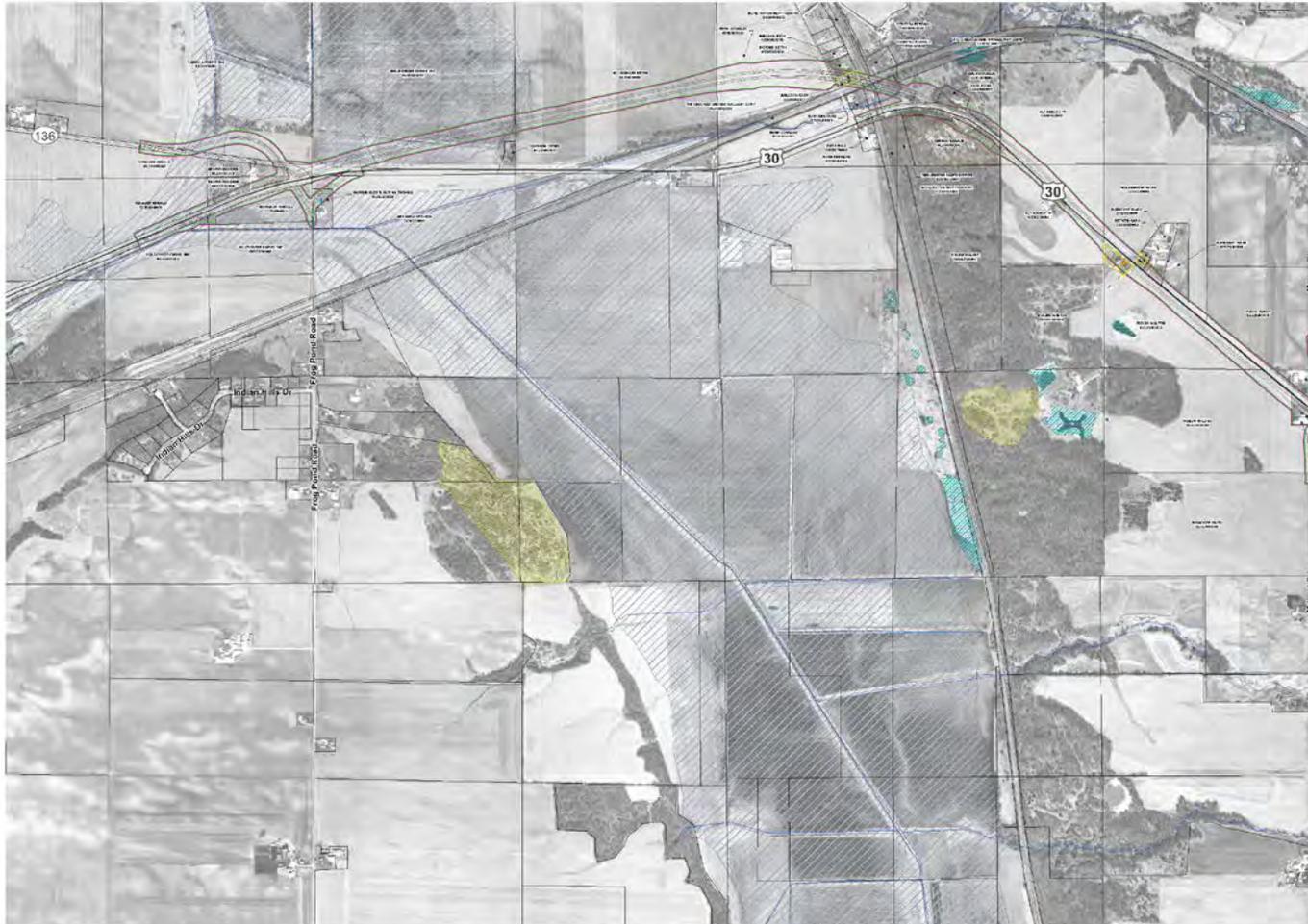
US 30 RURAL TYPICAL SECTION



US 30 URBAN TYPICAL SECTION



Example Map Section



**U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



DRAFT ENVIRONMENTAL IMPACT STATEMENT

Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



WHY DID IDOT DEVELOP AN ENVIRONMENTAL IMPACT STATEMENT?

Because the U.S. 30 proposed transportation project could significantly affect the quality of the human and natural environment, IDOT must follow the Federal guidelines under the National Environmental Policy Act (NEPA) and conduct an in-depth study called an “Environmental Impact Statement (EIS).”

Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



WHY DID IDOT DEVELOP AN ENVIRONMENTAL IMPACT STATEMENT?

Because the U.S. 30 proposed transportation project could significantly affect the quality of the human and natural environment, IDOT must follow the Federal guidelines under the National Environmental Policy Act (NEPA) and conduct an in-depth study called an “Environmental Impact Statement (EIS).”

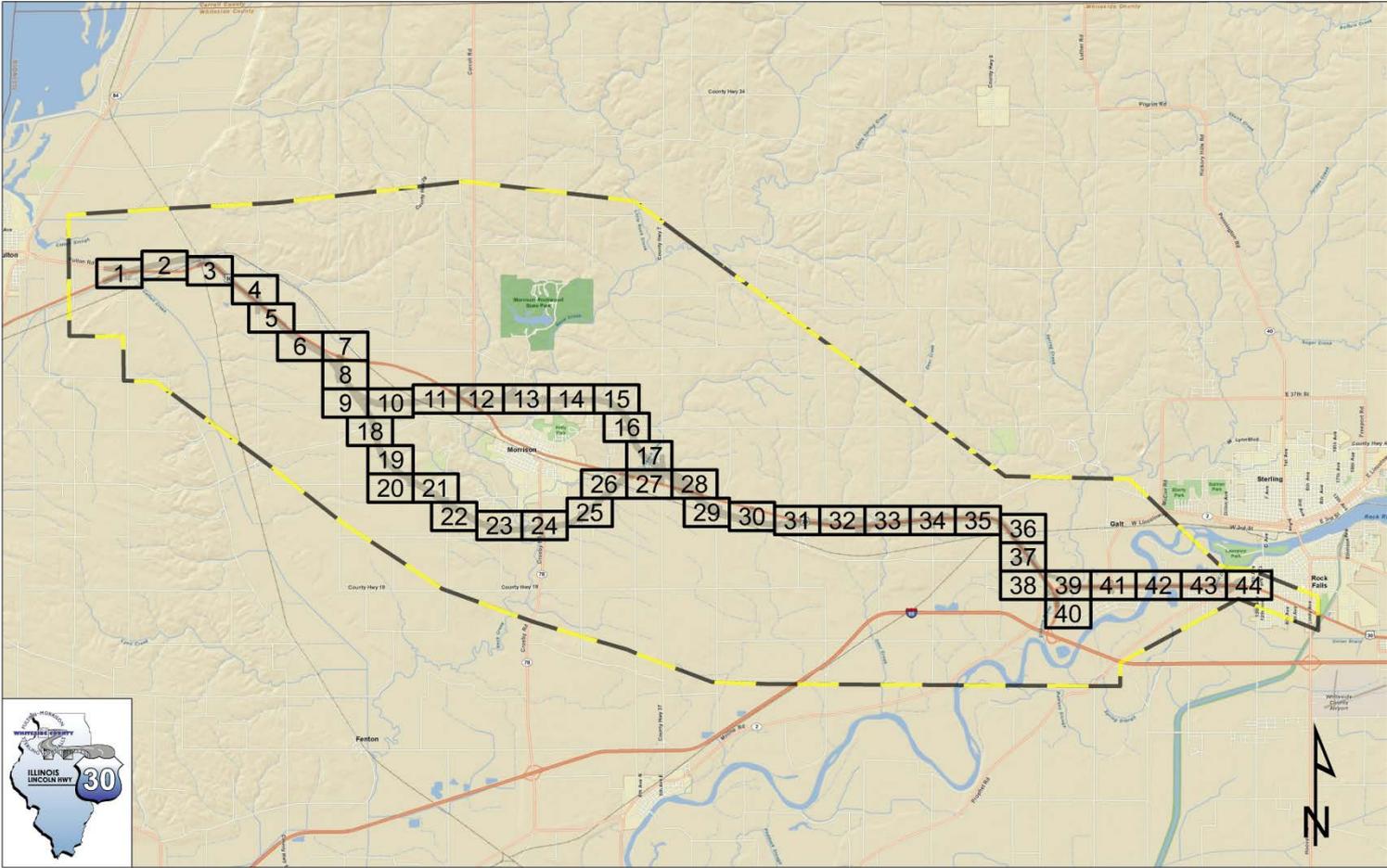


Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

US 30 PROPERTY OWNER MAP



**U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



YOUR INPUT MATTERS

**Please fill out a comment form or
speak with the Court Reporter**

Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

Next Meetings

1. Morrison Business Advisory Group – Stakeholder Mtg. – tonight
2. Community Advisory Group Mtg. – Wed June 8
3. Public Hearing – Wed June 15



THANK YOU !!!



Illinois Department of Transportation





**PSG Meeting #12
US 30
June 28, 2012**

Location: IDOT District 2
Time: 10:00 am

MEETING MINUTES

Attendees

John Wegmeyer	IDOT D2	john.wegmeyer@illinois.gov
Becky Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Bill McWethy	IDOT D2	william.mcwethy@illinois.gov
Dan Long	IDOT D2	dan.long@illinois.gov
Mark Nardini	IDOT D2	mark.nardini@illinois.gov
Cassandra Rodgers	IDOT D2	cassandra.rodgers@illinois.gov
Deana Hermes	IDOT D2	deana.hermes@illinois.gov
Jennifer Williams	IDOT D2	jennifer.williams@illinois.gov
Jon McCormick	IDOT D2	jon.m.mccormick@illinois.gov
Bridgett Jacquot	Volkert, Inc.	bjacquot@volkert.com
Mike Walton	Volkert, Inc.	mwalton@volkert.com
Jon Estrem	H.R. Green Co.	jestrem@hrgreen.com
Gil Janes	H.R. Green Co.	gjanes@hrgreen.com

Via Teleconference

Charles Perino	IDOT BDE	charles.perino@illinois.gov
J.D. Stevenson	FHWA	jerry.stevenson@dot.gov
Marsia Geldert-Murphey	KEG	MGeldert-murphey@kaskaskiaeng.com
Bob Innis	Hudson & Assoc.	bob.innis@yahoo.com
Paula Hughes	Hudson & Assoc.	picord.hudsonassoc@sbcglobal.net

Agenda

1. 2011 Public Hearing
2. Agency Comments on DEIS
3. Floodplain Modernization
4. Build Alternatives
5. CAG Meeting
6. Whiteside County and Townships Coordination Meeting
7. Project Schedule
8. Questions/Comments

Handouts

The following handouts were provided to the PSG members via the IDOT FTP site in advance of the meeting:

- Public Hearing Record Report
- PSG PowerPoint Presentation
- Project Display
- CAG Meeting Minutes
- Whiteside County and Townships Coordination Meeting Minutes



1. 2011 Public Hearing

- A public hearing was held on June 15, 2011 at the United Methodist Church in Morrison that allowed the public to comment on Build Alternatives 4 (north of Morrison) and 5 (south of Morrison) and the No-Build Alternative as presented in the DEIS.

The following is a summary of the comments according to the build alternative preference by stakeholder types and location:

- Preference by Stakeholder Types
 - Homeowners and Farmers favored the No-Build Alternative
 - Business Owners, Developers, Others*, and Unidentified Stakeholders** favored Build Alternative 5
 - *Others were individuals that represented either special interests groups, elected officials or other entities.
 - **Unidentified Stakeholders were individuals that did not indicate their stakeholder type.
- Alternative Preference by Location
 - Morrison respondents favored the No-Build Alternative
 - Comments received from Fulton, Rock Falls, Sterling, and Iowa favored Build Alternative 5
 - Responses from other cities in Illinois outside of the project study area equally favored Build Alternative 5 and had No Preference to either Build Alternative
- Some of the comments supporting either the No-Build Alternative, Build Alternative 4 or Build Alternative 5 is as follows:
 - No-Build Alternative
 - “I believe a bypass (north or south) will virtually kill the business climate in Morrison.”
 - “It will take farmland out of production.”
 - “The proposed route to the south will be close to an already existing four lane, route 88.”
 - Build Alternative 4
 - “It is shorter and may influence travelers to enter Morrison due to its proximity.”
 - “I suggest the route going...to the north as the shortest, less costly and least corrosive to farming operations.”
 - Build Alternative 5
 - “The bypass needs to run close to the Industrial Park. Expensive homes and dwellings and quality of life worth more than wetlands.”
 - “Improvements to Route 30 will increase economic development opportunity, and improve the quality of life for more than 50,000 citizens of Whiteside County and the City of Morrison.”



2. Agency Comments on DEIS

- Four regulatory agencies provided comments on the DEIS: two Federal agencies and two State agencies. Their comments and IDOT's responses are summarized as follows:
 - U.S. Department of Interior
 - Comment: Concern that the Rock River is on the Nationwide Rivers Inventory (NRI)
 - **Response:** IDOT believes that the project will not have an adverse effect on the river's:
 - Water quality
 - Free flow characteristics
 - Recreational use
 - Or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System at some future date
 - U.S. Environmental Protection Agency:
 - Comment: Recommend considering a Morrison west side bypass extending from IL 78 north to IL 78 south
 - **Response:** Does not meet Purpose and Need Statement and not supported by traffic volumes
 - Comment: Recommend the stream and floodplain crossings be widened and the stream banks modified to create a stepped plateau and reduce scour
 - **Response:** Benching adjacent to the channel does not provide permanent waterway opening and will not eliminate scour
 - Comment: Recommend that the floodplain crossings be redesigned to take into account forecast climate change and recent flooding history within the project area
 - **Response:** The effect of climate change on flow patterns and volumes of streams cannot be predicted. Floodplain crossing designs will be based on current conditions
 - Illinois Department of Agriculture
 - Comment: No objection to either Alternative
 - **Response:** None
 - Illinois Department of Natural Resources
 - Comment: Concern about the impacts to the State Threatened Black Sandshell Mussel in Rock River & Elkhorn Creek
 - Comment: Potential impacts to the Black Sandshell Mussel will require a Conservation Plan for an Incidental Taking of a Threatened Species, an Incidental Take Authorization (ITA) Permit to be acquired one year prior to construction, and relocating any mussels in harms way.
 - Comment: Because the DEIS states that IDOT will prepare a Conservation Plan in order to receive an ITA Permit, the consultation on this project is closed
 - **Response:** None
- Mr. J.D. Stevenson asked Ms. Bridgett Jacquot to place a summary of the agency comments and IDOT responses into the Supplemental DEIS document.



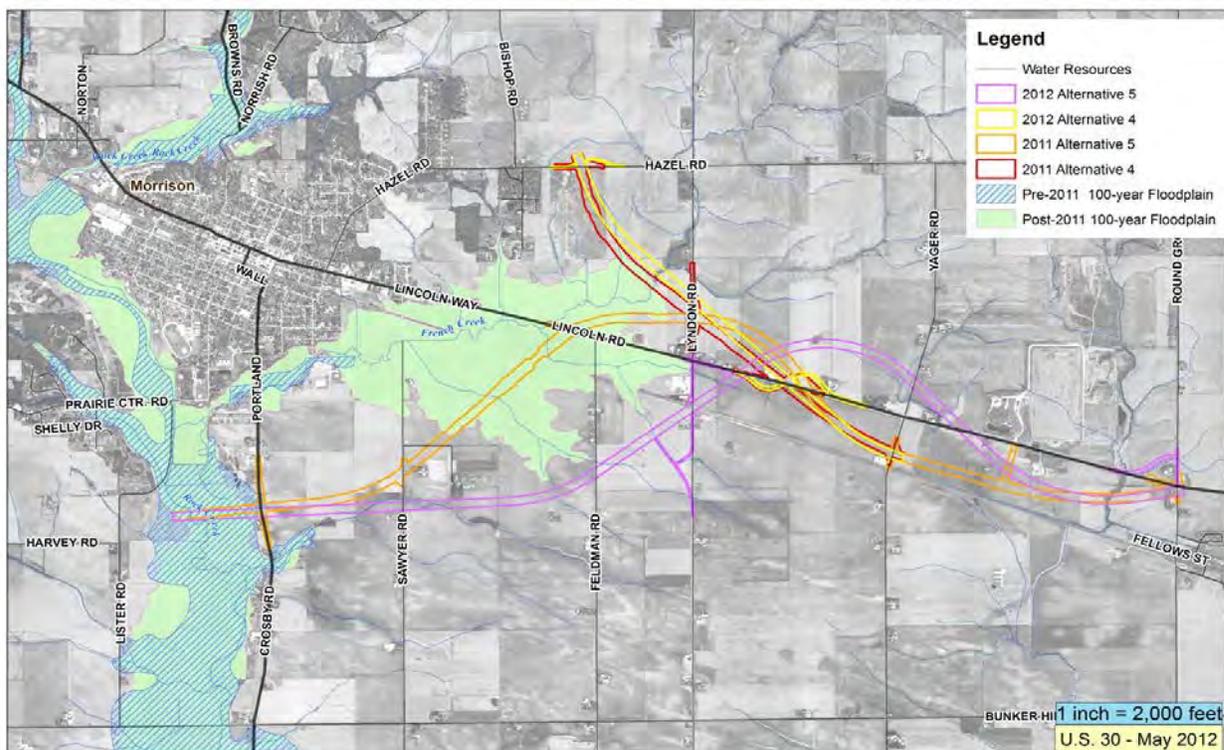
Ms. Jacquot explained that a section had already been included for this in the Supplemental DEIS.

3. Floodplain Modernization

- In 2011, the Federal Emergency Management Agency (FEMA) completed its floodplain modernization in Whiteside County which resulted in new mapping of the 100-year floodplains within the US 30 project study area. The most considerable expansion was the French Creek floodplain, located just outside of Morrison's eastern city limits. With this expansion, Build Alternative 5 (south of Morrison), now creates a longitudinal crossing through the middle of the floodplain. This new encroachment of the French Creek floodplain increased by approximately 15,000 linear feet.

4. Build Alternatives

- In order to continue consideration of Build Alternative 5 with the expansion of the French Creek 100-year floodplain, it was necessary to investigate a partial realignment to avoid longitudinal impacts in the French Creek floodplain. The 2012 Build Alternative 5 is now approximately a mile southeast from the original Alternative 5 from Sawyer Road to east of Lyndon Road.



- Build Alternative 4 was also shifted slightly east to avoid the revised floodplain encroachment.
- The realignment of Build Alternative 5 had an impact on access to the side roads. A small connector road from the 2012 Build Alternative 5 will be constructed to provide access to Lyndon Road. The revised alternative now provides a connection to existing US 30 to access the Whiteside County Landfill via Round Grove Road.



-
- The realignment of the Build Alternatives will require a Supplemental DEIS to be completed.
 - A comparison of the environmental impacts of the 2011 Build Alternatives and the 2012 Build Alternatives (where the alternatives were realigned from west of Sawyer Road to Round Grove Road) was discussed. It was stated that this was a rough estimate of the environmental impacts and that the impacts will be more defined in the Supplemental DEIS. The most significant change is the reduction in floodplain impacts. The 2011 Build Alternative 4 had 4,595 linear feet of encroachment upon the French Creek floodplain, and the 2012 Build Alternative 4 has zero. The 2011 Build Alternative 5 had 21,090 linear feet of encroachment upon the French Creek and Rock Creek floodplain; and the 2012 Build Alternative 5 now has 4,735 linear feet of encroachment.

5. CAG Meeting

- A CAG meeting was held on May 8, 2012 to discuss the public hearing, floodplain modernization, revised build alternatives, and supplemental DEIS.
 - Some questions from the CAG members and IDOT responses are as follows:
 - Question: How do the revised build alternatives affect the schedule?
 - **Response:** A Supplemental DEIS will be prepared and another public hearing will be held. IDOT anticipates having a Record of Decision in 2014.
 - Question: Will the opinions expressed in previous support letters and local government resolutions be considered?
 - **Response:** All public input will be included as part of the Supplemental DEIS and will be considered when selecting the preferred alternative.
 - Question: Is the time, effort and expense involved in revising the alternatives necessary?
 - **Response:** Had the Department not decided to revisit the alignments, Alternative 5 would have been dismissed and Alternative 4 would have been the only viable build alternative.
- This meeting was the first opportunity to make the CAG members aware of the changes to the US 30 project.

6. Whiteside County and Townships Coordination Meeting

- A meeting was held on May 22, 2012 with the Whiteside County Engineer and Township Roadway Commissioners to get their thoughts and concerns regarding access before the project's preliminary design progresses.
- Some of the issues discussed involved how to terminate certain side roads and the distance between local access points. FHWA usually wants almost two miles between access points on an expressway. The US 30 access points are currently just a little over a mile. In addition, it may be hard to justify because a majority of these local roads have only 300 vehicles per day.
- The County and Townships will coordinate with each other and provide the Department with a list of issues and concerns for both alternatives within the next month or two.



-
- IDOT's intention is for the townships or perhaps the County to take jurisdiction of the new connections and discontinuous sections of existing US 30 that remain after the new alignment is constructed.

7. Project Schedule

- It was explained that this schedule is based on the supplement submitted in July not yet approved by Central Office. The scheduled milestones would be as follows if the contract work is approved in July:
 - Prepare/Complete Supplemental DEIS *January 2013*
 - Public Hearing *February 2013*
 - Selection of Preferred Alternative *March 2013*
 - Prepare/Complete Final EIS *November 2013*
 - USEPA publishes NOA *December 2013*
 - Record of Decision *January 2014*
- Mr. Stevenson stated that there was an IDOT/FHWA timeframe agreement that was put in place at the beginning of the project. Ms. Jacquot stated this was taken into consideration when developing the revised schedule but will also revise the timeframe agreement and provide to the IDOT/FHWA.

8. SAFETEA-LU 6002: Project Initiation Letter & Notice of Intent

- Mr. Stevenson stated that he will need to verify with Mr. Matt Fuller of FHWA if the Supplemental DEIS will require a Project Initiation Letter and Notice of Intent because these are documents that are required by SAFETEA-LU Section 6002 when initiating a DEIS. He also stated that it may be required to make the Purpose and Need Statement available for public comment again. He stated that he will discuss with Mr. Fuller and inform IDOT if this work is required.

U.S. 30 Environmental Impact Statement and Phase I Design Report

PROJECT STUDY GROUP



June 28, 2012



Illinois Department of Transportation



AGENDA

1. 2011 Public Hearing
2. Agency Comments on DEIS
3. Floodplain Modernization
4. Build Alternatives
5. CAG Meeting
6. Whiteside County and Townships Coordination Meeting
7. Project Schedule
8. Questions



2011 PUBLIC HEARING

JUNE 2011 ALTERNATIVES

- Alternative 4
- Alternative 5



2011 PUBLIC HEARING

Preference Percentage by Stakeholder Types

Stakeholder Types	No-Build	Alt. 4	Alt. 5	Alt. 4 or No-Build	Alt. 5 or No-Build	Alt. 4 or Alt. 5	No Preference
Homeowners (21)	38% (8)	0% (0)	24% (5)	0% (0)	14% (3)	0% (0)	24% (5)
Farmers (18)	50% (9)	11% (2)	6% (1)	0% (0)	0% (0)	6% (1)	27% (5)
Business Owners (8)	25% (2)	12% (1)	38% (3)	0% (0)	0% (0)	0% (0)	25% (2)
Developers (1)	0% (0)	0% (0)	100% (1)	0% (0)	0% (0)	0% (0)	0% (0)
Others (21)	5% (1)	0% (0)	76% (16)	0% (0)	0% (0)	14% (3)	5% (1)
Unidentified Stakeholders (19)	16% (3)	0% (0)	58% (11)	0% (0)	0% (0)	0% (0)	26% (5)

2011 PUBLIC HEARING

Alternative Preference by Location

Location	No-Build	Alt. 4	Alt. 5	Alt. 4 or No-Build	Alt. 5 or No-Build	Alt. 4 or Alt. 5	No Preference
Fulton (16)	0% (0)	6% (1)	81% (13)	0% (0)	0% (0)	0% (0)	13% (2)
Morrison (56)	41% (23)	4% (2)	25% (14)	0% (0)	5% (3)	2% (1)	23% (13)
Rock Falls (4)	0% (0)	0% (0)	75% (3)	0% (0)	0% (0)	25% (1)	0% (0)
Sterling (1)	0% (0)	0% (0)	100% (1)	0% (0)	0% (0)	0% (0)	0% (0)
Other Illinois cities (5)	0% (0)	0% (0)	40% (2)	0% (0)	0% (0)	20% (1)	40% (2)
Iowa (6)	0% (0)	0% (0)	66% (4)	0% (0)	0% (0)	17% (1)	17% (1)
Total	23	3	37	0	3	4	18

2011 PUBLIC HEARING

COMMENTS

No-Build

- “I believe a bypass (north or south) will virtually kill the business climate in Morrison.”
- “It will take farmland out of production.”
- “The proposed route to the south will be close to an already existing four lane, route 88.”

Build Alternative 4

- “It is shorter and may influence travelers to enter Morrison due to its proximity.”
- “I suggest the route going...to the north as the shortest, less costly and least corrosive to farming operations.”

Build Alternative 5

- “The bypass needs to run close to the Industrial Park. Expensive homes and dwellings and quality of life worth more than wetlands.”
- “Improvements to Route 30 will increase economic development opportunity, and improve the quality of life for the more than 50,000 citizens of Whiteside County and the City of Morrison.”



AGENCY COMMENTS ON DEIS

1. U.S. Department of the Interior:

- Concern that the Rock River is on the Nationwide Rivers Inventory (NRI)
- **Response:** IDOT believes that the project will not have an adverse affect on the river's:
 - Water quality
 - Free flow characteristics
 - Recreational use
 - Or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System at some future date



AGENCY COMMENTS ON DEIS

2. U.S. Environmental Protection Agency:

- Recommend considering a Morrison west side bypass extending from IL 78 north to IL 78 south
- **Response:** Does not meet Purpose and Need Statement and not supported by traffic volumes
- Recommend the stream and floodplain crossings be widened and the stream banks modified to create a stepped plateau and reduce scour
- **Response:** Benching adjacent to the channel does not provide permanent waterway opening and will not eliminate scour
- Recommend that the floodplain crossings be redesigned to take into account forecast climate change and recent flooding history within the project area
- **Response:** The effect of climate change on flow patterns and volumes of streams cannot be predicted. Floodplain crossing designs will be based on current conditions.



AGENCY COMMENTS ON DEIS

3. Illinois Department of Agriculture:

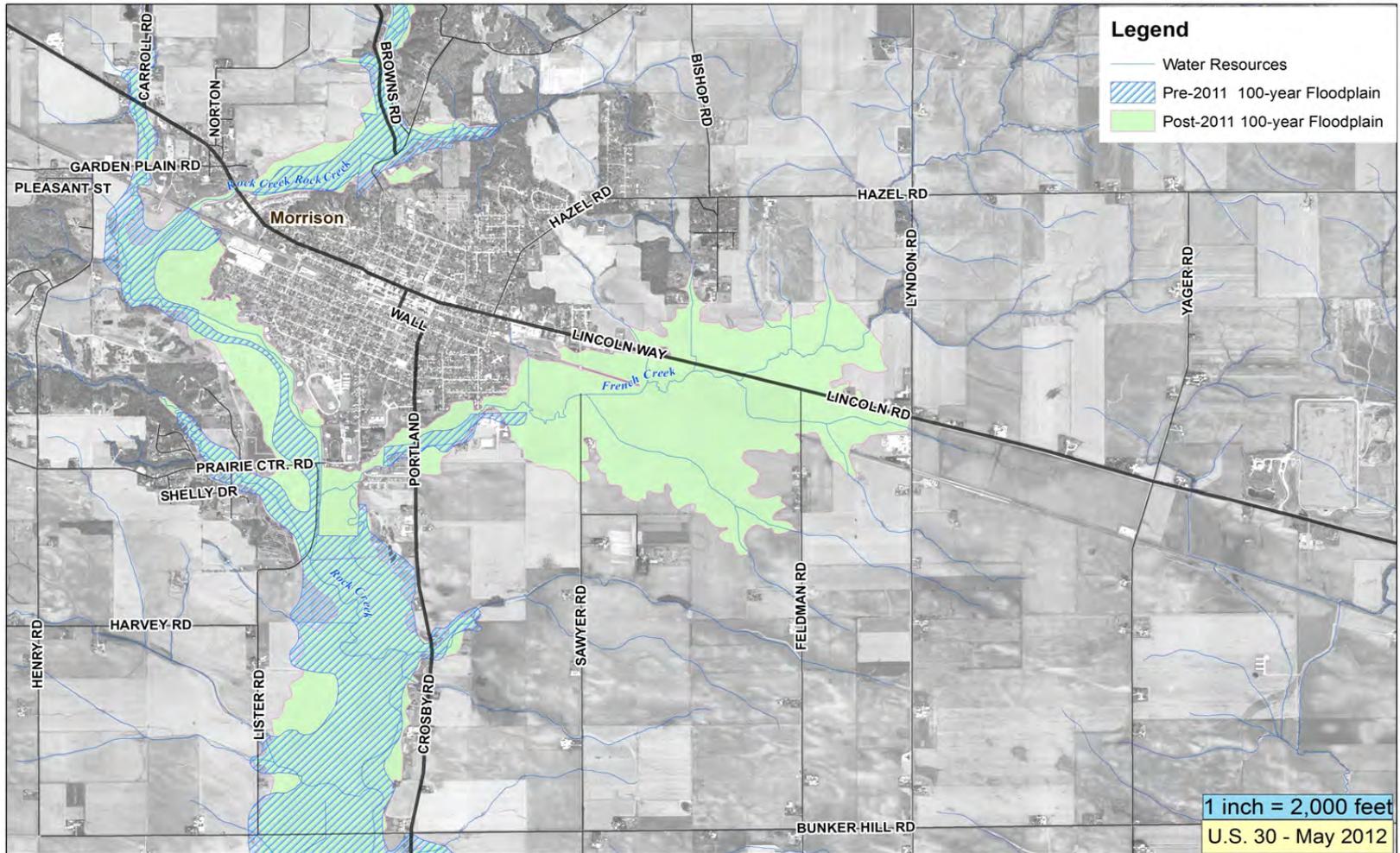
- No objection to either Alternative
- **Response: None**

4. Illinois Department of Natural Resources

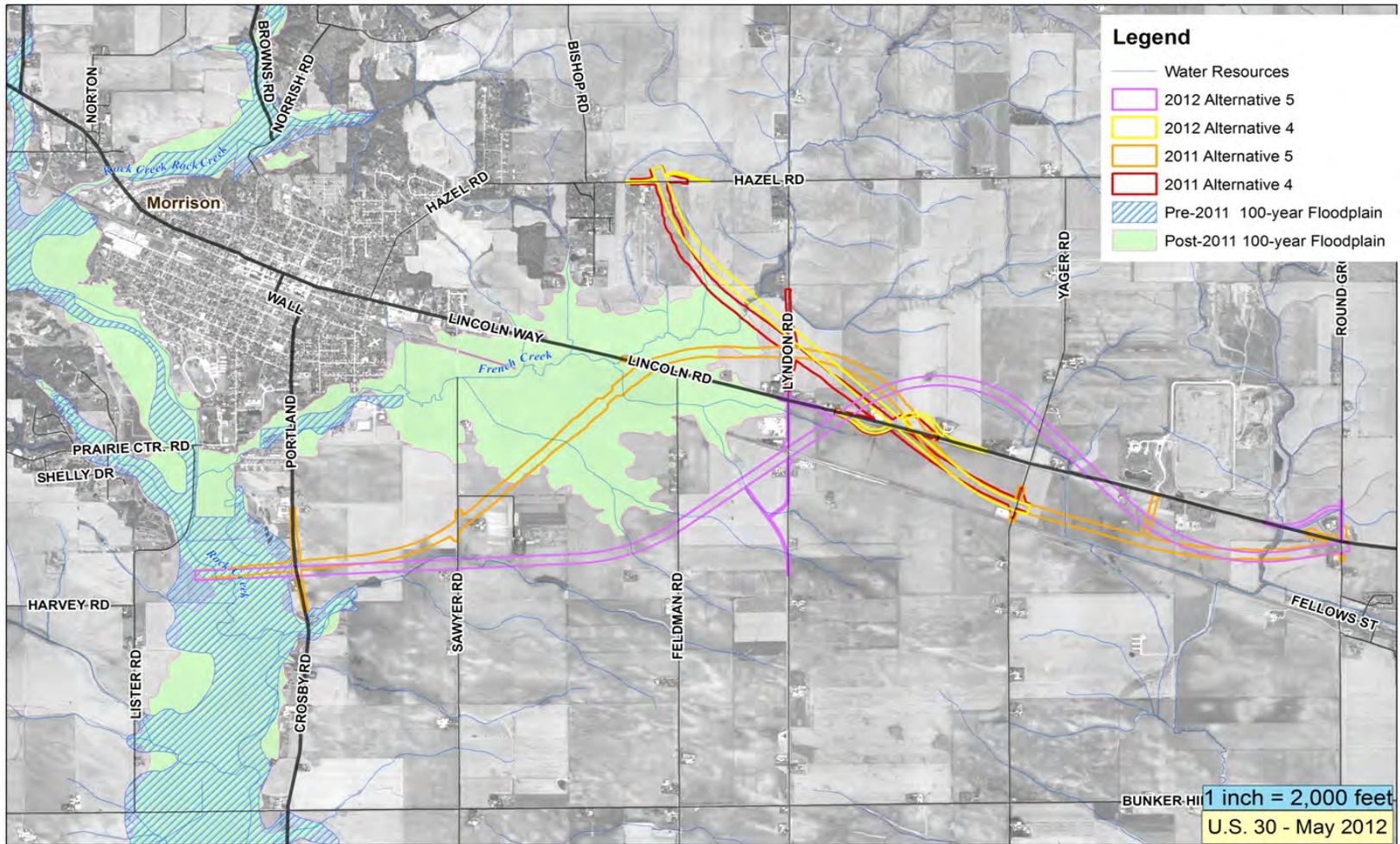
- State Threatened Black Sandshell Mussel in Rock River & Elkhorn Creek
- Incidental Take Authorization required one year prior to construction
- Consultation on this project is closed
- **Response: None**



FLOODPLAIN MODERNIZATION



BUILD ALTERNATIVES



BUILD ALTERNATIVES

ENVIRONMENTAL IMPACTS

U.S 30: Difference between Build Alternatives 4 and 5 from 2011 and Build Alternatives 4 and 5 from 2012

Evaluation Factors	Unit of Measure	Alternative 4		Alternative 5	
		2011	2012	2011	2012
AGRICULTURAL					
Number of Farms Affected*	Number	6	6	19	21
Farmsteads Displaced	Number	2	1	0	0
Centennial Farms Affected	Number	0	0	0	0
Farmland Area Converted	Acres	102	106	181	167
ENVIRONMENTAL					
Wetland Sites Impacted	Number	0	0	0	0
	Acres	0	0	0	0
Threatened & Endangered Species**	Number	0	0	0	0
Important Use Area #1	Number	0	0	0	1
Streams Crossings	Number	1	1	1	1
Floodplain Encroachments***	Linear Feet	4,595	0	21,090	4,735
Forest Areas Affected	Number	0	0	1	1
Special Waste Sites	Number	0	0	0	1

U.S 30: Difference between Build Alternatives 4 and 5 from 2011 and Build Alternatives 4 and 5 from 2012

Evaluation Factors	Unit of Measure	Alternative 4		Alternative 5	
		2011	2012	2011	2012
LAND USE/SOCIOECONOMIC					
Relocations (Business)	Number	0	0	0	1
Relocations (Residential)****	Number	2	1	5	4
OTHER FACTORS					
Total Length	Miles	2.4	2.4	5.8	5.8
Total Area Converted to ROW	Acres	106	107	198	183
Preliminary Costs (2020 Dollars)	Million \$	414	-	383	-

*Property Impacts

**Black Sandshell Mussel in Elkhorn Creek & Rock River

***100-year floodplain

****Includes farmstead displacements

NOTE: The differences shown have been calculated only for the areas where the Build Alternatives were realigned.



CAG MEETING

Summary

- The meeting was held to discuss the public hearing, floodplain modernization, revised build alternatives, and supplemental DEIS.
- Concerns and questions from the CAG members included:
 - How does the revised build alternatives affect the schedule?
 - **Response:** A Supplemental DEIS will be prepared and another public hearing will be held. IDOT anticipates having a Record of Decision in 2014.
 - Will the opinions expressed in previous support letters and local government resolutions be considered?
 - **Response:** All public input will be included as part of the Supplemental DEIS and will be considered when selecting the preferred alternative.
 - Is the time, effort and expense involved in revising the alternatives necessary?
 - **Response:** Had the Department not decided to revisit the alignments, Alternative 5 would have been dismissed and Alternative 4 would have been the only viable build alternative.



WHITESIDE COUNTY AND TOWNSHIPS COORDINATION MEETING

Summary

- The meeting was held to discuss side roads affected by the proposed highway improvements to US 30.
- The County and Townships will coordinate with each other and provide the Department with a list of issues and concerns for both alternatives within the next month or two.
- IDOT's intention is for the townships or perhaps the County to take jurisdiction of the new connections and discontinuous sections of existing US 30 that remain after the new alignment is constructed.



PROJECT SCHEDULE

- Prepare/Complete Supplemental DEIS *January 2013*
- Public Hearing *February 2013*
- Selection of Preferred Alternative *March 2013*
- Prepare/Complete Final EIS *November 2013*
- USEPA publishes NOA *December 2013*
- Record of Decision *January 2014*



QUESTIONS





**PSG Meeting #13
US 30
July 28, 2014**

Location: IDOT District 2
Time: 10:00 am

MEETING MINUTES

Attendees

Jennifer Williams	IDOT D2
Masood Ahmad	IDOT D2
Dewayne Bonnell Jr.	IDOT D2
Becky Marruffo	IDOT D2
Kevin Marchek	IDOT D2
J.D. Stevenson	FHWA
Mark Nardini	IDOT D2
Felecia Hurley	IDOT BDE
Heath Jordan	IDOT D2
Deana Hermes	IDOT D2
Jon Estrem	IDOT D2
Rich Guise	IDOT D2
Jon McCormick	IDOT D2
Kris Tobin	IDOT D2
Michael Walton	Volkert
Jeff Pisha	HR Green
Marnée Morgan	Hudson & Assoc.

Via Teleconference

Buddy Covington	Volkert
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Agenda

Purpose of this meeting was to review and discuss the exhibits and materials prepared for the proposed Public Hearing following approval of the Supplemental Draft Environmental Impact Statement.

Material presented at the meeting:

- PowerPoint Slide presentation
- Public Hearing room layout
- Display boards for Public Hearing stations
- Revised Alternatives Display
- Typical Sections Display
- Wall Map of Alignment Alternatives
- Property Owner Maps
- Handouts – Welcome Brochure, Comment Form, Postcard, and Public Hearing Notice



Power Point Presentation

- PSG suggested adjusting the timing of the slides to better match the narrative.
- Discussed voice over for the slide show but decided it was not needed for the brief presentation.
- Suggested changes for various slides:
 - Slide 1 – remove the periods of U.S. and spell out Supplemental Draft Environmental Impact Statement
 - Slide 2 – add “Draft Environmental Impact Statement” in the first sentence after June 2011.
 - Slide 3 – Change title to FLOODPLAIN UPDATE
 - Slides 4 and 5 – Change title to REVISED BUILD ALTERNATIVES
 - Slide 5 – update the display map
 - Slide 6 – the third bullet should read “Build Alternatives 4 and 5” and the fifth bullet spell out DEIS
 - Slide 7 – no changes; but add a slide after slide 7 to show where to view the SDEIS (*this was provided to Michael Walton at the meeting*)
 - Slide 8 – revise the date
 - Slide 9 - add the tentative dates to the Next Steps.
 - No changes on the remaining slides

Handouts

Postcard – The date will change and the location may change once the SDEIS is signed

Public Hearing Comment Form

Suggested Changes:

- The meeting date will be revised in the header
- Remove the word “Build” in the third question to read, “Which Alternative do you prefer?”
- Insert date to receive comments at the bottom of the page

Public Hearing Welcome Brochure

Suggested Changes:

- Cover – remove the periods of “U.S. 30” – it should read “US 30” and the date and meeting location will change once the SDEIS is signed
- Page 1 – Welcome to the Public Hearing – the date, **Monday, September 15, 2014**, will change once the SDEIS is signed
- Page 1 – For Further Information Contact – reverse the order of title, names and telephone number to Jennifer, Becky, Masood, and Kevin
- Page 1 – the District will provide the Region Two Engineer signature once the brochure is approved
- Page 3 – answer #2 – insert the following sentence before the last sentence: “The No-Build Alternative consists of leaving US 30 in place.”
- Page 4 – question #3 should read as follows: Why was the preparation of a Supplemental Draft Environmental Impact Statement (SDEIS) necessary following the 2011 Draft Environmental Impact Statement (DEIS) Public Hearing?
- Page 4 – answer #3 should read as follows for the sentence – “Consequently, the floodplain changes resulted in an increase in impacts within the limits of the Build Alternatives presented at the 2011 DEIS Public Hearing.” – insert the word DEIS



-
- Page 5 – question #9 should read as follows “If a bypass is built, who will maintain existing US 30?” remove “the” and “through town”

Displays

Public Hearing Room Layout – Two alternative layouts were provided for the Morrison Community Center Facility. No comments were received.

Display of Revised Alternatives – Exhibit showed the changes in alternatives (4 & 5) due to the revised floodplain limits.

Suggested Changes:

- Provide a title on the display “Revised Build Alternatives”
- Make the text and map match the other displays – but with the floodplains highlighted and the 2011 alternatives added.
- Display should be the same as the Wall Map with the following exceptions – no property owner names will be on this display, the 2011 alignments will be shown as dashed, and the alignments should be visible. The title of the display will be “REVISED BUILD ALTERNATIVES”

Typical Sections Display – shows the existing and proposed rural and urban typical sections.

Suggested Changes:

- Revise to show both existing and proposed in the same scale
- Identify area where urban typical section is located

Wall Map of Alignment Alternatives – Two maps will show the same information provided in the last Public Hearing: overall alignments with many of the critical environmental concerns; connections to adjoining roadways; and properties along the proposed alignments. Comments included:

- Identify the state park
- Increase the font for the property owners
- Increase the size of the labels for the alternatives
- Extend the map to IL 40 on the East end
- Displays need to be at the right scale and match the previous exhibits with regard to look and layout - alignments and side road connections need to be visible and the floodplain pre and post needs to be visible.

Station Boards

Suggested Changes:

- “Welcome to the U.S. 30 Supplemental DEIS Public Hearing” will be change to “Welcome to the US 30 Supplemental Draft Environmental Impact Statement Public Hearing”, with CAPs
- “Your Input Matters” board - comments received by date will change once the SDEIS is signed
- Date on all the boards will change to the actual public hearing date

Property Owner Maps – These maps will provide an index and more focused (larger scale) view of the properties.

Suggested Changes:

- Make all of the fonts match throughout