

Stakeholder Meeting Summary

Wednesday, November 7, 2007
City of Fulton Safety and Public Works Officials
Fulton, Illinois

Project: FAP 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07

Attendees:

Chief James Rhodes – Police Department
Chief Steve Myers – Fire Department
David Clark – Director of Public Works
Joseph Michalesen – Fire Department
Dan Damhoff – Fire Department

US 30 Project Team Members:

Dawn Perkins (IDOT)
Gil Janes (HR Green)
Mike Walton (Volkert)
Shelia A. Hudson (Hudson and Associates, LLC)

Handouts (see attachment):

Power Point- US 30 Environmental Impact Statement and
Phase I Design Report

Meeting Purpose

Members of the Project Study Group (PSG) met with the City of Fulton Safety, Public Works, and Utility Officials to present an overall project status report that included results from the feasibility study; an outline of the next study phase; and highlights of key issues that have come out of our recent stakeholder meetings such as, safety, access, roadway characteristic, and railroad crossings.

The following information was presented:

- Results from the Corridor Feasibility Study
- Federal Requirements for Next Phase (NEPA, EIS and CSS Policies)
- Project Timeline
- Context Sensitive Solutions (CSS)– PSG Role and CAG Role

- Highlights of Advisory Groups
- Project Study Group (Development of Corridors)
- Results from First Round of Stakeholder Meetings/
- Public Outreach Activities

US 30 Team Presentation

Dawn Perkins opened the meeting by thanking the City for agreeing to meet with the team and for their on-going support; introduced the team and highlighted their roles; and highlighted the EIS/CSS process.

Gil Janes and Mike Walton presented the power point presentation. Shelia Hudson closed the meeting by thanking the officials for their time and on-going efforts to support the project.

Comments/ Issues/ Questions

Comments:

Chief Rhodes stated that at the moment there were no immediate concerns about the project. His concern will come after an alignment has been identified and if its location is proximity to their jurisdiction. If so, construction scheduling and access for his officer/fireman to respond to emergency calls will be VERY important.

Gil/Mike explained one of the important requirements for Context Sensitive Solutions (CSS) is that the process for engaging key stakeholders in the project does not stop after the EIS study is complete; it continues through the construction and maintenance phases of the project. With that being said, please note the CAG and TAG groups will be involved through the life time of the potential new roadway.

Dawn added that the department will also look at staging the project if/when that time comes.

Questions:

Q- Don Clark asked if the team had any ideas about handling the railroad crossings along the corridor?

A- Gil responded that the team was investigating many alternatives at this time. We will try to avoid the railroad whenever possible, but when we do have to cross, it will most likely be via an overpass because of clearance and drainage issues.

Q- Don Clark wanted to know how will the consultant team handle the traffic on 84? Chief Rhodes added his concern would be the wide loads that pass through on 84. On average they may have 200 wide loads crossing the bridges in a year.

A- Mike mentioned we are starting to investigate the traffic data or ADT along the corridor. He went on to explain the ADT data would be considered when making a recommendation.

Q- Chief Rhodes wanted to know if there was going to be a new bridge built at 136 and 84?

A- Gil responded by stating that new bridges are not in this project's scope of work. In another study performed by HR Green, it was determined that a four lane bridge would not be needed for another 20 years.



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US 30 PRESENTATION

City of Fulton

Safety and Public Works

Fire Department Headquarters
Fulton, IL

Wednesday, November 7th, 2007



Howard R. Green Company

US 30 Project

This project proposes 4 lane improvements to US 30 in Whiteside County Illinois, from the junction of IL 136 near Fulton to the junction of IL 40 in Rock Falls.



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The US 30 Corridor Feasibility Study determined there was a need to:

- *Improve Regional Mobility*
- *Accommodate Land Use Planning Goals*
- *Address Local System Deficiencies and Safety*



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NEXT STEP

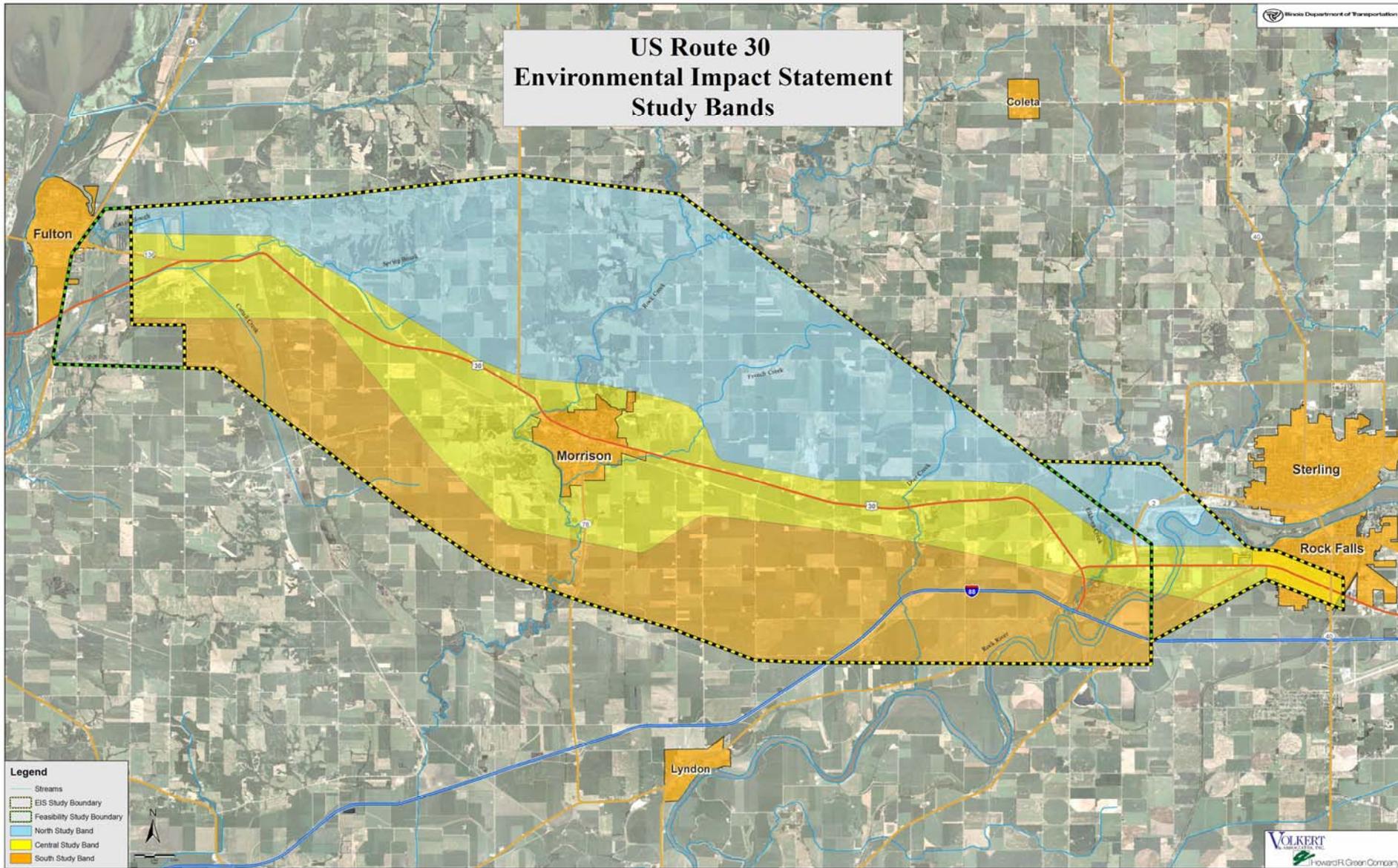
ENVIRONMENTAL IMPACT STATEMENT AND PHASE I DESIGN REPORT

Using Context Sensitive Solutions Process



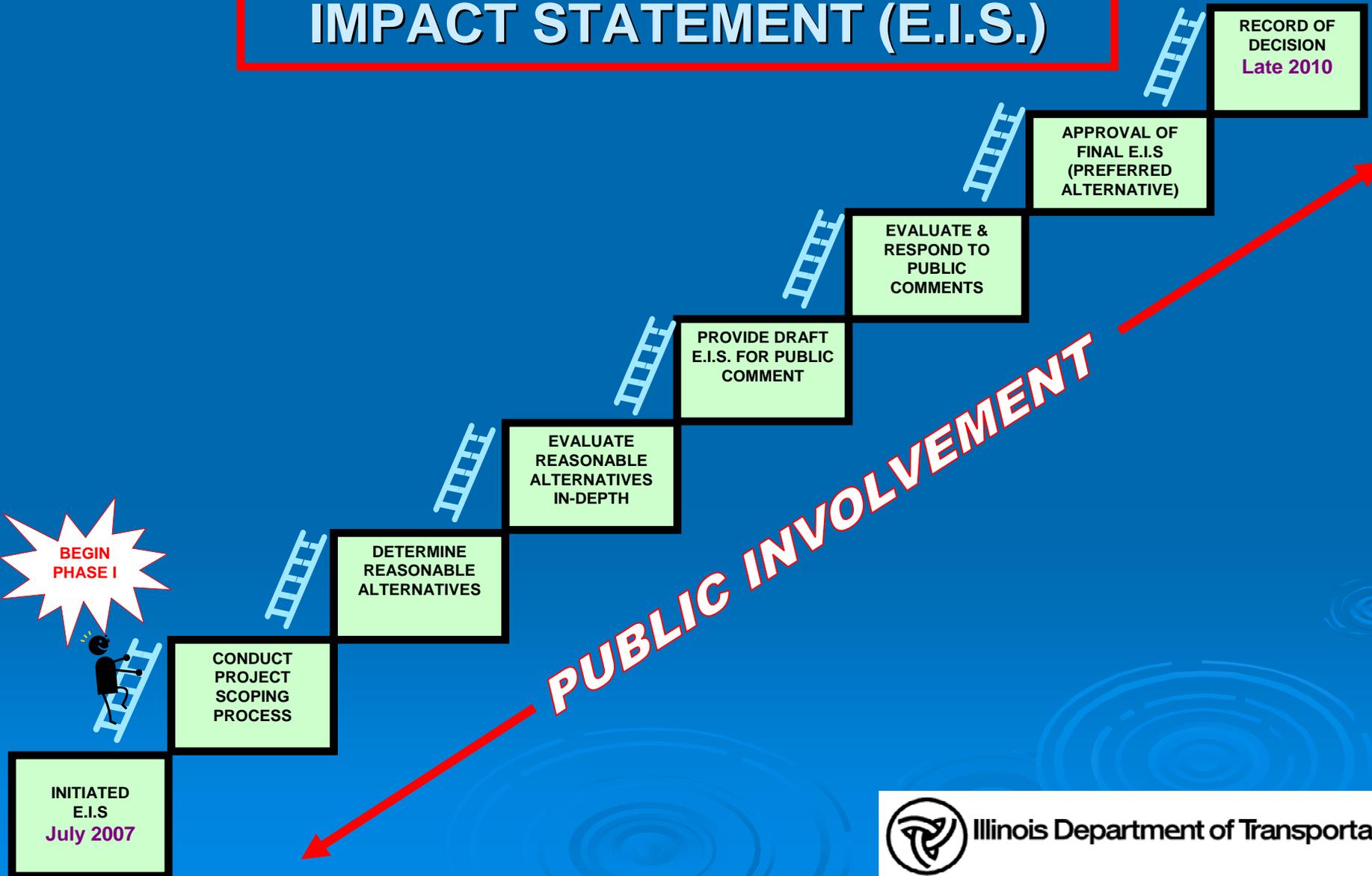
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US 30 Study Bands

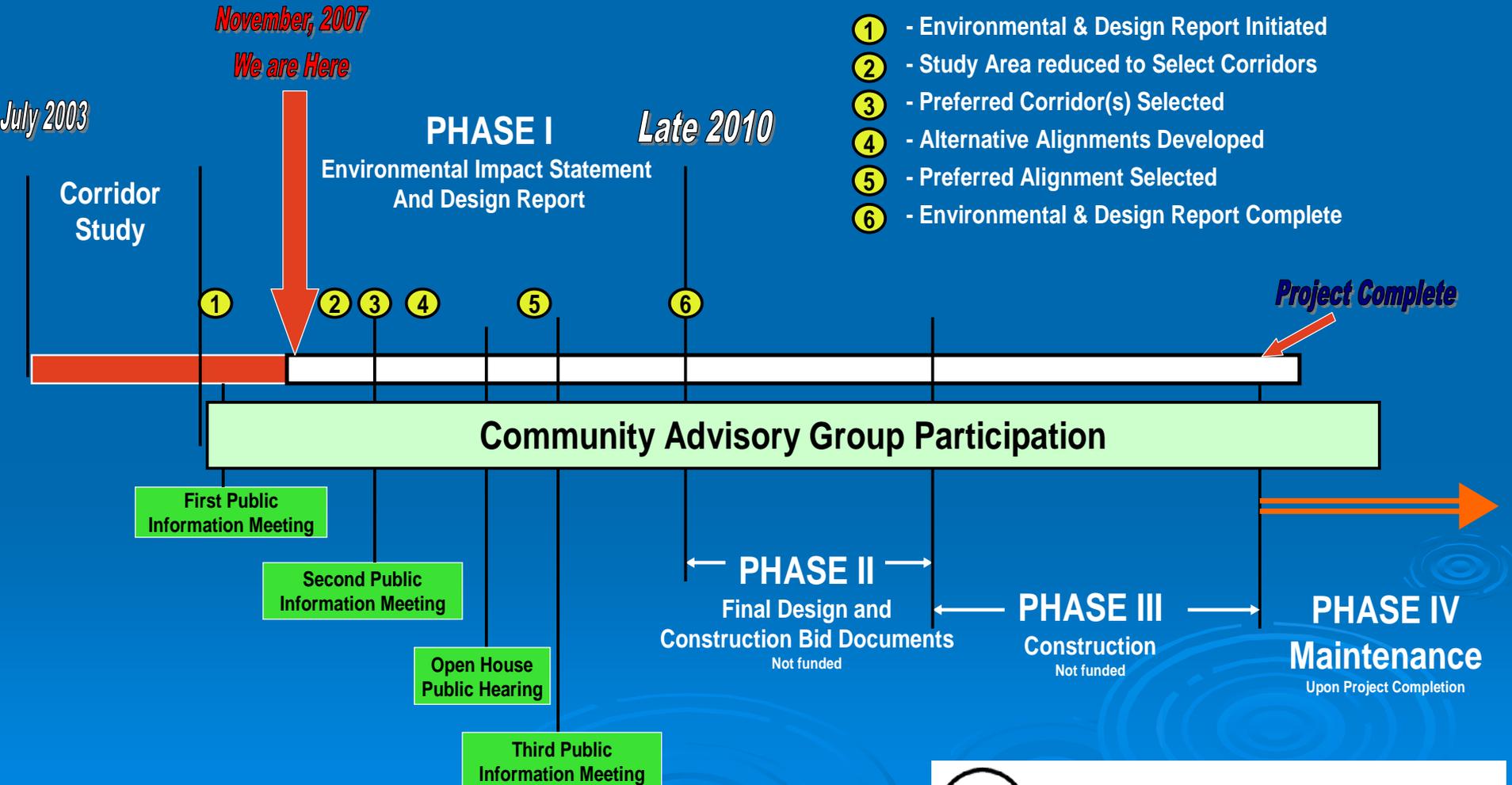


PHASE I ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)

**COMPLETE
DESIGN
REPORT**



Project Timeline



PUBLIC INVOLVEMENT CONTEXT SENSITIVE SOLUTIONS

- STAKEHOLDERS**

- COOPERATING AND
PARTICIPATING AGENCIES**

 - PROJECT STUDY GROUP**

 - COMMUNITY ADVISORY GROUP**

 - TECHNICAL ADVISORY GROUPS**

PROJECT GROUP MEETINGS

DEVELOPMENT OF CORRIDORS

- Provided CAG with engineering & environmental criteria in order to develop corridor alternatives
- CAG developed corridor alternatives on blank maps
- PSG will take these corridors and refine based on a Corridor Alternatives Screening Analysis, which includes Critical Flaw Screen & Environmental & Engineering Criteria Screen
- TAGs will be formed to provide expert advise on technical issues identified as the project proceeds

STAKEHOLDER BRIEFINGS

- We have met with numerous groups thus far including Several Legislators, County and Township Personnel, State and Federal Agencies, the US 30 Coalition, Business Owners, the Morrison-Rockwood State Park, City Councils throughout the study area and various community organizations.
- Input Important to Identify Community Concerns
- We will continue to update stakeholders throughout the length of the project



Key Issues from Meetings

- Land Acquisition
- Bypass or No Bypass in Morrison
- Project Funding
- Did this backtrack?
- Effects on Businesses

Other Public Outreach Activities:

- *Public Information Meetings*
- *New Project Web Site*
- *New Project Hotline 1-866-ROUTE30*
- *Project Newsletters and Fact Sheets*



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**THANK YOU FOR YOUR
ONGOING SUPPORT !**

VOLKERT
& ASSOCIATES, INC.

 Howard R. Green Company