



## **US 30 Environmental Impact Statement and Phase I Design Report**

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Community Advisory Group Meeting  
Odell Community Center  
Thursday, May 8, 2008

### **MEETING MINUTES**

#### **Community Advisory Group Attendees**

William "Bill" Abbott (Whiteside County Board)  
Heather Bennett (Fulton Chamber of Commerce)  
John Bishop (Home Owner)  
Mike Challand (Morrison-Rockwood State Park)  
Tom Determann (Iowa-Illinois Highway Partnership)  
Daniel Dugal, Sr. (Farmer)  
Arlyn Folkers (Farmer)  
Russ Holesinger (Developer)  
Eric Janvrin (Farmer)  
Eric Johnson (US 30 Coalition)  
Gayla Kolb (Rock Falls Development Corporation)  
Glen Kuhlemeir (Blackhawk Hills RG&D Council)  
Matt Lillpop (Whiteside County Farm Bureau)  
Karen Nelson (Home Owner)  
Everett Pannier (Morrison Area Development Corporation)  
Phil Renkes (Morrison Rotary Club)  
Elisa Rideout (Whiteside Natural Area Guardians)  
William "Bill" Shirk (Morrison Preservation Historic Commission)  
Scott Shumard (City of Sterling)  
Ann Slavin (Friends of the Park/ Illinois League of Bicyclist)  
Barbra Suehl-Janis (Fulton Kiwanis Club)  
Fred Turk (Whiteside Natural Area Guardians)  
Harvey Wiebenga (Kay Shelton/Illinois Lincoln Highway Association)

#### **Special Guests**

Dale Belt	Robert D. Stone
Eric Benson	Mary Wright
Gary Campbell	Gilbert Sholoe
Beth Hughes	Ervin Stuart
Leonard Janis	Chris Stanley
Carolyn Keller	Garry Kopf
Tim Keller	

## **Media**

None

## **Project Study Group Attendees**

Dawn Perkins (IDOT)  
Rebecca Marruffo (IDOT)  
Mark Nardini (IDOT)  
Dr. Cassandra Rodgers (IDOT)  
Vic Modeer (Volkert)  
Mike Walton (Volkert)

Jill Calhoun (Volkert)  
Gil Janes (Howard R. Green)  
Jon Estrem (Howard R. Green)  
Mary Lou Goodpaster (Goodpaster-Jamison, Inc.)  
Shelia A. Hudson (Hudson and Associates, LLC)

## **Agenda (See Attachment)**

## **Handouts (See Attachments)**

## **Meeting Purpose**

On Thursday, May 8, 2008 the Illinois Department of Transportation (IDOT), hosted their third US 30 project, Community Advisory Group (CAG) meeting at the Odell Community Center in Morrison, Illinois. The purpose of the meeting was to bring the CAG up to date on the US 30 Project, acknowledge new members, select a project logo, and gather comments and concerns on the corridor screening process. Information presented at the meeting included an overall project progress report, highlights of the last CAG and PSG meetings, the revised SIP that has been approved by FHWA (CAG was asked to review at their leisure and contact the consultant team with any questions), an overview of the draft Purpose and Need Statement and the corridor screening process.

## **Presentation:**

## **Opening Remarks**

Dawn Perkins opened the meeting by expressing to the CAG the District's gratitude for their on-going commitment to the project. She went on to acknowledge the PSG, Federal Highway Administration and the Project Team, who have all been working diligently on a lot of efforts since the last CAG meeting to keep the project moving forward. Dawn highlighted some of the efforts that included: completing the Problem Statement, refining the Stakeholder Involvement Plan (SIP), reviewing the corridors proposed by the CAG, developing a corridor screening process to be approved by the PSG and FHWA, completing the Traffic Analysis report, further refining the Purpose and Need for FHWA review, and finalizing conceptual designs for a project logo based on the CAG's comments. She then turned the meeting over to Vic Modeer who presented an agenda overview.

## **Agenda Overview and Welcome to New CAG Members**

Vic Modeer reviewed the Points of Order that have been adopted by the CAG for the benefit of the new members and special guests that were in attendance. He emphasized that final decisions are made by the PSG; that the process is transparent; and that all decisions must be presented in a clear manner with appropriate input from stakeholders. Vic explained that the CAG members represent the community and are active participants during the meeting, and that the ground rules

approved by the CAG require that members of the audience (or special guests) are welcome to observe but are not allowed to participate in this forum.

Vic welcomed two new members to the CAG and thanked all CAG members for their time and commitment to the process on behalf of the District and PSG. Vic explained the agenda (see attachment) and handout materials (see attachments) for the CAG meeting.

### **Project Progress**

Mike Walton highlighted the project's progress to date. The PSG met in April to review and discuss the SIP which has been approved by FHWA, the traffic analysis and crash analysis reports; the Environment Impact Statement (EIS) time frame; the proposed corridor screening process; and the draft Purpose and Need that the CAG aided in developing. The traffic analysis report was completed in February 2008. The results of the traffic analysis will be used to assist in finalizing the Purpose and Need. He also informed the CAG that FHWA has approved the SIP and the EIS project timeline which extends to 2011. Mike reiterated the purpose of the SIP. The document is a blueprint for implementing the Context Sensitive Solutions (CSS) process and changes may occur as the project moves forward. He then stated that the crash analysis report is currently being revised after comments were submitted from IDOT and FHWA. In addition, the draft Purpose and Need Statement is being reviewed by FHWA. Mike presented a summary of the October CAG meeting. During the October meeting, the CAG sketched potential corridors, provided input to the Purpose and Need and project logo, and developed the Problem Statement for PSG review.

### **Project Logo**

Shelia Hudson explained the process for selecting a project logo that will be recommended to the District for approval. She reminded the CAG members about their previous comments and suggestions for a project logo. These comments included a desire for the design to have a regional or county feel within the project area, and a representation of the area's historical significance. CAG members reviewed the logo choices and submitted their favorite, design number four (4), as the preferred logo concept. Shelia thanked the CAG for their patience, time and input during this process.

### **Purpose and Need**

Mary Lou Goodpaster presented information on the draft Purpose and Need Statement that has been submitted to FHWA. She explained the importance of the Purpose and Need Statement in the NEPA process, including requirements of FHWA, Technical Advisory Notice T 6640.8A. FHWA and IDOT have agreed on the elements of the US 30 Purpose and Need Statement. These elements have been used to develop the draft Purpose and Need Statement. Both Mary Lou Goodpaster and Vic Modeer emphasized the fact that the no-action alternative is a consideration; and will continue to be a choice throughout the EIS process, in conformance with federal law. Mary Lou highlighted the steps for completing a final draft of the Purpose and Need Statement, which will then be presented to the NEPA/404 Concurrence Meeting in the summer of 2008. These steps include:

- Revise document based on FHWA comments
- Resubmit to FHWA for review
- Address any comments

- Present to NEPA/404 Meeting for concurrence from the environmental resource agencies including the Corps of Engineers, USEPA, USFWS and IDNR.

### **CAG Corridors**

Jon Estrem recapped the corridor identification exercise that the CAG completed at the last CAG meeting in October 2007. The CAG identified 16 potential project corridors. Jon presented *general observations* on the corridors:

- 1) There are many similarities between the corridors.
  - The majority follow existing US 30 to some point west of Morrison then dip south to bypass Morrison along the west side of town.
  - Some connect directly to I-88 west of the existing interchange; some follow existing US 30 into Rock Falls.
- 2) Some ideas stand out as unique thoughts.
  - One corridor bypasses Morrison to the north of town.
  - One corridor follows IL 78 south to I-88.
  - One corridor leaves existing US 30 immediately west of Morrison & crosses the BNSF railroad far south of the existing overpass.
- 3) The consultant team suggested one modification.
  - The modified corridor stays north of the UP railroad until well east of the BNSF railroad.
  - The modified corridor may provide a more cost effective means of crossing the railroads.

### **Corridor Screening Process**

The PSG will use a multiple-level process to evaluate corridors. The process involves the following steps:

- 1) Weigh each against the approved Purpose & Need. Any corridor that fails to meet the Purpose & Need will be dropped from further consideration.
- 2) Analyze each of the remaining corridors in sections to simplify the process & make it more flexible. Where one corridor might be less attractive than others in one area, it could be outstanding in another area. Dividing the corridors into sections will allow us to select the best pieces & reassemble them to create an improved corridor.
- 3) Corridors that are essentially similar will be consolidated to make effective use of time. The 1,400' width of each corridor & the plan to ultimately consider various alignments within the chosen corridor will help to maintain decision-making flexibility.
- 4) The redefined corridors within each section will be re-labeled (i.e. Corridor A in Section 1 might be labeled "A1").
- 5) The remaining corridors within each section would then be screened against the following criteria:
  - Traffic Operations / Congestion Relief
  - Corridor Utilization
  - Safety <sup>(\*)</sup>
  - Agricultural Land Severance
  - Displacements
  - Property Impacts
  - Economic Sustainability
  - Section 4f / 6f Properties
  - Natural Areas
  - Nature Preserve
  - Floodplain
  - Water Resources

- Wetlands
- Threatened & Endangered Species & Habitat
- Special Waste
- Air Quality
- Construction Cost
- Land Acquisition Cost

(\**) Indicates a CAG priority.*

- 6) Quantitatively rank the various corridors against each other utilizing the measured impacts to the criteria listed above. Most criteria will be ranked using direct measurements of impact. Where that is not possible, a less quantitative measure will be used (e.g. assign a score of 0 to 5, with 0 being no impact and 5 being severe impacts).
- 7) Tally the rankings and use the results to select the corridors to be considered further. Typically, there will be one or two that stand out as clear choices, some that stand out as clear elimination choices & several that are more questionable. It is difficult to predict, so we will need to wait and see the results of the ranking.
- 8) Discuss the results of the screening process with PSG and Environmental Resource agencies and request consensus on the selected corridors.
- 9) Discuss results of the screening process with CAG and request that they select a preferred corridor.
- 10) Present the preferred corridor to the PSG and request concurrence.
- 11) Present the preferred corridor to the public at a Public Informational meeting.
- 12) Develop alignments within the preferred corridor to be studied in detail as part of NEPA Environmental Impact Statement process.

### **Next Steps**

Gil Janes' highlighted the next steps in the study. They are:

- Await the ESR results to identify the locations of sensitive environmental resources within the study area
- Await preliminary P&N approval from FHWA (The P&N is not final until it is approved by the resource agencies at the NEPA/404 concurrence meeting)
- Begin screening process for CAG corridors
- Present results from the screening process to the PSG and garner consensus on corridors to be considered further.
- Present results from corridor screening process to the CAG and select a preferred corridor.
- Present the CAG recommendation to PSG
- Plan next Public Information Meeting

### **Comments, Question and Answers**

- 1) Will CAG members receive copies of all the reports presented?

Mike Walton indicated that all reports will be posted to the project website once documents have been approved by IDOT and/or FHWA.

- 2) Does approval of the Purpose and Need Statement automatically drive the selection of certain criteria?

Mike/Mary Lou responded that the recommended corridor must meet the Purpose and Need. In addition, the No-Action alternative must be considered throughout the study.

- 3) CAG – Should the CAG have been provided the crash and traffic reports in advance of developing the Problem Statement for the project?

Vic/ Mike responded that the Problem Statement represents the community's perception of the transportation problem within the Study Area. Those perceptions can then be compared against data such as traffic counts and crash statistics to develop the Purpose and Need Statement required under NEPA.

- 4) CAG - If the EIS is completed before 2011, will the project move ahead sooner? The main concern is funding and the reauthorization of the new transportation bill.

Vic explained the process for federal ear markings as well as the level of priority this project has taken with the department. He noted that if the process is completed sooner than expected, followup actions can also be accelerated.

- 5) CAG – How will IDOT know how much money to request for final design and construction if the project is not completed prior to passage of the next transportation bill?

Vic stated that in the near future the Department will request the consultants to prepare a cost estimate. The department will have the estimate well before the legislators request information from the department for the next federal transportation bill.

- 6) CAG – Have bike and pedestrian trails been considered?

Mike responded that these concerns will be considered as a part of whatever corridor is selected. It is a state requirement that bicycle and pedestrian access be considered during the study.

- 7) CAG – Any preference to follow existing US 30 during construction?

Jon emphasized that there are federal guidelines the consultants must adhere to during the study as well as the State's CSS process. With that being said, there are no preconceived ideas regarding what path the preferred corridor should follow. With respect to maintenance of traffic during construction, if the preferred corridor overlays the existing US 30, it would likely be a logical thing to utilize the existing highway for traffic while the new lanes are being constructed.



Illinois Department of Transportation

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

## *Community Advisory Group Meeting*

*Thursday  
May 8, 2008*



# Points of Order

## *The CAG Ground Rules include:*

- The PSG will make all final recommendations with a goal of seeking stakeholder consensus.
- All decisions must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and considered.
- Members of the media and others not in the CAG are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.

# *Community Advisory Group New Additions*

## *Welcome!!!*

- Barb Bees - The MAPPING Group
- Ann Slavin - Friends of the Park/League of Illinois Bicyclists
- Jerry Paulson - Natural Land Institute
- Fred Turk – Property Owner/Natural Area Guardian

# AGENDA



Illinois Department of Transportation

U.S. Route 30  
Community Advisory Group Meeting #3  
May 8, 2008



## AGENDA

1. Discuss Progress made to date
  - a. Project Study Group (PSG) Meeting
  - b. Traffic Analysis
  - c. Crash Analysis
  - d. Stakeholder Involvement Plan (SIP)
  - e. EIS Timeframe
  - f. Draft Purpose & Need
2. Summary of October 17, 2007 CAG Meeting
3. Summary of April 11, 2008 PSG Meeting
4. Stakeholder Involvement Plan (SIP)
5. Logos
6. Draft Purpose & Need
  - a. NEPA Overview
  - b. FHWA Guidance
  - c. US 30 Purpose & Need
  - d. Timeline
7. CAG Corridor Map
8. Corridor Screening Process
  - a. Overview of Screening Process
  - b. Comments and Concerns
9. Next Steps



# PROGRESS TO DATE

- **PSG Meeting (April 11, 2008)**
- **Traffic Analysis**
  - Completed Feb. 2008
- **Crash Analysis**
  - Has been submitted and is currently being revised to address IDOT and FHWA comments
- **Stakeholder Involvement Plan (SIP)**
  - FHWA approval April 24, 2008
- **EIS Timeframe**
  - Timeframe has been approved by FHWA;  
completion of Phase I Fall 2011
- **Draft Purpose & Need**

# Summary of October CAG Meeting

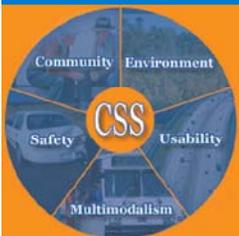
- Developed Corridors
- Viewed possible logos & provided input
- Developed the Problem Statement

*“The problem with US 30 in Whiteside County from Fulton to Rock Falls is increasing traffic volume and congestion which overloads the area-wide traffic system, compromises safety, mobility and reduces the quality of life of the adjacent communities. There is a need for improved economic development and accessibility to the region while preserving agriculturally and environmentally significant areas.”*



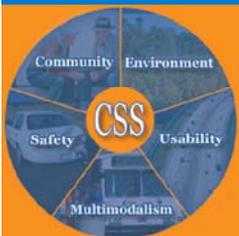
# Summary of April PSG Meeting

- Presented the Corridors developed by the CAG
- Consensus on the Corridor Screening Process

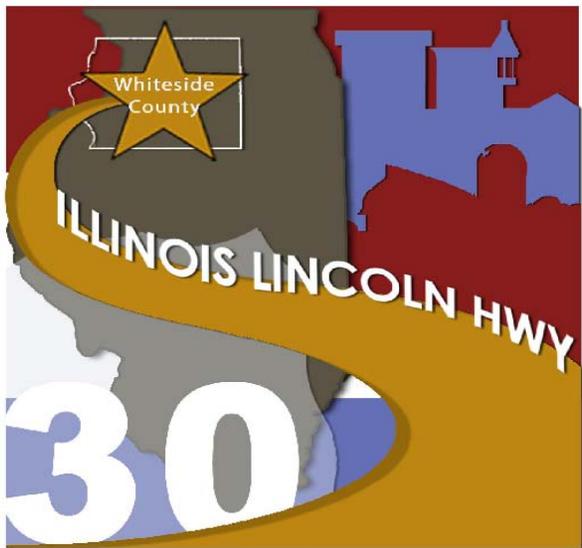


# Stakeholder Involvement Plan (SIP)

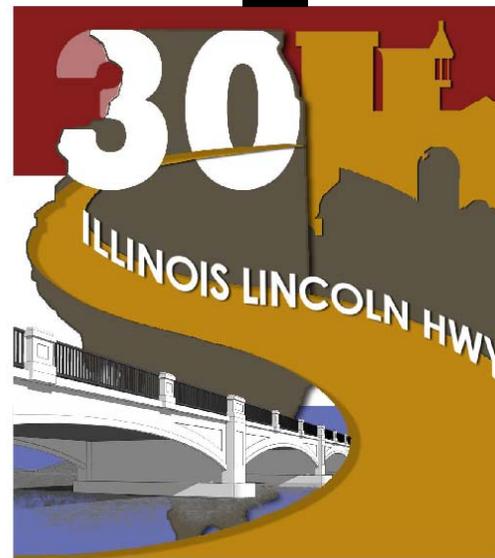
- Identifies stakeholders
- Identifies outreach program
- Set tentative schedule
- Set tentative ground rules
- Includes requirements of the SAFTEA-LU, NEPA, and CSS



1



3



2



4



5



# 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
  - Based on crashes & 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  
Receive comments from FHWA May 7<sup>th</sup>
- P&N will go through another round of review and comment
- Present at NEPA/404 Merger Meeting in September 2008

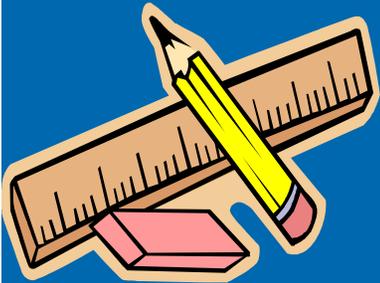
THOUGHTS?  
QUESTIONS?  
DISCUSSION?



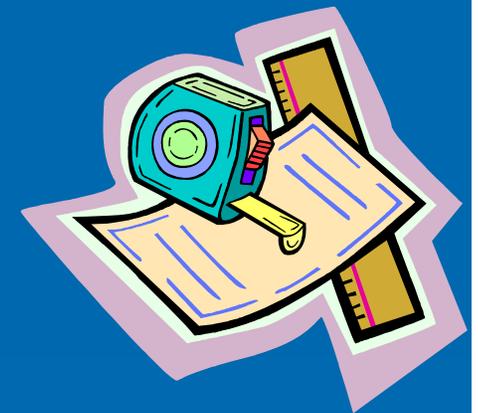
# ***CAG CORRIDOR ALTERNATIVES***



# CORRIDOR SCREENING PROCESS



*A tool to aid in the  
corridor selection process*



# 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 will provide input
  - 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

May 8, 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 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

US 30 CAG  
May 8, 2008

# CORRIDOR SCREENING PROCESS

- 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 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 corridor alternatives within each Section to be carried forward** 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/Environmental Resource Agency 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 CAG  
May 8, 2008

THOUGHTS?  
QUESTIONS?  
DISCUSSION?



# Next Steps

- ESR Results
- FHWA approval of P&N
- Screening Process
- Corridor alternatives to be carried forward to the CAG
- CAG Corridor Recommendations
- PSG Determines Corridor(s) to be carried forward
- Discuss next Public Information Meeting

**THANK YOU**  
**QUESTIONS???**

