



**Community Advisory Group Meeting
Odell Public Library/Community Center
Thursday, January 15, 2015**

MEETING MINUTES

Community Advisory Group Attendees

William Abbott	Whiteside County Board
John Bishop	Homeowner
Allen Bush	Farmer
Tom Determann	Iowa-Illinois Highway Partnership
Barry Dykhuizen	City Administrator-Morrison, IL
Eric Johnson	US 30 Coalition
Roger Johnson	Homeowner/Farmer
Doug Kuehl	Farmer
Glen Kuhlemeir	Black Hills RC&D
Matt Lillpop	Whiteside County Farm Bureau
Barbara Mask	Fulton Historical Society
Everett Pannier	Mayor, City of Morrison
Russell Renner	Whiteside County Highway Department
Elisa Rideout	Whiteside County Natural Area Guardians
Ann Slavin	Friends of the Park/Illinois Bicyclist
Dale Sterenberg	Farmer
Betty Steinert	Whiteside County Enterprise Zone & EDC
Barbara Suehl-Janis	Fulton Kiwanis Club
William Wescott	Mayor, City of Rock Falls

Project Study Group Attendees

Rebecca Marruffo	IDOT D2	rebecca.marruffo@illinois.gov
Deana Hermes	IDOT D2	deana.hermes@illinois.gov
Michael Walton	Volkert, Inc.	michael.walton@volkert.com
Jill Brownfield	Volkert, Inc.	jill.brownfield@volkert.com
Jeff Pisha	Howard R. Green Co.	jpisha@hrgreen.com
Molly Barletta	Kaskaskia Engineering	MBarletta@kaskaskiaeng.com
Marnee Morgan	Hudson & Associates	mmorgan@hudson-associatesllc.com

Agenda

1. Overview of Project
2. Discussion at June 2012 CAG Meeting
3. Supplemental Draft Environmental Impact Statement (SDEIS)
4. October 2014 Public Hearing
5. Discussion on Alternatives
6. Consensus on CAG Preferred Alternative
7. Next Steps
8. Questions

Meeting Purpose

On Thursday, January 15, 2015, members from the US 30 Project Study Group (PSG) hosted their ninth Community Advisory Group (CAG) meeting at the Odell Public Library/Community Center in Morrison, Illinois. The purpose of the meeting was to update the CAG on the study's progress and receive consensus on the alternative recommended by the CAG to be the preferred alternative.

Opening Remarks

Ms. Rebecca Marruffo welcomed the CAG and thanked the group for their ongoing commitment to the project. Deana Hermes was introduced as the new IDOT Project Liaison. Ms. Marruffo then introduced Mr. Michael Walton, as a representative from Volkert and part of the Volkert / HRGreen consultant team working together with the Illinois Department of Transportation on this study. Mr. Walton then introduced Jeff Pisha – representing HRGreen, Molly Barletta - representing Kaskaskia Engineering and Marnee Morgan – representing Hudson and Associates as the rest of the project study consultant team in attendance.

Overview of Project

Mr. Walton then began a power point presentation wherein several maps and descriptions showed the development of CAG corridors and six alternatives, steps taken on the process of this study narrowing the selection of alternatives to the two Build-Alternatives we have for the project today. Additional information highlighted in the project overview included: the Project Purpose & Need, an overview of the June 2011 Public Hearing, the Floodplain Modernization necessitating changes in the alternatives, the SDEIS Report approval and the 2012 CAG Meeting.

2012 CAG Meeting

Mr. Walton discussed the previous CAG Meeting held in June 2012. At this meeting the CAG was informed about the updated 100 year floodplain mapping following the 2011 Public Hearing. As a result of the statewide floodplain modernization efforts, further evaluation of the Build Alternatives became necessary. Revisions to the 100-year floodplain mapping greatly expanded the previous limits of the French Creek floodplain.

An increase in floodplain impacts became evident within the limits of both Build Alternatives and Alternative 4 & 5 Alignments needed to be revised. Build Alternative 4 (northern) was shifted slightly east to avoid the revised French Creek floodplain area west of Lyndon Road. Build Alternative 5 (southern) was shifted approximately one mile southeast from the original Build Alternative 5 to avoid the revised French Creek floodplain

Supplemental Draft Environmental Impact Statement (SDEIS)

Mr. Walton explained because of the Floodplain Modernization, a Supplemental Draft Environmental Impact Statement needed to be completed to address the changes in alignments and the effects on environmental factors. The SDEIS was approved in September 2014 and the SDEIS Notice of Availability was published on September 19, 2014.

October 2014 Public Meeting

Due to the floodplain changes and subsequent changes in the alternative alignments, a Public Hearing was held on October 9, 2014, at the Odell Public Library/Community Center in Morrison to gather input from the community. At this meeting, the public was provided the changes that were necessary to the alternatives, the subsequent alternative build alternatives and the impacts associated with the proposed build improvements.

Mr. Walton discussed the hearing and noted there were 309 people who attended and a total of 139 comments were received from the public. He then proceeded to summarize the comments according to the build alternative preference by stakeholder types and location.

The comments received from the Public Hearing were then provided as follows:

Preference by Stakeholder Types

- ✓ Homeowners and Farmers favored the No-Build Alternative
- ✓ Business Owners, Developers, and Special Interest Groups favored Alternative 5

Alternative Preference by Location

- ✓ Comments received from Morrison, Fulton, and Sterling, favored the No-Build Alternative
- ✓ Rock Falls and Iowa respondents' preference was scattered.
- ✓ Responses received from other Illinois cities outside of the project study area favored the No-Build Alternative followed by Alternative 5.

Discussion on Alternatives

Mr. Walton instructed each table to discuss the advantages and disadvantages of the alternatives. Each table then reported their outcomes to the group. The table below summarizes the advantages and disadvantages of each alternative, provided by each table.

	Advantages	Disadvantages
Alternative 4		
Table 1	Draw to Park	Does not work well with residential growth plan for City to the North Negative effects on Park
Table 2	None	More residential effect Traffic from IL 78 continuing through Morrison to access N. leg IL 78
Table 3	Shorter Less Semis through town Safer than existing Potential economic advantages	Negative effects on Park Current residential impacts Future impacts on residential growth Farming impacts

Table 4	None	Negative Impact Residential Doesn't address IL 78 traffic Negative impact natural areas
Table 5	Less floodplain impacts Less farming impacts (than Alternative 5)	Residential impacts
Alternative 5		
Table 1	Close to Industrial Park - can be draw to park Less effect on residential property	More linear feet in floodplain - floodplain encroachment impacts
Table 2	Good for Industrial Park Less residential impact	Takes more farmland
Table 3	Benefits Industrial Park Town less likely to grow residential south closer to I-88 Less Semis through town Safer than existing Potential economic advantages	Longer Route Farming impacts
Table 4	Addresses IL 78 traffic Avoids primary residential area Closer to industrial development	
Table 5	Will impact less residential (than Alt. 4) Closer to Industrial Park area Less expensive Will provide Morrison with an overpass needed to access South side of town from north side	Longer alternative may cost more
No-Build Alternative		
Table 1	No loss of farmland	Concerned continued growth in traffic Safety concern with increased traffic
Table 2	with turn lane improvements only - Little farmland or residential impact	
Table 3	Save farmland Existing US 30 businesses	Longer travel from Sterling to Clinton
Table 4	Better for local businesses	Doesn't address safety and traffic needs
Table 5	Save farmland	Congestion now will increase - too much traffic in future

Discussion on Alternatives and Consensus on CAG Preferred Alternative

Mr. Walton again stated the goal of this meeting was to come to a consensus on the CAG's recommendation for a preferred alternative. This recommendation will be provided to the Project Study Group (PSG) and considered when making the determination as to the preferred alternative for the study.

A definition of consensus was provided and the group was directed to determine the alternative that should be recommended based the following: Information Provided on Alternatives, Project Purpose and Need, and Advantages and Disadvantages of the Alternatives.

Mr. Walton asked for discussion for an open discussion for any further ideas or opinions on the alternatives.

In a short discussion that followed about an Alternative 4 preference, no preference was indicated for Alternative 4 as the preferred alternative.

In regard to Alternative 5, the following comments were provided by the group for an Alternative 5 preference:

- "As a homeowner, the No Build would be best, but Alternative 5 would be best for community."
- "Highways have made this country great. Looking towards the future. Won't have a future if we don't improve highways. Will fall behind if we don't do something."
- "Fulton and Sterling went downhill because of I-80. Need traffic back on US 30. Transportation is the future for everybody. People are going through the town. People that want to bypass Morrison will bypass it. Town is dying. Town needs to draw people in."
- "Think about future generations and jobs. Need modern transportation to expand and grow. Need good roads. Improve quality of life with a four-lane road."
- "Needs tweaks but Alternative 5 is the best. Need marketing for Morrison to be a destination."
- "Move farm equipment from East to West. Farm equipment is allowed on freeways and there are access points so no farm is landlocked."

Following this discussion, Mr. Walton asked if the group was ready to provide a consensus on a recommended preferred alternative. The CAG came to a consensus that Alternative 5 (the South Alternative) is the alternative that best serves the community. Mr. Walton explained to the group that this recommendation to utilize Alternative 5 as the preferred alternative will be presented to the PSG for their consideration. He reminded the group that the PSG will determine the preferred alternative based on the communities input as well as the engineering and environmental factors.

Next Steps

The following timeline for anticipated project milestones was then provided to the group:

- ✓ January 2015 - Information from Public Hearing and CAG meeting presented to Project Study Group for selection of Preferred Alternative
- ✓ Spring 2015- Newsletter published to notify community of Preferred Alternative
- ✓ Summer 2015 - Remaining preliminary engineering completed on Preferred Alternative alignment
- ✓ Fall 2015 - Public Meeting providing information on Preferred Alternative
- ✓ Late 2015 - Complete Final Environmental Impact Statement
- ✓ Late 2015 - Complete Design Report
- ✓ January 2016 - Project Completed with FHWA Record of Decision

Questions & Answers

Q: Was the second public meeting the first time people read the project information?

A: No. Information on the public meeting was disseminated to the public by the newsletter, the project website, a meeting notice was sent to the master mailing list (approximately 800 people), and a meeting notice was published twice in six (6) local newspapers, and publicized on IDOT's social media.

Q: IDOT policy on bike lanes?

A: Alternatives will be designed so that they can accommodate a sidewalk or bike lane. These accommodations will be further detailed during the design phase.

Q: When road is built, does current US 30 become Alternative Route 30 or the City's Jurisdiction?

A: The Department of Transportation will need to discuss the options of the local municipalities to take the remaining portions of US 30 as a jurisdictional transfer. The portion of the existing US Route 30 that is no longer utilized for the new route that remains in place would likely remain a (unmarked) state highway unless a jurisdictional transfer is negotiated with the County or City. If the roadway becomes an unmarked highway the maintenance of the road will be a lower state priority, so there may be benefits for a transfer.

Q: Can someone talk with Rock River Grain concerning an adequate way to get to Sterling? Possibly tweak the alternative so there is a Rock River access point and the trucks don't need to do through Morrison?

A: The chosen alternative must meet the Purpose & Need. Economics is not allowed to be part of the Purpose and Need. The project team is still going to speak to the County about tweaks but not alignment changes; the alignment selected as the preferred will stay the same.

Q: Is funding available for the project?

A: Only Phase 1 is currently funded.

Mr. Walton thanked everyone for attending and their ongoing support of the project process.

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



**Welcome
To the U.S. 30
Community Advisory Group
Meeting**



Illinois Department of Transportation

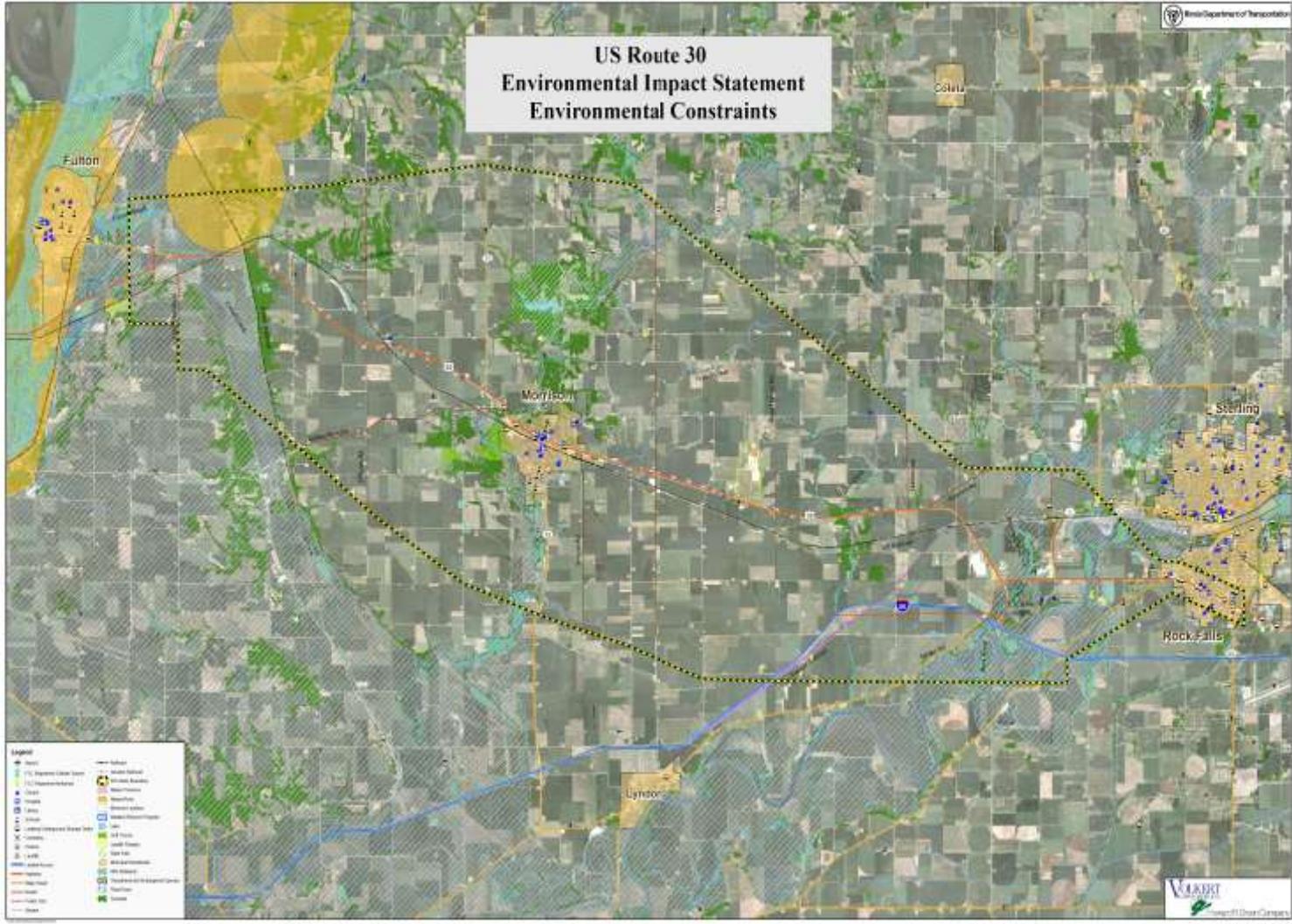
AGENDA

- Overview of Project
- Discussion at June 2012 CAG Meeting
- Supplemental Draft Environmental Impact Statement (SDEIS)
- October 2014 Public Hearing
 - Information Presented
 - Comments Received
- Discussion on Alternatives
- Consensus on CAG Preferred Alternative
- Next Steps



Project Overview

Area of Study and Environmental Constraints Determined



Project Overview

CAG Developed Problem Statement (October 2007)

Problem Statement

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



Project Overview

Project Purpose and Need

P&N - Developed from Problem Statement

- To Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an Increase in Transportation Demand
- Establish Roadway Continuity



Project Overview

Two Alternatives (June 2011)



Project Overview

Draft Environmental Document Approved (April 2011)

Public Hearing Held (June 2011)

June 2011 Public Hearing

Sought input on the 2 Build Alternatives
& the No-Build

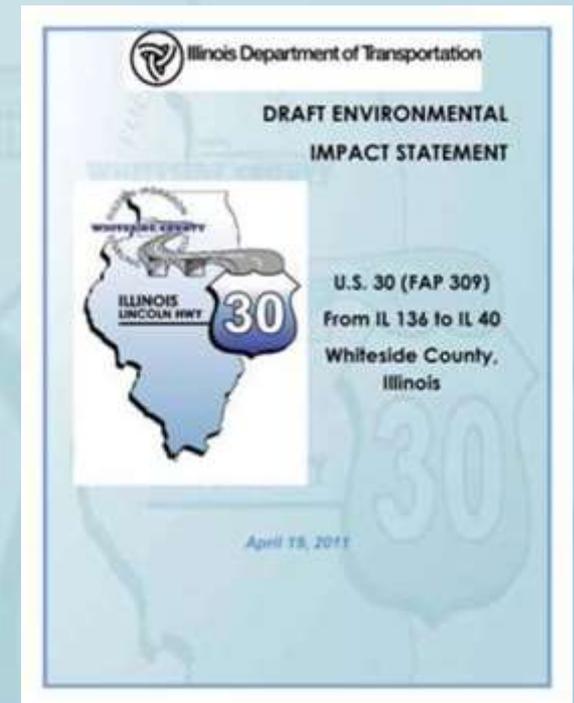
Draft EIS was made available:

Community libraries - Fulton, Morrison,
Rock Falls, and Sterling

Website :

www.dot.il.gov/desenv/Environment/309/option.html

IDOT - District 2 Office in Dixon



June 2012 CAG Meeting

Topics of Discussion

2011 Public Hearing

Floodplain Modernization

Floodplain Avoidance

Build Alternatives

Environmental Impacts

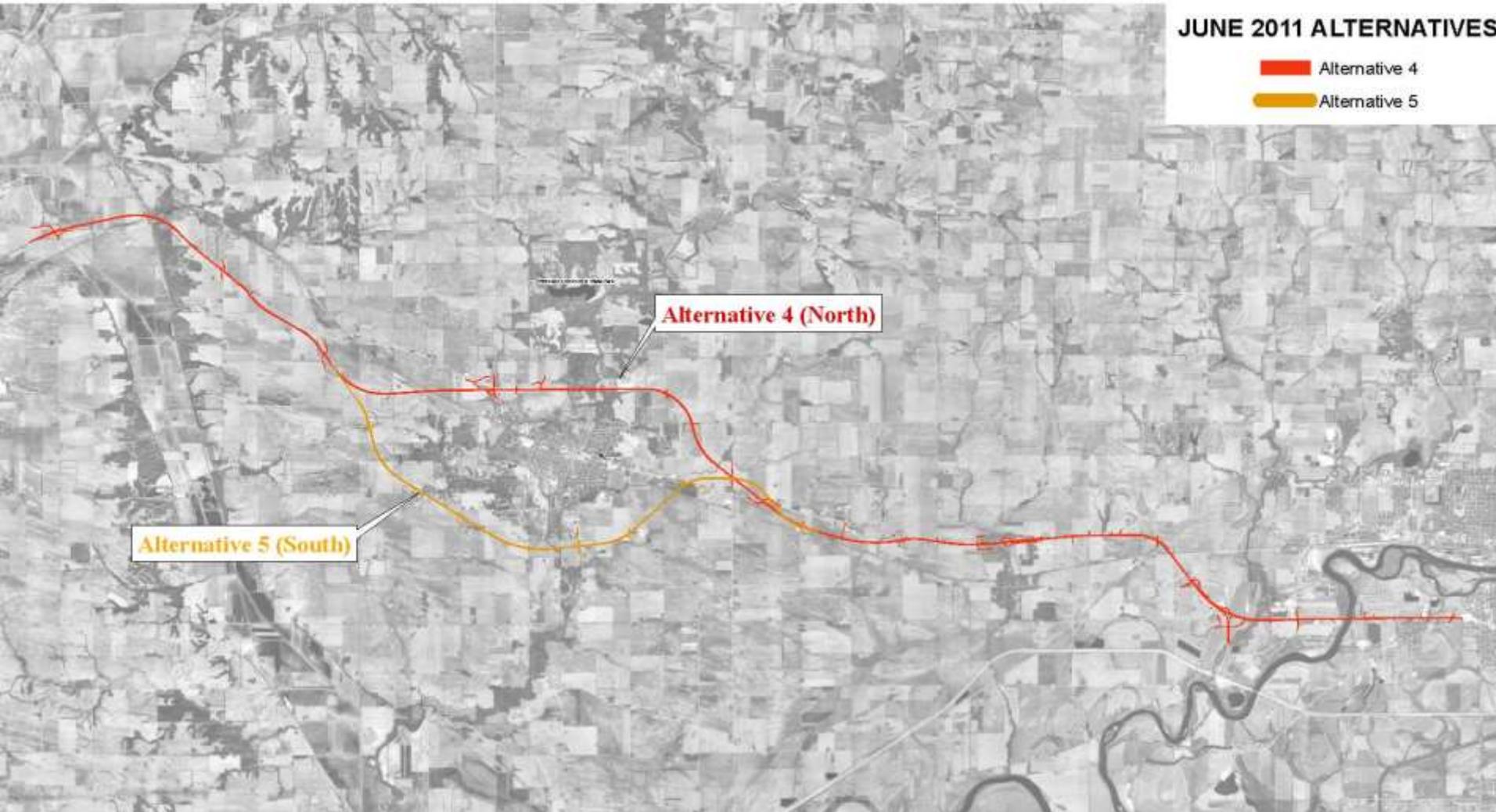


2011 Public Hearing

Alternatives

JUNE 2011 ALTERNATIVES

- Alternative 4
- Alternative 5



Illinois Department of Transportation



2011 Public Hearing

Summary

Total of **212** people attended

Total of **88** comments were received

Alternative Preference by Stakeholder Types

Homeowners and Farmers favored the No-Build Alternative
Business Owners, Developers, Others*, and Unidentified Stakeholders** favored Alternative 5

Alternative Preference by Location

Comments received from Fulton, Rock Falls, Sterling, and Iowa favored Alternative 5

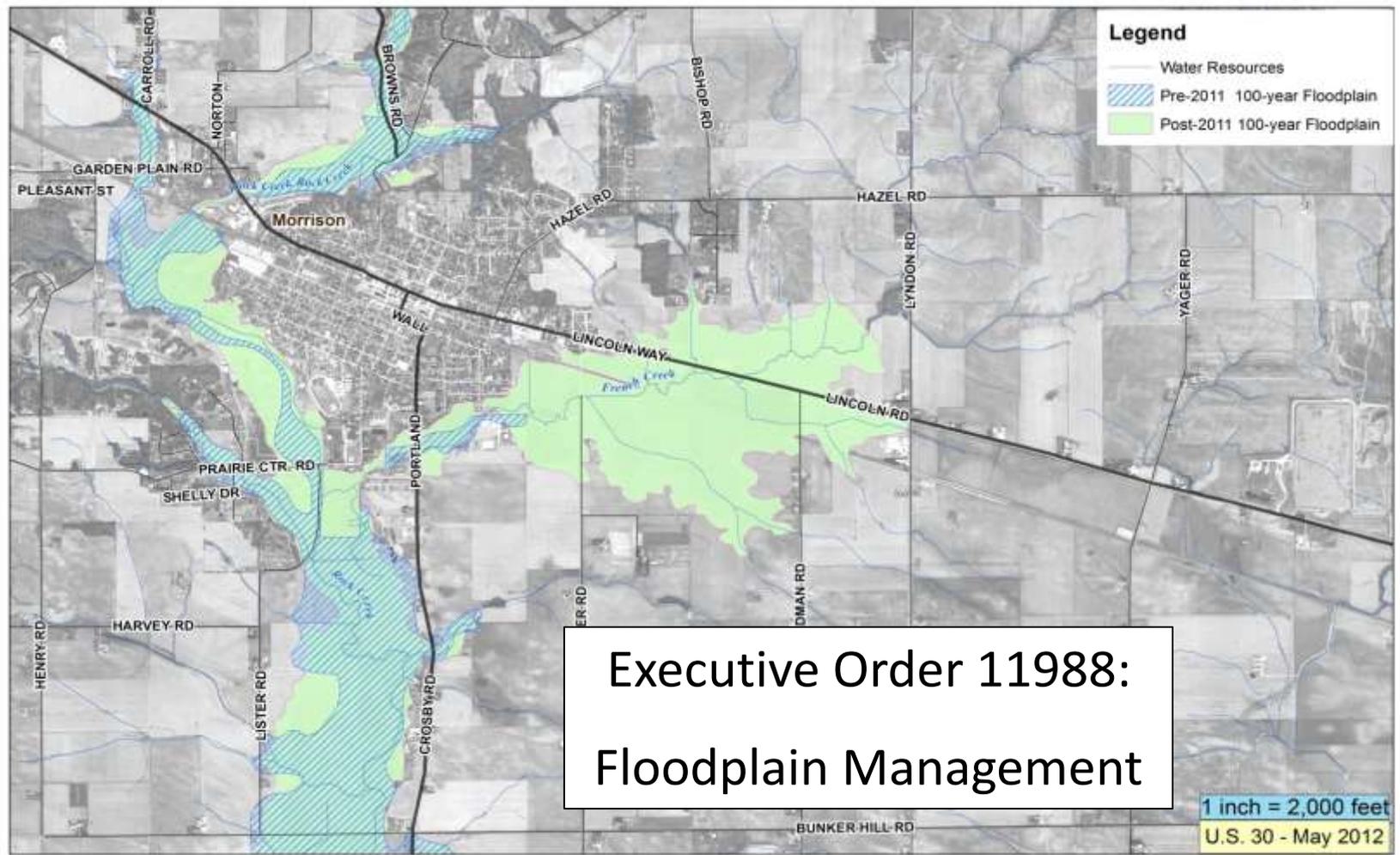
Morrison respondents favored the No-Build Alternative

Responses received from other Illinois cities outside of the project study area equally favored Alternative 5 and No Preference to either Build Alternative



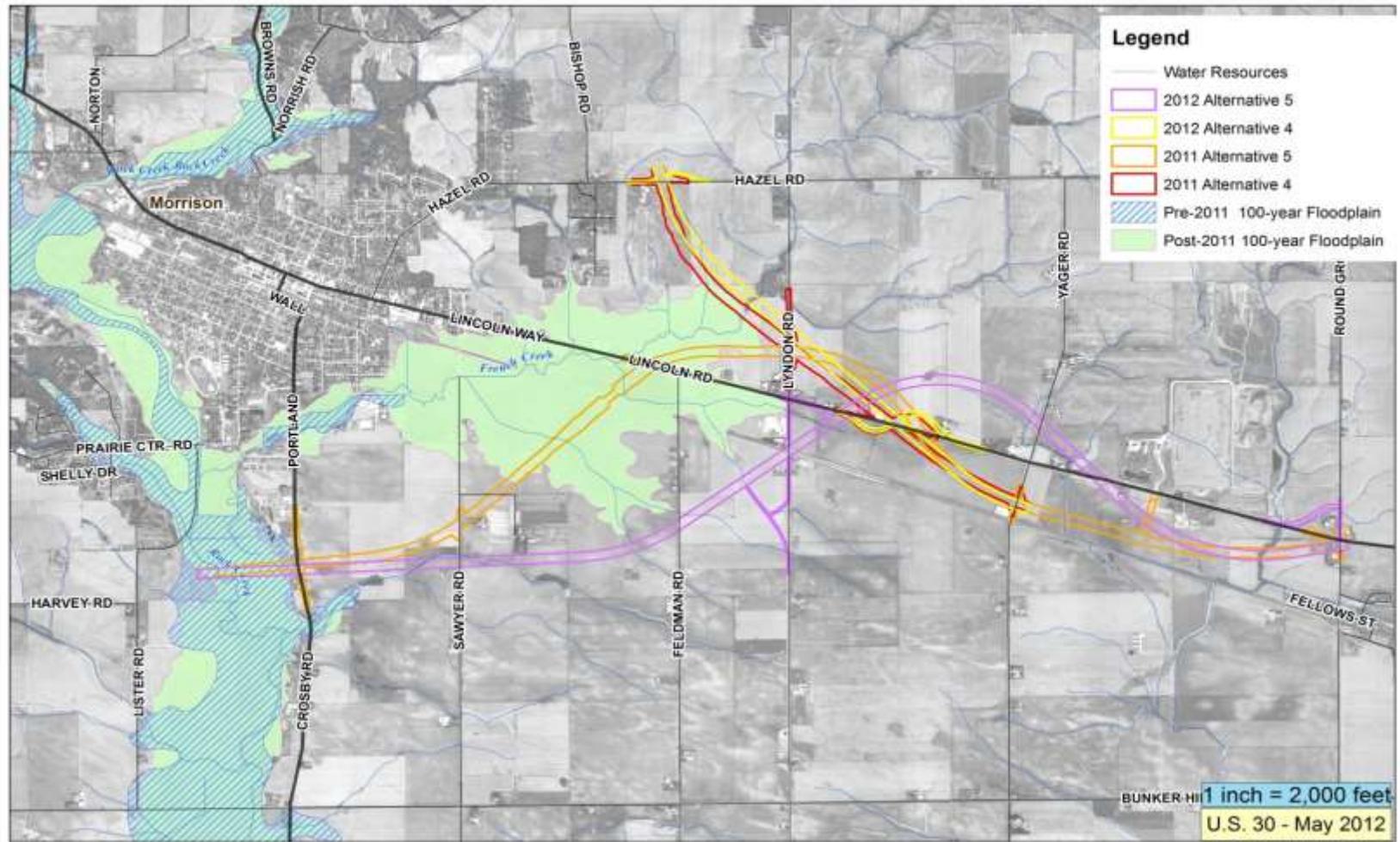
June 2012 CAG Meeting

Floodplain Modernization Required Changes



June 2012 CAG Meeting

Revised Alternative 4 & 5 Alignments



June 2012 CAG Meeting

Provided Environmental Impact Results

Comparison of Floodplain Encroachment Impacts (Linear Feet)

Alternative 4		Alternative 5	
2011	2012	2011	2012
4,595	0	21,090	4,735



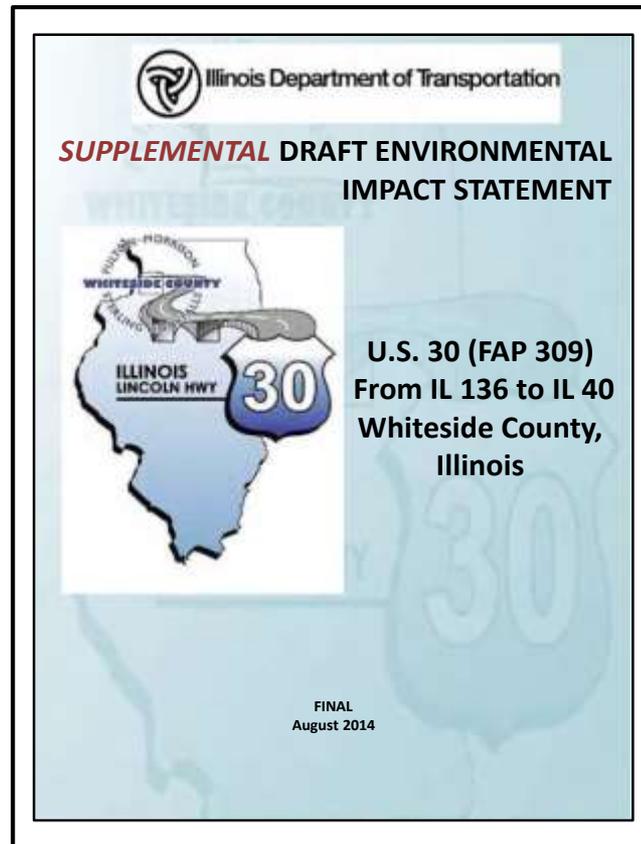
Project Update

- Approval of Supplemental Draft Environmental Impact Statement (SDEIS)
- Public Hearing – October 2014
 - Information Presented
 - Comments Received



Environmental Document

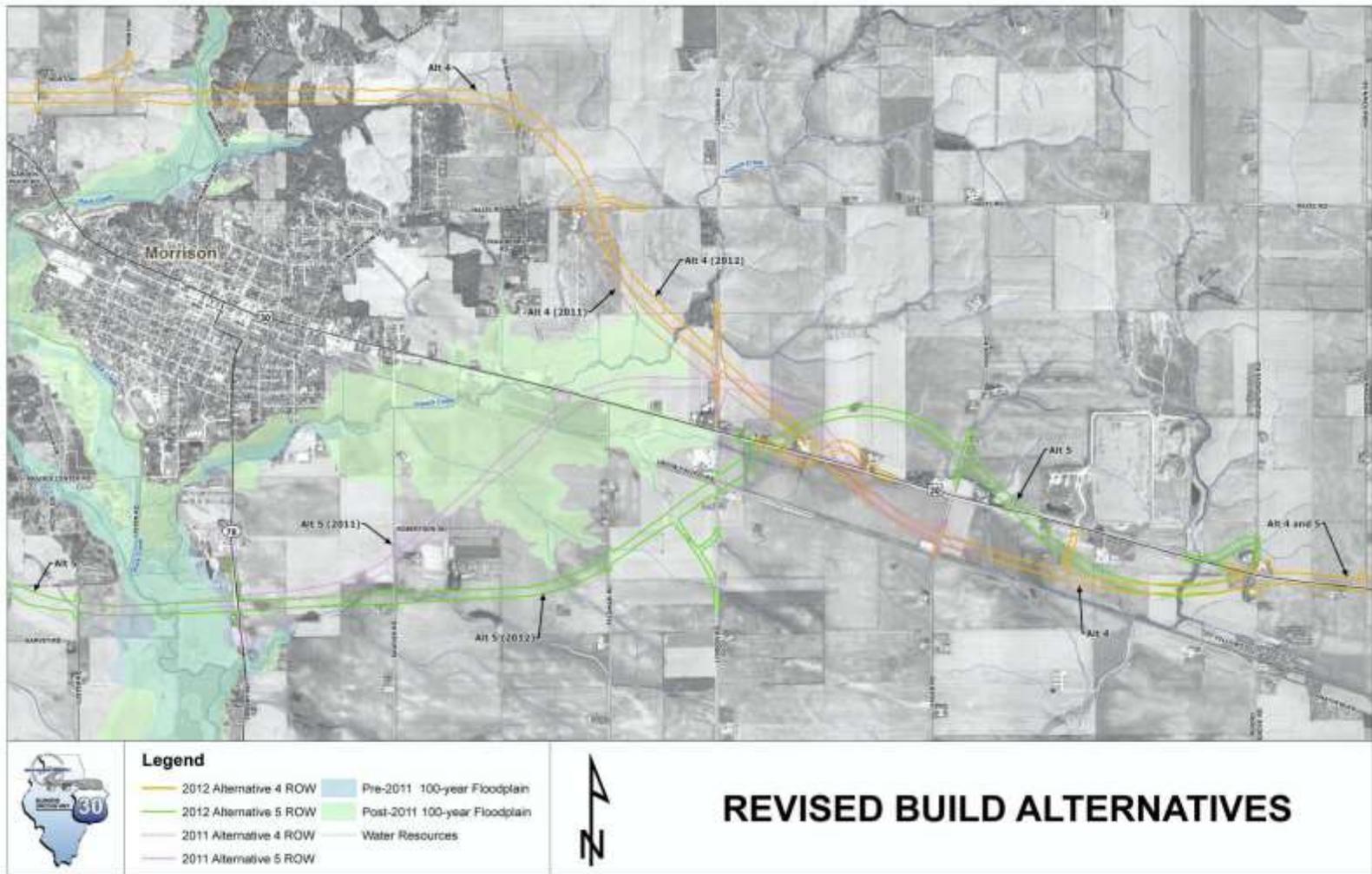
Supplemental Draft Environmental Impact Statement Approved (September 2014)



SDEIS Notice of Availability was Sept. 19, 2014

2014 Public Hearing

Held October 9, 2014



Illinois Department of Transportation



2014 Public Hearing Results

A total of **309** people attended

Total of **139** comments received via the following sources

- Comment Sheet
- Court Reporter
- Project Website
- Project Hotline
- Written Letter

Public Comment Period Ended on November 10, 2014



2014 Public Hearing Results

Table 6: Stakeholder Type		
Category	Number	Percentage
Homeowner	68/139	49%
Farmer/Farmland Owner	34/139	24%
Business Owner	04/139	3%
Special Interest	07/139	5%
Did Not State	26/139	19%

Table 7: Location		
City	Number	Percentage
Morrison	111/139	79%
Fulton	04/139	3%
Rock Falls	03/139	2%
Sterling	06/139	4%
Illinois	11/139	10%
Iowa	02/139	1%
Not Stated	02/139	1%



2014 Public Hearing Results

Table 11: Homeowners Alternative Preference		
Alternative	Number	Percentage
No-Build	39/68	57%
Alternative 4	5/68	7%
Alternative 5	16/68	24%
No Preference	8/68	12%
Build*	0/68	0%

Table 9: Farmers Alternative Preference		
Alternative	Number	Percentage
No-Build	24/34	71%
Alternative 4	3/34	9%
Alternative 5	5/34	14%
No Preference	2/34	6%
Build*	0/34	0%

Table 10: Business Owner Alternative Preference		
Alternative	Number	Percentage
No-Build	1/4	25%
Alternative 4	0/4	0%
Alternative 5	2/4	50%
No Preference	1/4	25%
Build*	0/4	0%

2014 Public Hearing Results

Table 13 : Alternative Preference of Respondents					
Location	No-Build	Alternative 4	Alternative 5	No Preference	Build*
Morrison	79	7	23	2	0
Fulton	2	0	1	1	0
Rock Falls	1	0	1	1	0
Sterling	5	0	1	0	0
Illinois (cities outside project area)	6	0	4	0	1
Iowa	0	1	1	0	0
Not Stated	0	0	0	0	2
Total	93	8	31	4	3



2014 Public Hearing

Results

No-Build – Preference

Farmland

- Shortage of prime farm ground and funds.
- Devastate prime farmland and waste of irreplaceable resource.
- Hardships from splitting farm ground in half.
- Income produced by farming ground will be taken away.
- Alternatives take too many 100 year old farms.

Business/Socioeconomic

- Re-routing traffic around Morrison will have a significantly adverse economic impact on an already severely economically challenged rural town.
- Morrison will become more isolated, as traffic is diverted and Morrison's business and tax base will suffer from the loss of customers/visitors traveling through.
- Either route will take out businesses.
- Project would move people from their homes.
- Area will no longer have its country atmosphere for which it is now prized.
- Less real estate taxes.
- Concerned about land value.
- Maintenance of old route will be problematic.



2014 Public Hearing

Results

No-Build – Preference (*Continued*)

Safety

- Harder to access US30 from town.
- Bypass would not eliminate 900 grain trucks.
- Morrison has no problem with traffic.
- Will take longer to get to town, ambulance and emergency vehicles to get to houses.

Environment

- Land wasted.
- Impacting wooded land.
- Moved to country to get away from noise. Either choice brings road too close and we will have semi noise again.
- Strongly opposed to Northern Bypass. ...a spring fed lake and home N of IL 78 and US 30 intersection that would be destroyed.
- Too much wildlife habitat will be lost.
- By Blue Goose Rd., frontage road will cut into trees, affect wildlife, affect view.
- Disrupts local roads.
- Represents a danger to our natural watersheds and fresh water supply.



2014 Public Hearing

Results

Alternative 4 – Preference

Farmland

- Alt 4 less impact on farming and better access to farm trucking.
- The north route is shorter and does not ruin more farm ground.

Business/Socioeconomic

- North route makes the most economical sense. Shorter route saves maintenance and fuel.

Environment

- Alt 5 runs through swamp land and would be more prone to flooding.



2014 Public Hearing

Results

Alternative 5 – Preference

Business/Socioeconomic

- North route hurts growth and development. Area has more potential for residential building in Morrison.
- North route goes through neighborhoods and would lower property values. South route closer to industrial park and future industrial expansion.
- It would be more practical to build South and not uproot so many homes.
- Alt 5. Very critical for my business in Fulton and tourism. It's a big economic drive.
- Alt.5 provides more land for development since it is routed through areas having less existing residential development.
- Southern Route keeps access to I-88 closer.
- South is less expensive.
- This 4 lane improvement of Highway 30 from I-88 to the Mississippi River is vital to business growth and important to continued industrial and commercial growth.
- Alternative 5 offers the best solution to business sector with easier access to I-88.



2014 Public Hearing

Results

Alternative 5 – Preference (Continued)

Safety

- Alt 5 much better for trucks.
- Bypass is great idea because makes Morrison Streets safer. Streets were not designed for volume and weight of trucks currently using US 30 through Morrison.
- Deteriorating narrow roadway through Morrison with High Traffic Volume and excessively high trucks demands a bypass.
- Alternative 5 gives better access to the south side of the Railroad tracks for emergency vehicles.

Environment

- North route negative impacts on wildlife and quality of life.
- New Park trail just completed north of Morrison.
- The north option is too close to state park disturbing campers and animals.
- Road would be too close to State Park (for alt 4). There is a lot of nice woods and nature in that area.
- Sound would be an issue for North route due to residential area.
- The north alt. would disturb sports complex.



2014 Public Hearing

Summary

Summary

Of the 139 stakeholders who provided comment:

- CAG members preferred Alternative 5 at 80%.
- Farmers/Farmland Owners preferred the No-Build, at 71%.
- Business Owners preferred Alternative 5, at 50%.
- Homeowners preferred No-Build, at 57%.
- Special Interest Groups preferred Alternative 5, at 86%.

In total, of the 139 comments

- most preferred the No-Build at 67%
- followed by Alternative 5 at 22%
- Alternative 4 at 6%
- 3% had no preference stated
- and 2% were for either of the Build Options.



CAG Discussion on Alternatives

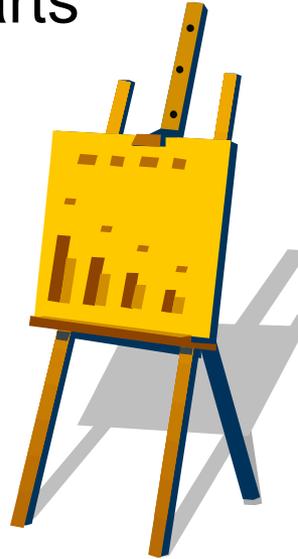
Input from the CAG will be Provided to PSG prior to selection of preferred

- Discuss Advantages/Disadvantages of Alts. in Individual Groups
- Overall Group Discussion
- **Goal** – Consensus on Preferred Alternative



CAG Discussion on Alternatives

Please use flip Charts



- List Primary Advantages, Disadvantages of Alternative:
 - Alternative 4 (North)
 - Alternative 5 (South)
 - No-Build Alternative
- Also include those not already listed by PH Comments

(15 minutes)



Consensus on CAG Preferred Alternative

Definition of Consensus – *General Agreement by a Group. An opinion held by all or most.*

(Does not require an agreement by all but only that all opinions and information provided by the group is considered in coming to an agreement on the consensus)

Considering:

- Information Provided on Alternatives
- Project Purpose and Need
- Advantages and Disadvantages

Ask for Consensus from CAG



Next Steps

- (Jan 2015) Information from Public Hearing and CAG meeting presented to Project Study Group for selection of Preferred Alternative
- (Spring 2015) Newsletter published to notify community of Preferred Alternative
- (Summer 2015) Remaining preliminary engineering completed on Preferred Alternative alignment
- (Fall 2015) Public Meeting providing information on Preferred Alternative
- (Late 2015) Complete Final Environmental Impact Statement
- (Late 2015) Complete Design Report
- (Jan 2016) Project Completed with FHWA Record of Decision



THANK YOU

COMMENTS

&

QUESTIONS?

