

PUBLIC MEETING NEWSLETTER



September 2026

Thank you for your participation in the second public meeting for the Illinois Department of Transportation’s (IDOT) Preliminary Engineering and Environmental Study (Phase I) for the proposed improvements of U.S. 30 from 0.1 miles west of Illinois 78 north to 0.2 miles east of Jackson Street in the City of Morrison in Whiteside County.

This newsletter provides an overview of the alternatives presented as well as the next steps for the project. Your comments have become part of the official public meeting record and will be included in the combined design report.

The Public Meeting was held on **July 21, 2026** and was attended by 185 individuals. A total of 46 comment forms, emails, or exhibit comments were received during the 30-day comment period following the meeting. Some comment forms and emails contained comments that were on multiple topics. A summary of the comments is as follows:

- **72%** of the commenters supported an improvement to U.S. Route 30
- **48%** of the commenters supported at least one of the Alternatives to be Carried Forward; of those commenters:
 - **54%** favored a Three-Lane Cross Section through the U.S. Route 30 corridor
 - **32%** favored a Two-Lane Cross Section through the U.S. Route 30 corridor
 - **14%** favored a Three-Lane Cross Section, reduced to Two-Lanes within the Morrison Main Street Historic District

Several participants raised questions regarding pedestrian and bicycle accommodations throughout the study limits. Participants also expressed concerns related to the proposed roadway and drainage improvements, potential right-of-way impacts and the land acquisition process, as well as the project timeline and next steps for selecting a preferred alternative.

For comments concerning similar issues, this newsletter will discuss those issues as well as provide an overview of other topics.



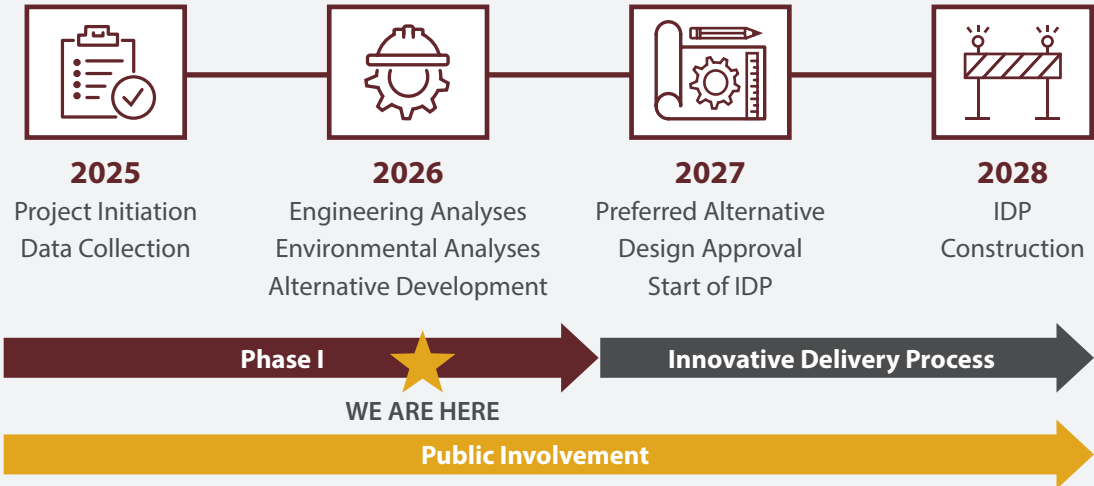
Project Update

The U.S. 30 Study was initiated to address deteriorated pavement conditions, alleviate drainage issues, address safety concerns, and increase capacity and reduce congestion due to truck traffic, as well as to improve multimodal opportunities for pedestrians and bicyclists.

The following activities have been completed to date:

- Public Meeting #1: July 16, 2025
- Stakeholder Meetings: May-September 2026
- Public Meeting #2: July 21, 2026
- Defined the Purpose and Need of the Project
- Development of Alternatives

PROJECT SCHEDULE



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Pedestrian & Bicycle Accommodations

Consistent with IDOT's Complete Streets Policy and the Illinois Complete Streets Law, which emphasizes that bicycle and pedestrian accommodations must be given full consideration during the planning and development of transportation projects, the proposed improvements will consider safe and accessible accommodations for pedestrians and bicyclists. The U.S. 30 study will include a multi-use path along the south side of the road, extending from west of Garden Plain Road to Jackson Street. As the study progresses, the width and setback of the multi-use path will be based on potential impacts to the resources of the area. We heard recommendations for ways to improve connectivity for bicyclists and pedestrians including extending the shared use path northwest of Garden Plain Road to provide a connection to Norton Road, which serves as a back entrance to Morrison-Rockwood State Park. IDOT will coordinate with local agencies regarding the proposed facilities as the project progresses.

Right-of-Way Concerns

IDOT strives to minimize the need to acquire property. When land acquisition is necessary, there are three basic types:

- **Fee Simple Acquisition** – IDOT purchases property from the owner.
- **Permanent Easements** – The property owner maintains ownership but IDOT is allowed permanent use of the property (usually for maintenance purposes).
- **Temporary Easements** – The property owner maintains ownership, but IDOT temporarily uses the property during construction.

Property Impacts

Potential property acquisitions are being evaluated for both Alternatives A and B. As the study progresses and the alternatives are further refined, IDOT will continue to coordinate with affected property owners regarding potential right-of-way impacts. Property will be purchased at fair market value based on a certified appraisal. The contributing value of any improvements will be considered in the appraised value of the property.

Section 106 Coordination Update

IDOT has initiated the Section 106 consultation process for the U.S. 30 Project. A Historic Resources Identification Report will be submitted to the Illinois State Historic Preservation Office (SHPO) for review. Through this process, SHPO will evaluate the report under the National Register of Historic Places (NRHP) eligibility criteria. Following this review, IDOT will assess whether the proposed improvements could affect any identified historic resources. If effects are identified, IDOT will continue working with SHPO and other stakeholders to explore opportunities to avoid, minimize, or mitigate those effects as the project advances. The Section 106 process is an important step in ensuring that historic and cultural resources are considered during project development while balancing the project's transportation needs.

Next Steps

The next step in the study process is the selection of a Preferred Alternative through the Environmental Analysis. IDOT will continue evaluating Alternatives A, B, and C based on environmental impacts, engineering analyses, property acquisition needs, and public input.

The Preferred Alternative will be selected based on how well it meets the project Purpose and Need while balancing environmental, community, and engineering considerations. The selection process is not a vote, but a comprehensive evaluation of all available information to identify the most feasible solution for the U.S. 30 corridor and the Morrison community.

Stay Involved

Additional project information and documents are available at:

<https://idot.illinois.gov/programs-and-projects/featured-projects/whiteside-county-us-30-in-morrison.html>

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