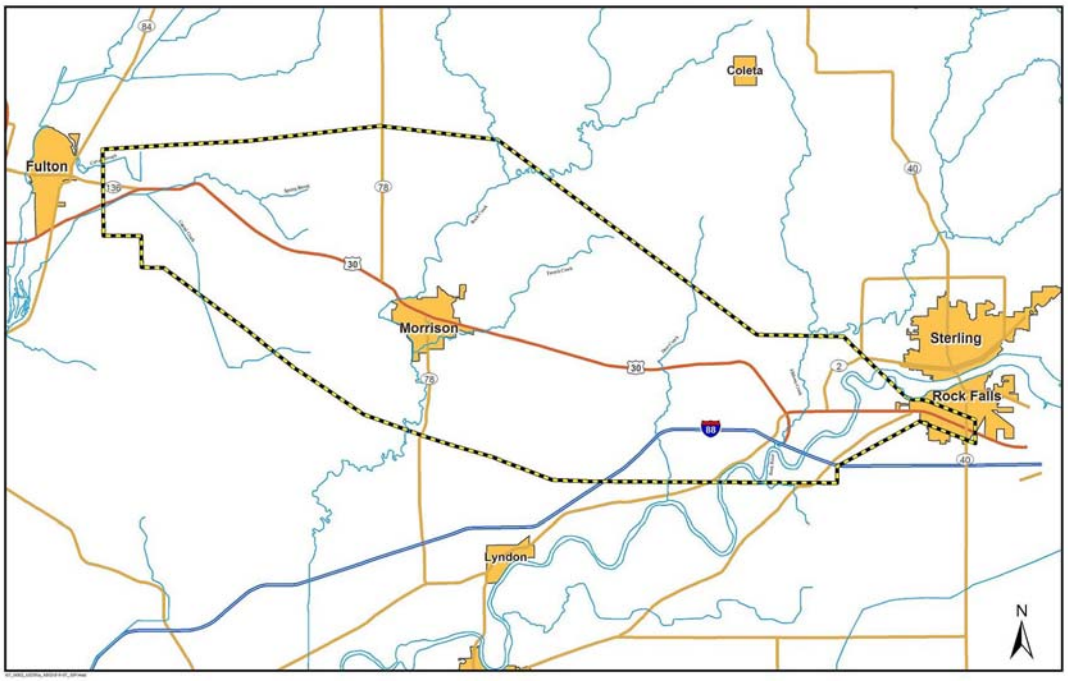
Illinois Department of Transportation



U.S. 30
PROJECT STUDY AREA MAP

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

PUBLIC INFORMATION MEETING REPORT
WEDNESDAY, JULY 25, 2007
ODELL COMMUNITY CENTER
MORRISON, ILLINOIS

Prepared by:

VOLKERT & ASSOCIATES, INC.

Howard R. Green Company
www.hrgreen.com

Hudson and Associates, LLC

Open House Summary

The Illinois Department of Transportation (IDOT) held a Public Information Open House on Wednesday, July 25, 2007 to inform the public of the US 30 Environmental Impact Statement and Phase I Design Report. The purpose of the meeting was to inform the public about the project's next phase, and how they can "Get Involved," in the process as a community stakeholder.

The Public Information Open House was held at the Odell Community Center/Public Library, 307 South Madison Street in Morrison, Illinois from 1:00 p.m. – 7:00 p.m. Since it was an open house format, attendees could come anytime to view the information and talk with the project study team members one-on-one. 252 people attended.

SECTION I – ATTENDANCE PROFILE

This section reflects the profile of individuals who attended the public information open house based on the sign in sheet. In addition, city name and/or zip code information on the public comment form was used to highlight the cities represented.

ATTENDANCE PROFILE – TOTAL 252

AGENCY PARTNERS (3)	HOME OWNER/ FARMLAND (10)
BUSINESS COMMUNITY (11)	MEDIA (5)
CHAMBER OF COMMERCE/ ECONOMIC DEVLOPMENT (8)	POLITICAL OFFICIAL (11)
HOME OWNER/ RESIDENTAL (193)	SPECIAL INTEREST GROUP (8)
CONSULTANTS (2)	FEDERAL HIGHWAY ADMINSTRATION (1)

ATTENDANCE PROFILE BY CLASSIFICATION

AGENCY PARTNERS - TOTAL 4

FEDERAL HIGHWAY ADMINSTRAION (FHWA)	WHITESIDE COUNTY ENGINEER
HIGHWAY COMMISSIONER	WHITESIDE ZONING

BUINESS COMMUNITY – TOTAL 11

DQ (2)	BANK / REAL ESTATE (2)
JT CULLEN CO (2)	GE
SCHULES MOTORS	UNION GROVE TWP
K-S KORNER	ENDRESS POINT

CHAMBER OF COMMERCE/ECONOMIC DEVELOPMENT – TOTAL 8

MADC (2)	ROCK FALL CHAMBER
BLACK HAWK RC & D	SWDC
CLINTON IOWA CHAMBER / REGIONAL DEVELOPMENT (2)	WHITESIDE COUNTY DEVELOPMENT

HOME OWNER / HOME OWNER FARMLAND –TOTAL 203

HOME OWNER (193)	HOME OWNERS/ FARMLAND (10)

MEDIA – TOTAL 5

THE FULTON JOURNAL	WHITESIDE NEWS SENTINEL (2)
SUAK VALLEY NEWS	STERLING GAZETT

POLITICAL OFFICAL – TOTAL 11

CITY OF CLINTON (2)	CITY OF STERLING
CITY OF MORRISON (3)	WHITESIDE COUNTY BOARD OF COMMISONERS (2)
CITY OF ROCK FALLS (3)	

SPECIAL INTREST GROUP – TOTAL 8

FARM BUREAU (2)	IOWA-ILLINOIS HIGHWAY PARTNERSHIP (2)
LEAGUE OF ILLINOIS BICYCLIST	US 30 COALITION (3)

MISCELLENOUS – TOTAL 2

CONSULTANT (2)	

CITY REPRESENTATION (residential or business address)

Morrison 60.76%	48/79
Fulton 3.80%	3/79
Sterling/Rock Falls 15.19%	12/79
Clinton 2.53%	2/79
Davenport 1.26%	1/79
Almeda, CA 1.26%	1/79
Galesberg 1.26%	1/79
Lyndon 3.80%	3/79
Address/City not stated 8.86%	7/79

Outreach

Several outreach efforts were utilized to inform the community of the Public Information Open House such as Legal Notices, Press Releases, and Post Card-Mailers that went out to over 600 contacts listed in the US 30 project database. The notices provided date, time and location information. In addition, the notices highlighted the overall purpose of the public information open house. See Appendix A to view The Legal Notices, Press Releases, and Media Kits published.

As previously mentioned, Legal Notices were written and distributed to daily and weekly newspapers beginning two weeks prior to the open house to inform the public of the

location, date, and time as well as the purpose of the meeting. Several regional papers were used to publish the notices in an effort to notify all stakeholders who have a vested interest in the project of the meeting. Such mediums included The News Tribune, The Daily Chronicle, Quad-City Times, The Journal Standard, Sentinel Legal, The Carroll County Review, Rockford Register Star, Clinton Herald, Chicago Herald and Sauk Valley Newspapers were all contacted.

In addition, press releases and media kits were distributed to radio, television and newspaper representatives before and during the open house meeting. Radio and Television mediums contacted include WIXN and WLLT in Dixon, Illinois, WSDR/WSSQ/WZZT in Sterling, Illinois, WHBF (CBS) in Rock Island and WQAD (ABC) in Moline.

Open House Format

An Open House meeting was the format for which the US 30 EIS and Phase I Design Report Process was presented to the public. IDOT and the study team agreed this was the best approach for staff interaction and for engaging the public. Study team members greeted attendees and asked them to sign-in (Appendix G). Also, at that time participants were given a welcome/introduction brochure that explained the next phase of the project and how they could contact Project Study Group (PSG) members in the future (Appendix B).

Station Layout

There were a total of 12 open house stations. The first eleven stations were designed to provide the public with project related information. Study team members manned each station and were available to provide further information and address questions as needed. A twelfth station was setup for the public to fill out a comment form or record their comments on a tape recorder.

Below is the layout of each station recapitulated in the order information was presented to the public:

- Station #1 – "US 30 Feasibility Boundary Study Map" –
- Station #2 – "Environmental Impact Study (EIS) Bands" –
- Station #3 – "US 30 Project Time-Line" –
- Station #4 – "EIS and Phase I Design Report Process" –
- Station #5 – "From Planning to Construction" –
- Station #6 – "Context Sensitive Solutions/Stakeholder Involvement Process" –
- Station #7 – "Definition of Community Advisory Group(CAG)" –
- Station #8 – "CAG Responsibilities" –
- Station #9 – "The Role of CAG" –
- Station #10 – "Land Acquisition"-
- Station #11 – Potential Environmental Issues
- Station # 12 – Public Comment / Tape Recorder

Note: Appendix E includes copies of the display boards and maps presented at the open house.

Comment Summary

After reviewing the information presented at each station the attendees were given several opportunities to submit their comments at the meeting by completing a public comment form; presenting comments to staff, or by leaving a tape-recorded message. In addition, attendees were allowed to correspond via email, postal mail, or by contacting project hotline within 10 days of the July 25th meeting. Resources gathered were used to solicit public input regarding cultural or community impacts, their knowledge or lack of knowledge regarding the Context Sensitive Solution process, interest in the Community Advisory Group and or placement on the Stakeholders Group List, interest in future meetings, and effective coordination between IDOT and the public. There were a total of 79 comment forms collected as of Wednesday, August 8, 2007.

The comment form included 5 major categories that gathered information regarding the following:

- Knowledge of the Context Sensitive Solution Process and whether they desired to receive more information.
- Respondent Profile. Whether the attendee is a Homeowner, Business owner, farmland owner, had special interest, or a combination of any of these categories.
- Interest in the Community Advisory Group and or being included on the Stakeholders Group List
- IDOT coordinating/communicating effectively with the public
- Comments/Issues/Questions

Table 1 below gives a breakdown of the various categories in which comments were received and the number of comments received per each category. The deadline for all comments to be considered had to be submitted by Wednesday, August 8, 2007.

TABLE 1: RECORD OF COMMENTS RECEIVED

MANNER OF COMMENTS RECEIVED	NUMBER
Tape Recorded Comments	0
Mail-In Comments	10
Web Email Comments	2
Public Comment Forms received at the Public Information Meeting	51
IDOT Comment Forms Submitted By Staff	15
Project Hotline	0
Petition (No By-pass)	1

Summary of Responses

Assigning each response a percentage allowed the study team to gain a better understanding of the needs and interests of the public and stakeholders. The following tables give details of the Public Information Meeting Attendance Profile, and the breakdown of the top 5 categories stated on the comment forms.

SECTION I: STAKEHOLDER PROFILE

When asked to describe themselves in terms of stakeholder type (participants could check all that applied), most identified themselves as a homeowner, business owner, farmland owner or of special interest.

The chart below provides a profile breakdown of respondents by stakeholder type.

STAKEHOLDER TYPE:

Business Owner 2.53%	2/79	**Special Interest 10.13%**	8/79
Homeowner 20.25%	16/79	**Homeowner/Business Owner 5.06%**	4/79
Farmland Owner 10.13%	8/79	**Homeowner/Farmland/ Business 3.80%**	3/79
Homeowner/Farm Land Owner 13.92%	11/79	**Homeowner/Special Interest 5.06%**	4/79
Business/Farm 2.53%	2/79	**Not Stated 22.78%**	18/79
Farmland Owner/Special Interest 1.26%	1/79	**Homeowner/Business Owner/Special Interest 1.26%**	1/79

SECTION II: COMMUNITY ADVISORY GROUP AND STAKEHOLDER GROUP INTEREST

This section identifies those who have an interest in serving on the Community Advisory Group (CAG) and/ or a desire to be placed on the Stakeholder List. Information gathered in this section will also aid the Project Study Group with identifying potential members to serve on the CAG, a subgroup of the Stakeholder's List that will represent various interest groups within the community**.**

Of the 79 comment forms received, a total of 45 respondents stated an interest in serving on the CAG and/or being placed on the Stakeholder's List. The breakdown is as follows: 6 requested to be placed only on the Stakeholders Group List; 18 requested to participate only on the Community Advisory Group (CAG); 21 requested to be placed on both the Stakeholders Group List and as a potential participant on the CAG; and 33 did not express any interest in serving on the CAG or being placed on the Stakeholder's List. Table 2 highlights the respondent's interest by category.

TABLE 2: CAG AND STAKEHOLDER INTEREST BY CATEGORY

Stakeholders Group List 7.59%	6/79	**CAG Only 22.78%**	18/79
Did not express interest CAG/Stakeholder 41.77%	33/77	**CAG/Stakeholders List 26.58%**	21/79

SECTION III: CONTEXT SENSITIVE SOLUTIONS (CSS) PROCESS

To determine the attendees understanding of Context Sensitive Solutions (CSS), those who completed a public comment form were asked to state their understanding of the CSS process.

Out of the 79 comment forms received, 25 acknowledged having knowledge of the CSS process; 21 respondents were not knowledgeable; and 32 did not state either way. Additional information was sent to those who requested more information per the comment form. Table 3 below references a percentage breakdown of the responses.

TABLE 3: ATTENDEES' KNOWLEDGE OF THE CSS PROCESS

Knowledgeable about the CSS process 31.64%	25/79	**Not knowledgeable of CSS process 26.58%**	21/79
Did not state either way 40.51%	32/79	**Would like to receive further information regarding the CSS process 35.44%**	28/79

SECTION IV: EFFECTIVE COORDINATION BY THE ILLINOIS DEPARTMENT OF TRANSPORTAION (IDOT)

In order to determine if the information presented at the public information meeting was informative as well as if the efforts to inform the public of the project's status was effective, respondents were asked to comment on IDOT's efforts to effectively educate and inform the public about the progress of the US 30 project.

A majority, 45 of the 79 comment forms reflect that IDOT is coordinating with the public effectively to educate and inform them of the EIS and Phase I process; a small percentage (7.59%) of individuals believe the Department's efforts are not effective while 31.64% did not wish to state either way. Table 4 highlights the percentage breakdown of how the attendees view IDOT's efforts in coordinating with the public about the US 30 project.

TABLE 4: EFFECTIVE COORDINATION

Effective 57.96%	45/79	**Not Effective 7.59%**	6/79
Both effective and non-effective 1.26%	1/79	**Too early to tell 1.26%**	1/79
Did not state either way 31.64%	25/79		

In addition, 32 of the 39 respondents who expressed an interest in serving on the CAG stated that IDOT communicates and educates the public effectively while 4 of the 39 disagree.

The percentages of this group are presented in table 5 below.

TABLE 5: POTENTIAL CAG MEMBERS' RESPONSE TO IDOT'S COORDINATION WITH THE PUBLIC

Potential CAG that believe coordination is effective 82.05%	32/39	**Potential CAG Members who do not believe coordination is effective 10.25%**	4/39

Noted below are additional comments the attendees provided in this section of the comment form. They are as follows:

- ***No new information presented (Martha Moulton)***
- ***The new route has already been decided. I hope I am wrong (Francis Kelly)***
- ***Everything has been okay with IDOT except clarifying who really wants this. (David Mickley)***
- ***Article/Notice in Sterling paper was very late. No information given to the editor of POST mailed to all area homes. (Laurie Hanson)***
- ***Spending $5 million in Morrison now; continue it all the way through; look at the Politics in Morrison (Arnold Stralow)***
- ***They wouldn't release info or their preferred routes (James AH)***

SECTION V: COMMENTS/ISSUES/QUESTIONS

Many comments were received during and after the Public Information Open House that ranged from suggestions for alternative routes for the US 30 corridor project to concerns regarding trees that have been on properties for hundreds of years. Categorized by stakeholder interest groups, the following are some of the comments and concerns received:

FARMLAND OWNER

Gain of business due to towns taking advantage of increased traffic
Positive impact to Morrison area; particularly the City of Morrison
The improvements will boost the area's economy and help alleviate the overcrowded present traffic problem on current 2 lane highway 30.
Over development; too much double talk
Concerns with agriculture, natural resources, and population
Project will be a waste of valuable farmland
Concerns with historical value of farm being 150 years old and reported to have been a site on the Underground Railroad.
Plans are not feasible for this project at this time repair the present roads and do not spend a lot. Morrison has enough roads; table this project.
The lack of traffic through Morrison would really hurt local businesses.
The bypass will kill the town (Morrison)

FARMLAND OWNER (continued)

Century Farm just East of Round Grove Road and South of US 30. Also owns land on Matthew Road South of RR. Every alternative would be devastating to this farm and property. Prefer staying on South side of RR. Some archeological reline has been done. Lot of truck traffic and landfill
I feel the area under study is being short-sighted. They should look at a route west on 88 to somewhere near Erie then to South of Albany and cross river just past Commanche Iowa. As a farmer in the area I would like to see the least impact on land as possible.
Prefers South alignment at industrial park; Wal-Mart area will grow; sewer and water already extend to site.
Farm located just east of Hillside/Spring Brook; 1st property East of overpass. Was going to be affected by alignments shown in feasibility study; Borrow pit –was in their farm.
This project will carve up my farms I rent. It seems much more of a luxury than necessity. Please strongly consider the effects on the farmland I have worked hard to protect and preserve.
Centennial Farm – you might tell your people to talk to females also; women are landowners too.
If you build a bypass 3-5 miles from town it will be like shutting gates at each end of town, it will shut it down.

FARMLAND OWNER/BUSINESS OWNER

I live in Lyndon but own a business downtown Morrison plus farm ground in proposed area.
I was in the trucking business for 30 years; I understand the importance of our highway systems. The sooner we do something the less the cost.

HOMEOWNER

I understand that homeowners on Lincolnway might want a bypass, but for reasons #1 it is a bad idea. If the money on the bypass were spent on improving the roads we have, we would not have as many believing we must have a bypass.
Build an alternate 4 lane US 30 from the Route 88 exchange South of Morrison over the Route 30 Clinton South bridge. It will accomplish 90% of all goals at 50% of the cost, land usage, and time. This will allow a reasonable truck bypass and still allow local traffic to go through Morrison; an extension going East could be completed later, if necessary.
We need a 4-lane highway; I travel current Route 30 to Morrison from Rock Falls either for county board meetings or boating on Mississippi River, the amount of traffic on Route 30 has increased and slowed down traffic flow all the way to the river. Also more and more trucks use Route 30 since tolls were raised.
Is it possible to make 4 lanes out of current Rte. 30?
Toward a multi-modal roadway and include a bike path and an adjoining rail bed. It would reduce the need for crossings, reduce noise in community.
My choice would be the Garden Plane side. This would be easier to get to the 88 Route. Also going around the park would be quite out of the way of Route 30.

HOMEOWNER/BUSINESS OWNER

Safer driving and will help local businesses
This project will probably be the most positive thing to happen to this area in at least the last 50 years; the only problem is the amount of time it will take to complete the project.
Where in the process is a new bridge planned for Hwy 30 and/or railroad at Mississippi
Good farmland is not a renewable source; protect farmland for future generations and use and improve existing highways.
Pleased with wonderful workers we have dealt with from IDOT

HOMEOWNER/BUSINESS OWNER (continued)

The project is long overdue and is needed for the logical growth and development of the western side of the state.
Rte. 30 is not as busy as it used to be why change it?
Project is a great idea as long as home/land owners are paid fair or "the going rate"
A new corridor seems most cost effective considering crossing railroad tracks many times.
If the Rt. 30 corridor were not used, would effort be made to follow another existing right-of-way; i.e. Bunker Hill Rd. to minimize division of farms
I have lived here almost all my life and Route 30 is not nearly as busy as it used to be when GE Herman Wilson, Carnation Factory were here. We survived all that traffic on a daily basis and now you can pull onto 30 at any time because traffic isn't there.
Preserve the US 30 corridor. Feel bypass of Morrison is a political ploy; Valuable farm property
As long as home/land owners are paid a fair or "the going rate" I would have no problem. I do not like to see farmland wasted. Use a little as possible. There doesn't need to be huge acreage on both sides and in between.
Very heavily traveled on Prairie Center Road; Road needs to be open-fire, emergency protection; Lot of traffic from GE in Morrison; takes this route to avoid congestion at RR crossing; earlier concept showed Prairie Center Cul-de-sac; Would like to know traffic on this road; concerned about land acquisition costs for farmland.
I moved to the country to be in the country! Not have a 4 lane bypass in my backyard. I can see I-88 from my house – why add another? Widen the existing Rt. 30!!!
Works at dealership. Taking a lot of productive farm ground out; split/severing property. Take money out of one product and into another and food out of their mouths. Could build through town; no need to build a bypass.
If it is good for us, then good for you and Morrison; It needs to be close to Morrison; traffic doesn't bother him; makes moving products easier; He gets business from through travelers.
Has a business at K's Corner, Intersection of US 30 and Galt Road. Wants to know if property will be affected. Has tavern, store. Thinking about putting tanks in.

HOMEOWNER/FARMLAND OWNER

Sounds like you have a plan in order
Take Northern route, as would have less impact on many smaller farms. Don't bite the hand that is feeding you.
Hope road will not take home set of buildings families have lived on same location for 125 years.
I have lived my entire life of (70) years on Harvey, and Prairie Center Roads. I'm pleased to see your interest in including the public in your project.
Take care of and improve what already has been built and successful. Fix Route 30 with a center lane turn off. Do not destroy farmland.
Where is funding coming from? Illinois has real budget problems now, why add more roads, bridges, and maintenance expenses? We need Illinois farmland not more asphalt.
Going to ruin the town if there is a bypass constructed. Car dealership will get killed – 78 & 30. Lot of business far out of town. Will lose gas stations & restaurants. Don't have much traffic like used to. 2200 people at GE – employs 130 now; Grames Nelson

HOMEOWNER/BUSINESS OWNER/FARMLAND OWNER

The agriculture community needs considerable representation with this process. It seemed to be missing in the previous study.
I don't think they need this; we have a perfectly good road right in front of our eyes on Route 30.

BUSINESS OWNER

Long overdue project; needs to be done for the logical growth and development of the Western side of the state.
I can't say enough how pleased I am at the wonderful workers we have dealt with from IDOT.

SPECIAL INTEREST GROUPS

Organization	Comment
Highway Commissioner of Hopkins Township Road District	Concerned about his roads.
City of Rock Falls 3rd Ward Alderman	Would like to see project go 4 lanes to Prophetstown Road in Rock Falls
City of Rock Falls Blackhawk Hills RG&D Council	Project is long overdue. The improvements should start east of Rock Falls at Harmon Road or the East Portal to Rte. 30 from I-88. Direct Semi traffic avoiding I-88 around Rock Falls has increased exponentially coming and going.
Whiteside County Farm Bureau	The coalition working on the project, to date, has ignored the farming community. I hope the CAG will help level a one-sided playing field.
Whiteside County ED Director	Make extension into Rock Falls a Phase II to this project to keep construction cost down.
Rock Falls Chamber of Commerce	As President of the Rock Falls Chamber, we feel it is very important for our economic development to make sure the 4-lane construction runs to the city limits of Rock Falls. Need to include Rock Falls in the study; Can't take US 30 away from Rock Fall; will hurt business.
Fulton Rotary and Kiwanis Club	I feel you have kept us well informed and appreciate all the work the engineering firms are doing. They seem "truly" interested in the project. Volkert & Associates/H.R. Green are well respected in their field.
Whiteside County Cattlemen's Association	Loss of Prime Farmland; Loss of traffic to Morrison Business; Construction of highway through farm would have a negative effect on my income.
League of Illinois Bicyclists	The existing Rte. 30 corridor would provide the least detrimental environmental impact; a wide enough shoulder area would accommodate cyclists/pedestrians adequately.

SPECIAL INTEREST GROUPS (Continued)

Organization	Comment
Morrison Area Development Corporation	Consider a joint US 30 ILL 78 Route in area around Morrison and incorporate with much needed railroad overpass
Timber Management Program	Property in family for over 55 years; 10 acres
IIHP, CRDC, CACC	Great for economic development and jobs; keep moving forward.
Friends of the Park (John Stoudt)	UPRR would consider relocating the railroad along the new by-pass corridor - $6 million mile if a roadbed were prepared. Would eliminate 6 crossing, safety, and liability. Interest in accommodating truck traffic.

MEDIA COMMENTS

Organization	Comment
Daily Gazette in Sterling	General questions regarding feasibility study and EIS/Phase I; wants to be emailed (notified) of future meetings.

MISCELLANEOUS COMMENTS

Does not want the proposed highway to go through her farm.
Does not want to see the north-south roads on either side of Illinois 78(S) closed because of proximity to the interchange with US 30.
Does not want the alignments to "squeeze" between two houses or farmsteads and make both happy. Instead he suggests that one be purchased so that the remaining property does not suffer as much
Expressed interest (perhaps curiosity is a better word) in being a CAG member.
The biggest problem with this project is the time it will take to complete it.
Prefers alignment from I-88 corner to 136 on a more direct route South of Morrison; Takes advantage of exist I-88 corridor; make even with 136 farther West of Hwy 30 crossing.
Has 3 properties; 1) West end of Highway 30; 2) East of 78 North of Park; 3) East of Garden Plains Road. Have received notice of possible archeological studies.
God isn't making anymore farmland, why destroy it when we could improve what we already have. This is not progress, but foolishness and a waste of taxpayers' money. We need to utilize our countries natural resources (farmland) better.
No by-pass petition
Study 4-lane form Albany to Gammanche; make use of existing I-88 to Erie/Albany; eliminate stops; go straight across farms to prevent inefficient farming
Worried about impact on farmland; Widen Rt. 30 would not have to build an overpass over the railroad.

Three key issues emerged out of the responses received in this section of the comment form: (please note that several comment forms had more than one response reflected)

- Environmental Impacts 31.46% (28/89)
- Economic Development 43.82% (39/89)
- No Bypass 14.61% (13/89)

The above referenced percentages are based on the 79 Public comment forms and IDOT comment forms received at the Public Information Open House as well as via email and postal mail. In order for the attendees' comments to be considered they had to submit their completed comment form within 10 business days of the public information open house. All correspondence had to be submitted to the Illinois Department of Transportation (IDOT), District 2 Office before the close of business on Wednesday, August 8, 2007.

NO BY-PASS POSITION TO THE STUDY

During the Public Information Open House on Wednesday, July 25, 2007, the Project Study Group (PSG) received a petition signifying that 60 of the 252 attendees (23.72%) oppose the US 30 Morrison bypass. They would like for IDOT to abandon this project and use the money to upgrade and improve the existing US 30. The petition is listed as Appendix F attached to this report.

MEDIA COVERAGE

Several media organizations attended the July 25th open house. They were: Whiteside County News; the *"Fulton Journal"; "Sterling Gazzette"*; *"Whiteside News Sentinel"* and Saulk Valley News, which are major newspapers that reach the communities and businesses throughout the US 30 project area.

APPENDICES

Appendix A – Post Card Mailer, Legal Notices, Press Releases, Media Kits
Appendix B – Welcome Brochure
Appendix C – Comment Form
Appendix D – Comment Forms Completed by Staff
Appendix E – Copies of display boards and maps
Appendix F – No-Bypass Petition
Appendix G – Sign-In Sheet