



**Morrison Business Advisory Group (MBAG)**  
**Tuesday, May 24, 2011**

Location: Morrison Public Library/Odell Community Center

Time: 6:00 pm

Preparer of Minutes: Shelia A. Hudson

**MEETING MINUTES**

**Attendees**

Becky Marruffo	IDOT D2	<a href="mailto:rebecca.marruffo@illinois.gov">rebecca.marruffo@illinois.gov</a>
Cassandra Rodgers	IDOT D2	<a href="mailto:cassandra.rodgers@illinois.gov">cassandra.rodgers@illinois.gov</a>
Jay Howell	IDOT D2	<a href="mailto:jay.howell@illinois.gov">jay.howell@illinois.gov</a>
Jennifer Williams	IDOT D2	<a href="mailto:jennifer.williams@illinois.gov">jennifer.williams@illinois.gov</a>
Mark Nardini	IDOT D2	<a href="mailto:mark.nardini@illinois.gov">mark.nardini@illinois.gov</a>
Vic Modeer	Volkert, Inc.	<a href="mailto:vmodeer@volkert.com">vmodeer@volkert.com</a>
Mike Walton	Volkert, Inc.	<a href="mailto:mwalton@volkert.com">mwalton@volkert.com</a>
Jill Calhoun	Volkert, Inc.	<a href="mailto:jcalhoun@volkert.com">jcalhoun@volkert.com</a>
Jon Estrem	Howard R. Green Co.	<a href="mailto:jestrem@hrgreen.com">jestrem@hrgreen.com</a>
Gil Janes	Howard R. Green Co.	<a href="mailto:gjanes@hrgreen.com">gjanes@hrgreen.com</a>
Mary Lou Goodpaster	Kaskaskia Engineering	<a href="mailto:mgoodpaster@kaskaskiaeng.com">mgoodpaster@kaskaskiaeng.com</a>
Shelia Hudson	Hudson & Associates	<a href="mailto:hudson.shelia@sbcglobal.net">hudson.shelia@sbcglobal.net</a>
Bob Innis	Hudson & Associates	<a href="mailto:Bob.Innis@yahoo.com">Bob.Innis@yahoo.com</a>
Morrison Business Advisory Group Members		(see sign-in sheet)

**Agenda**

1. Introductions
2. Meeting Objectives
3. Ground Rules
4. Bypass Comparison
5. Bypass Example
6. Where Are We Now?
7. Next Steps
8. Questions received from Morrison Businesses

**Handouts**

None

**Welcome Remarks**

Mr. Bob Vaughn, Chairman of the Morrison Business Advisory Group (MBAG), welcomed everyone to the meeting and thanked the project study team for their efforts to keep the community informed about the project. He informed the audience that there have been ongoing stakeholder meetings in the community with the MBAG and others to discuss the project status and gather input. In closing, Mr. Vaughn stated that during the presentation the team will answer questions previously submitted from the group.



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Ms. Becky Marruffo, Project Engineer for IDOT, introduced IDOT staff present and their roles. She informed the audience that the goal of the meeting was to update them on the project progress and address their concerns about the potential impacts to their businesses. She reiterated Mr. Vaughn's comment that the consultant team will answer questions previously submitted by the MBAG during the presentation and that everyone on the study team would be available to answer any additional questions after the presentation. She also informed the audience that a copy of the Draft Environmental Impact Statement (DEIS) was on hand to view.

### **Presentation Overview**

Mr. Mike Walton introduced members of the study team. He also highlighted the agenda and meeting objectives as well as ground rules for the meeting. Mr. Walton noted that the focus of the meeting would be the bypass portion of the project since this was the primary issue relevant to the group. He then presented a brief overview of the study's progression:

- In 2007, the consultant team was hired to conduct an Environmental Impact Statement/Phase I Design Report for U.S. 30 from Fulton to Rock Falls. The study area covers 24 miles within the project study boundary.
- The study started with 32 corridors that were 1,400 feet in width. It was screened to 16 corridors using the Purpose and Need criteria (safety, level of service, and travel opportunity).
- Through further analysis and coordination a determination was made to pursue the three corridors that best met the needs and minimized impacts. Six alternatives were studied within these corridors. Each of the alternatives was approximately 200 feet in width.
- After continued analysis and coordination with the Project Study Group (PSG), Community Advisory Group (CAG) and various stakeholders, two alternatives were selected for further study in the Draft Environmental Impact Statement (DEIS). These alternatives include a northern and southern bypass (Alternatives 4 and 5) as well as a No-Build Alternative.

Mr. Walton described the concepts of the two preliminary design alternatives. He continued by highlighting the various direct access points associated with the proposed concepts and that there will be no displacements or loss of direct access to businesses within the city of Morrison.

Mr. Walton highlighted the business impacts, economic and tax revenue impacts as well as potential mitigation measures as described in the DEIS. He informed the audience that eight businesses considered to be traffic-dependent, could potentially be affected by the construction of a bypass. They are as follows:

- Dairy Queen
- Parkview Motel
- FS Fast Stop
- Casey's General Store
- Subway



- Shop N Go Gas Station
- Shell Gas Station
- Hardees's Restaurant

He also explained that there are various measures related to signing and zoning/economic development plans that could be pursued to lessen the impacts of a bypass.

Next, Mr. Gil Janes presented an example of a bypass in Dewitt, Iowa, and its impacts on economic activity. This bypass on highways, U.S. 61 and U.S. 30, was constructed in the mid 1980s. Through the use of slides he described the effects of the bypass and highlighted how the community remains strong to this day. This was supported by various population and business growth numbers. He went on to state that there was not unanimous support for the project. However, input gathered indicated that the community and local business owners felt the effects of the bypass have been manageable and in some ways been the catalyst for primarily industrial growth in the area.

Mr. Janes stated that a bypass will affect a community. However, the need for the bypass has been identified through the current study as well as similar previous efforts. It is the responsibility of the State to address that need. The important thing for the community is to work together to capitalize on the opportunities and lessen associated adverse impacts.

Mr. Janes informed the audience that the project study has reached a major milestone. The DEIS was signed by the Federal Highway Administration (FHWA) on April 29, 2011. The document is available for review and comment at the local library and on the U.S. 30 project website, <http://www.dot.il.gov/us30/index1.html>. In addition, it will be available at the public hearing which is scheduled for Wednesday, June 15, at the United Methodist Church in Morrison from 1 pm to 7 pm. There will an opportunity at the hearing to discuss the project with IDOT and the consultant team. In addition, attendees will be given the opportunity to comment through the use of a court reporter or by submitting written comments. All mailed comments must be received by Friday, July 29, 2011 to be considered for the public record.

The "next steps" were then discussed and included the following: selection of a preferred alternative, preparation of the Final Environmental Impact Statement and the signing of the Record of Decision.

Mr. Janes concluded by responding to questions previously submitted by the MBAG. In addition, the following questions and comments were addressed during the presentation:

- Q: Will Sawyer Road have access to the new alignment?
- A: No. Spacing requirements based on the safe and efficient conveyance of motorists make it necessary to maintain adequate distance between points of direct access along an expressway.



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Q: Does the traffic data shown in the slide describe volumes along existing U.S. 30 with the bypass in place?

A: Yes.

Comment: One business owner stated that they had received a letter stating that their business would be displaced. It was later clarified that this business is not in downtown Morrison.

In closing, the audience was encouraged to view the DEIS or discuss any further concerns with the project team in attendance. The meeting concluded at approximately 7:30 pm.



Illinois Department of Transportation

**U.S. 30**  
**ENVIRONMENTAL IMPACT STATEMENT**  
**& PHASE I DESIGN REPORT**



**MORRISON BUSINESS ADVISORY**  
**GROUP**

**May 24, 2011**

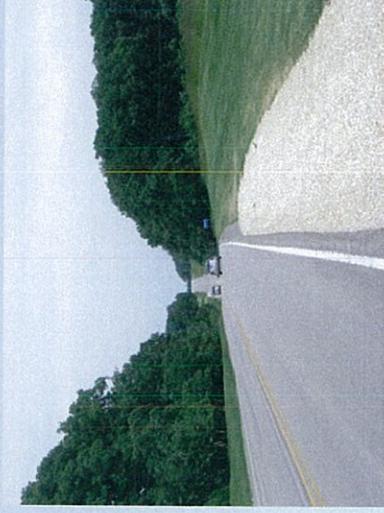
# Agenda

1. Introductions
2. Meeting Objectives
3. Ground Rules
4. Bypass Comparison
5. Bypass Example
6. Where Are We Now?
7. Next Steps
8. Questions Received from Morrison Businesses



# Meeting Objectives

1. Provide information on the bypass section of the Draft Environmental Impact Statement (DEIS)
2. Provide responses to questions sent by the Morrison Business Advisory Group (MBAG)



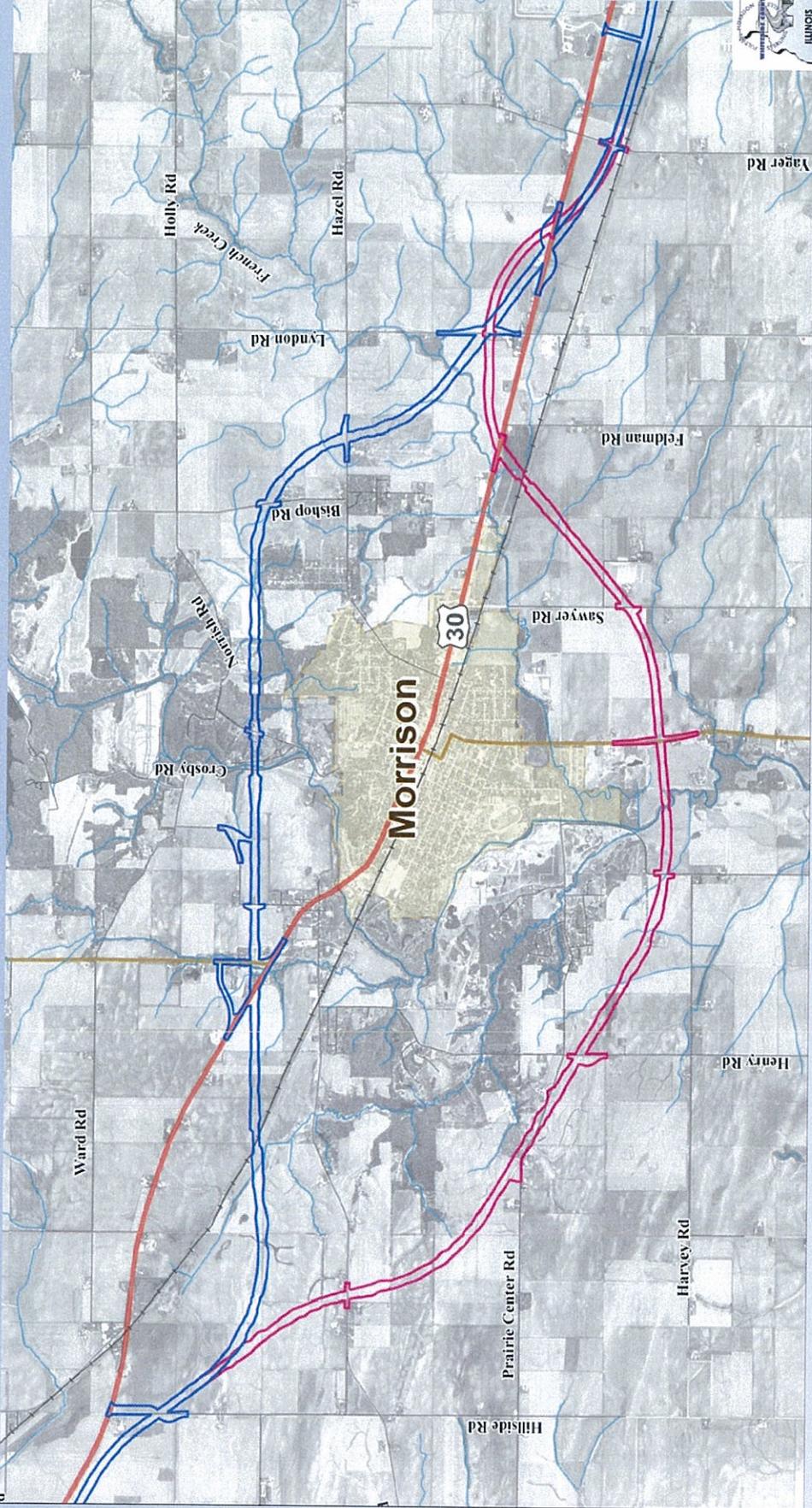
# Ground Rules

1. Input from all participants is valued and considered
2. Advocate respectful interaction of all parties
3. Wrap up meeting by 8pm
4. The project team will be available after the presentation for discussion



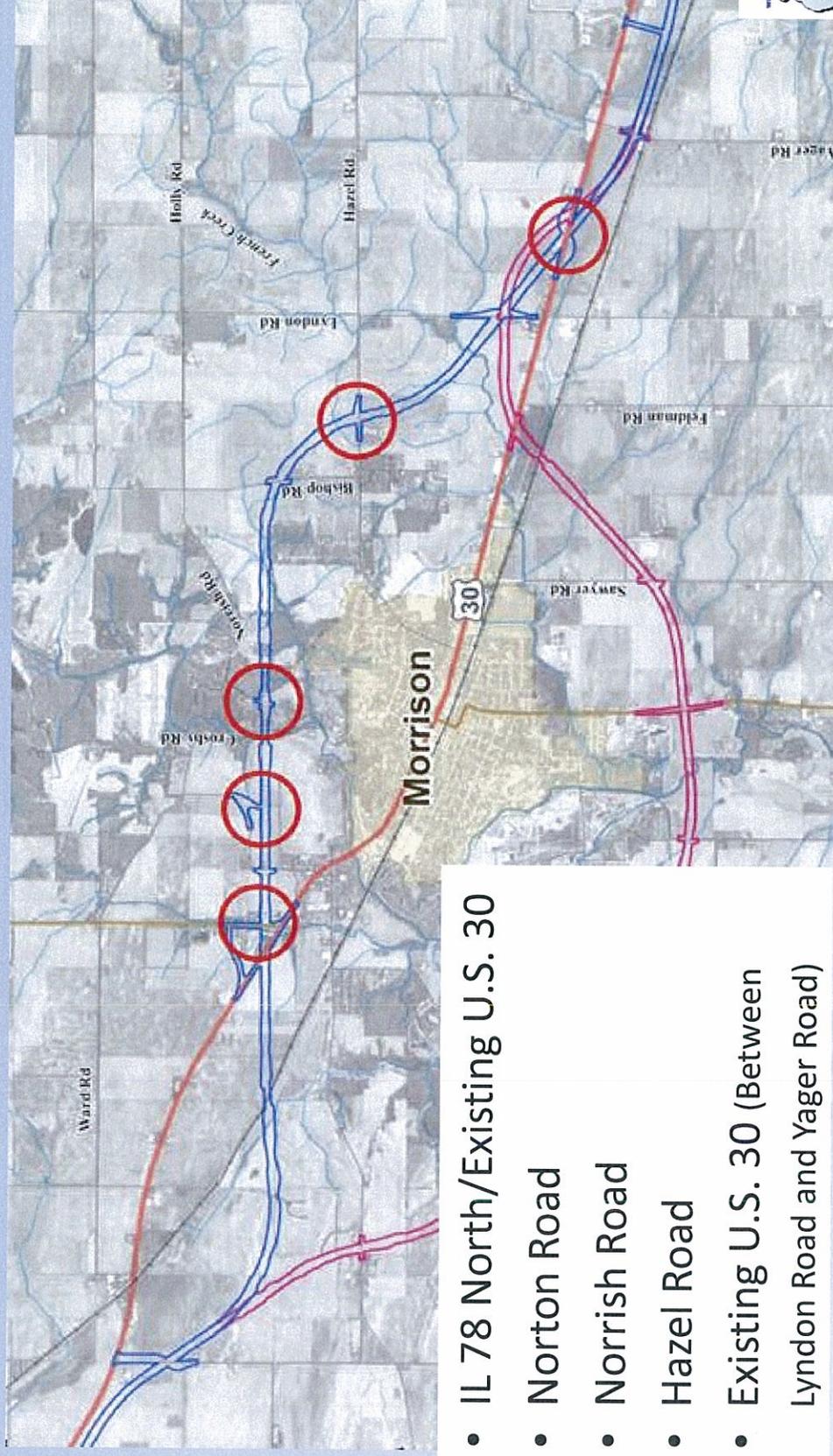
# Bypass Comparison

North and South



# Bypass Comparison

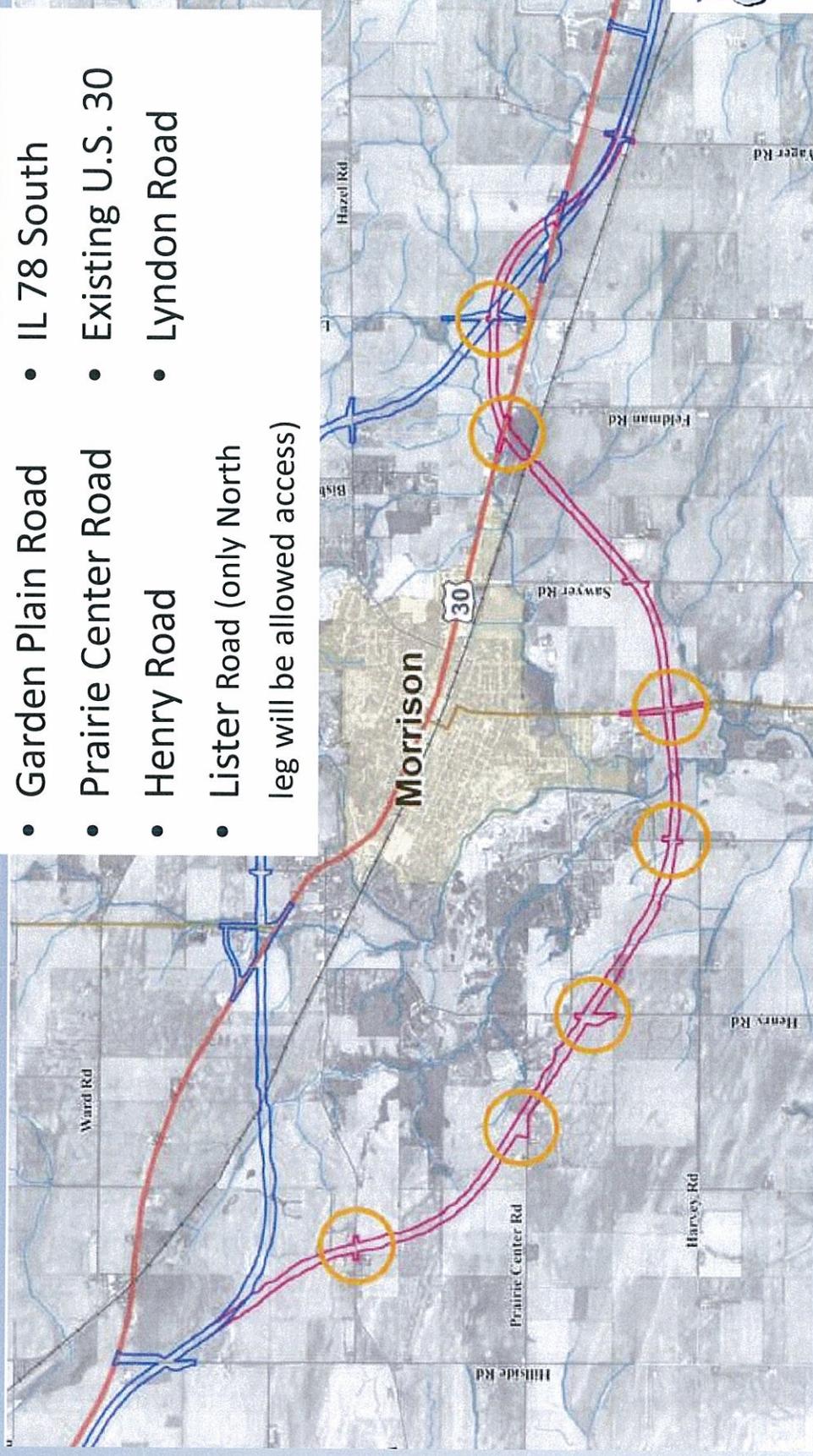
## North Bypass Access



# Bypass Comparison

## South Bypass Access

- Garden Plain Road
- Prairie Center Road
- Henry Road
- Lister Road (only North leg will be allowed access)
- IL 78 South
- Existing U.S. 30
- Lyndon Road



# Bypass Comparison

## Business Impacts

- 52 businesses examined
- 17 businesses considered “traffic-dependent”
- No “direct” business impacts within Morrison
- 8 could experience a reduction in business

### TRAFFIC-DEPENDENT BUSINESSES

Dairy Queen  
Parkview Motel  
FS Fast Stop  
Casey’s General Store  
Subway  
Shop N Go Gas Station  
Shell Gas Station  
Hardee’s Restaurant  
Fat Boy’s Bar & Grill  
Casa Gomez Mexican  
Main Street Coffee Shop  
Da-Bar  
Happy Joe’s Pizza  
KJ’s Bar & Grill  
Isle of Rhodes Restaurant  
China Restaurant  
Red Apple Restaurant



# Bypass Comparison

## Economic & Tax Revenue Impacts

- Top 3 Revenue Generators for Morrison:
  - Whiteside County Government (\$1,076,660)
  - Sales Tax (\$515,437)
  - Property Taxes (\$441,395)
- The total revenue generator amount for the city of Morrison is \$2,923,334



The source for this information was the City of Morrison, Illinois: Annual Financial Report for Fiscal Year ended April 20, 2009



# Bypass Comparison

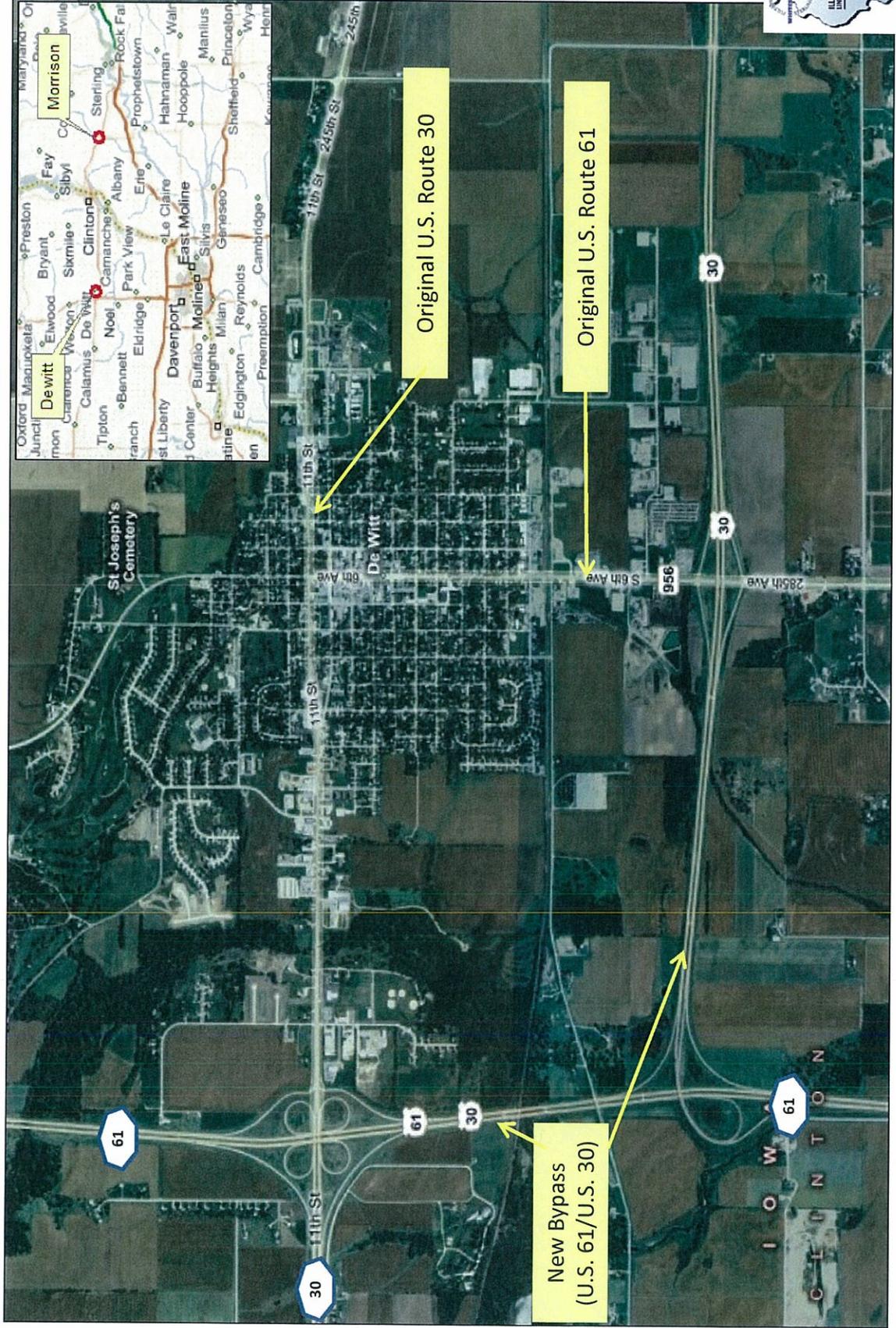
## Mitigation Measures

- City of Morrison and IDOT
  - New or additional signage
- City of Morrison
  - Advertising & logo identification for the city
  - Zoning plan
  - Economic development plan



# Bypass Example

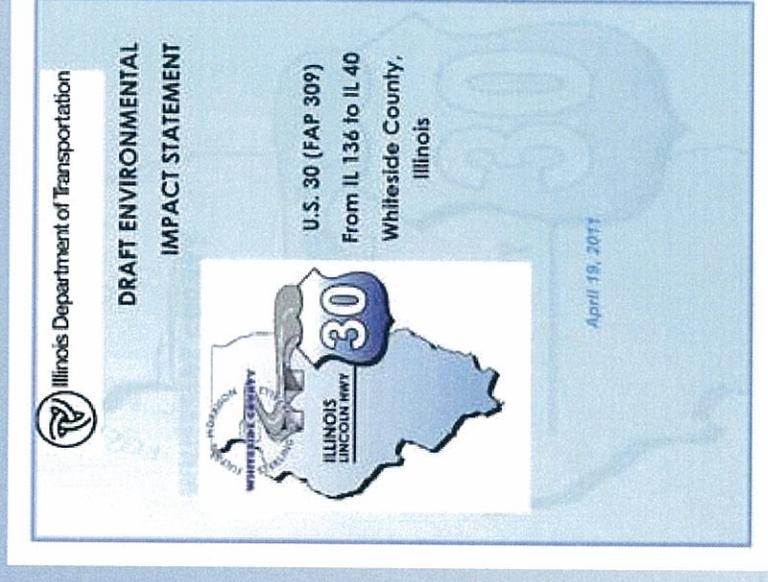
City of Dewitt, Iowa





# Where Are We Now?

- DEIS signed April 29, 2011
- DEIS available for review and comment
  - Located in public libraries
  - <http://www.dot.state.il.us/desenv/env.html>
- Public Hearing - June 15, 2011
  - Comments due by July 29, 2011



## Next Steps

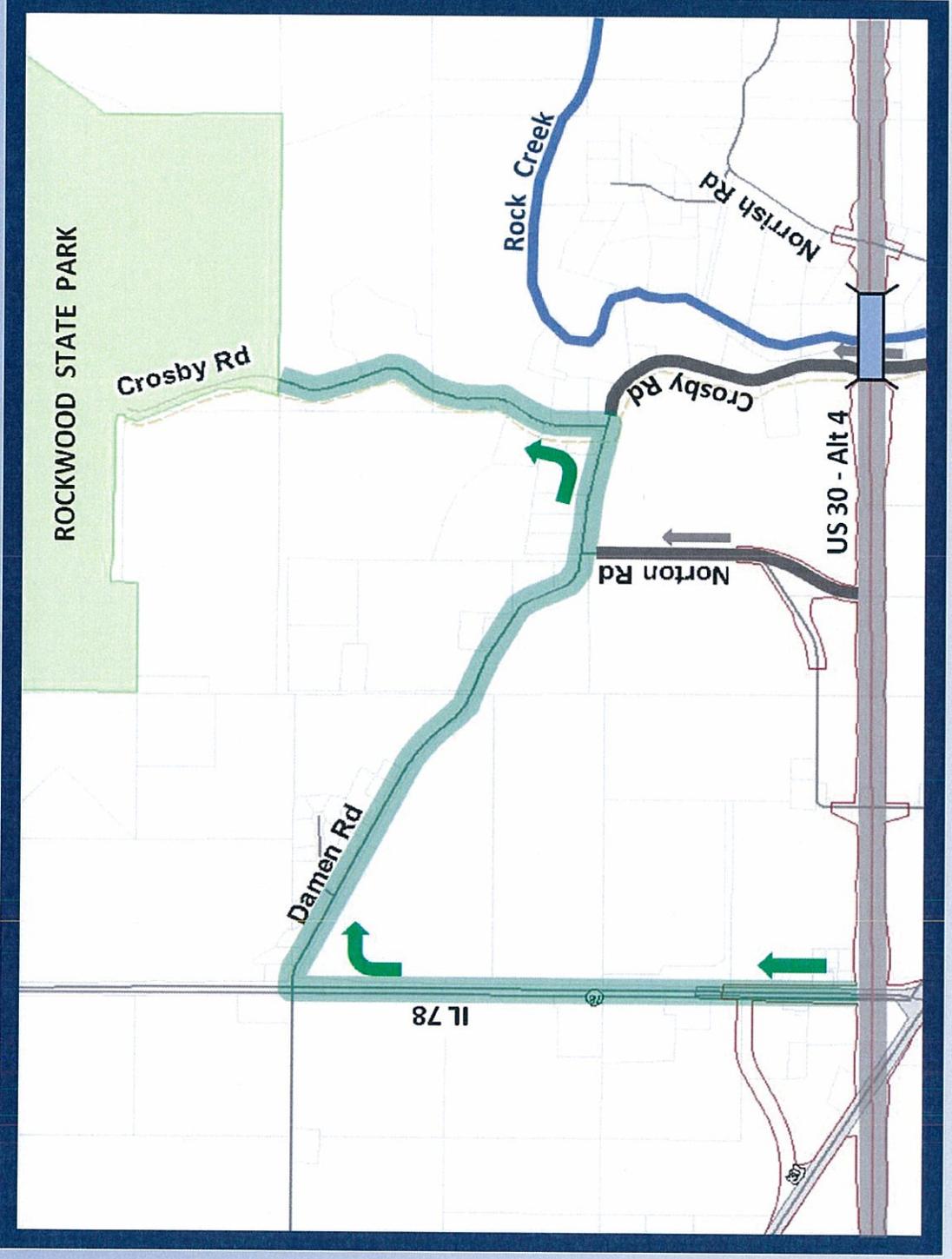
- Selection of Preferred Alternative
- Drafting of Final Environmental Impact Statement
- Record of Decision



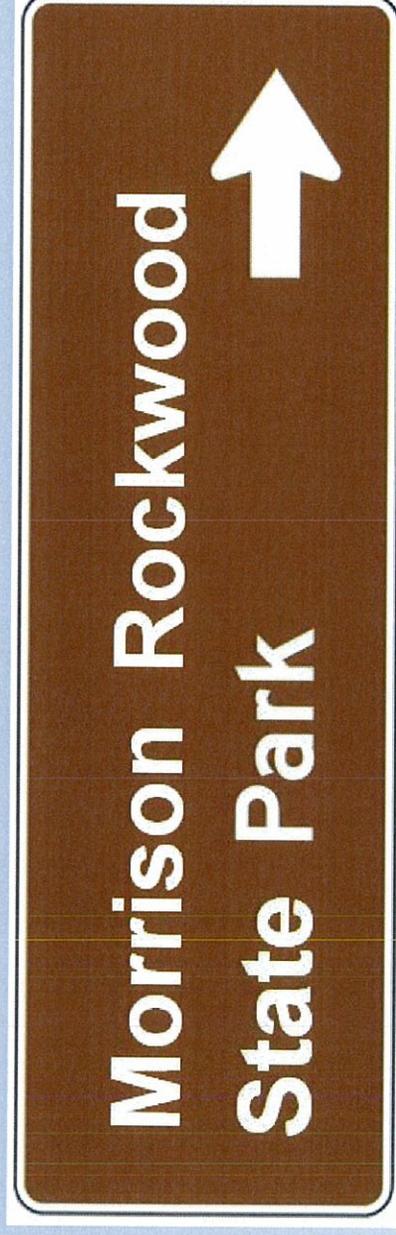
# Questions Received from the Businesses of Morrison



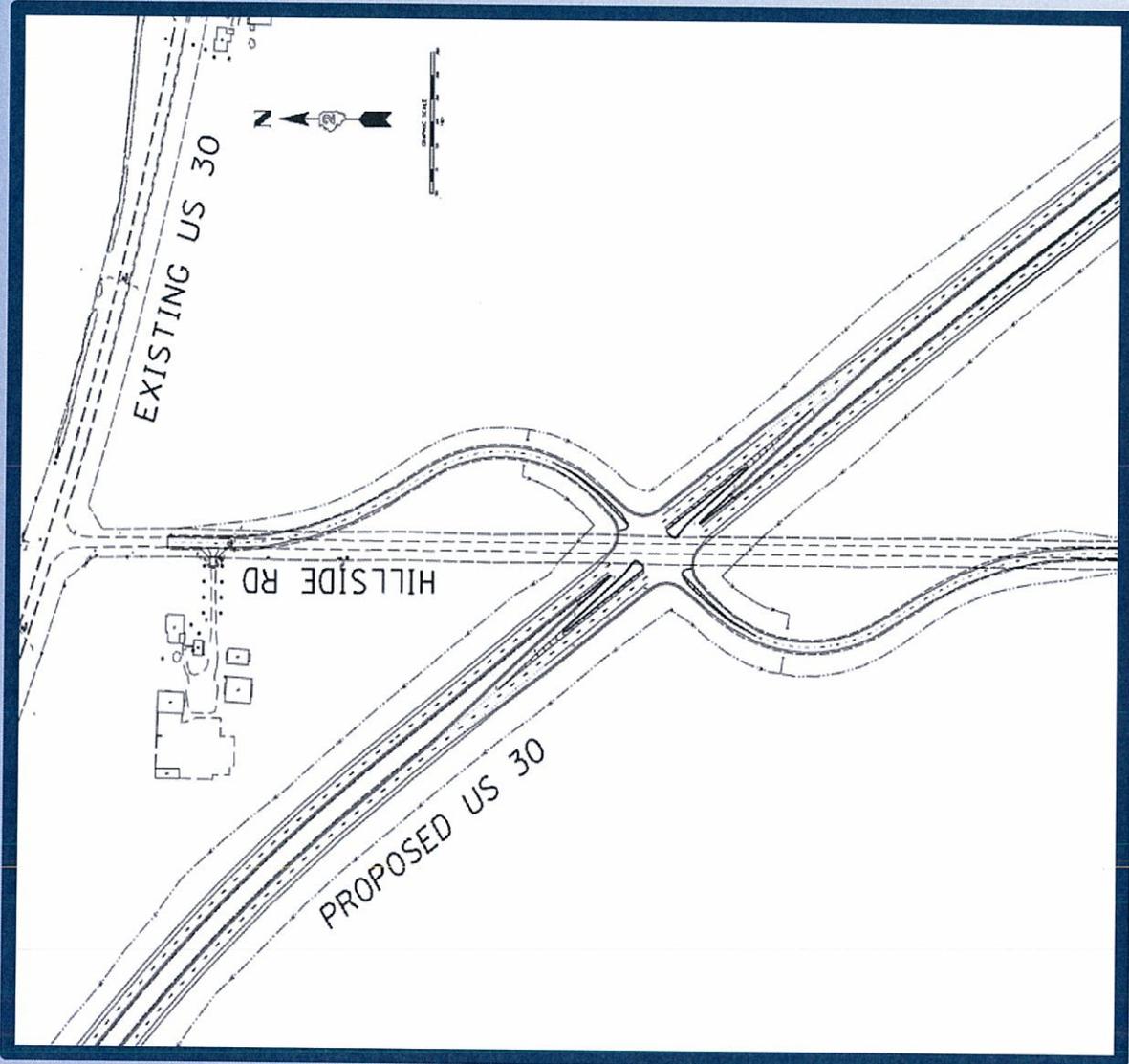
**Question 2: If the North bypass is selected, please describe the access point into Rockwood State Park and specifically if Damen Road melds into this access point or will access to the park be completely changed?**



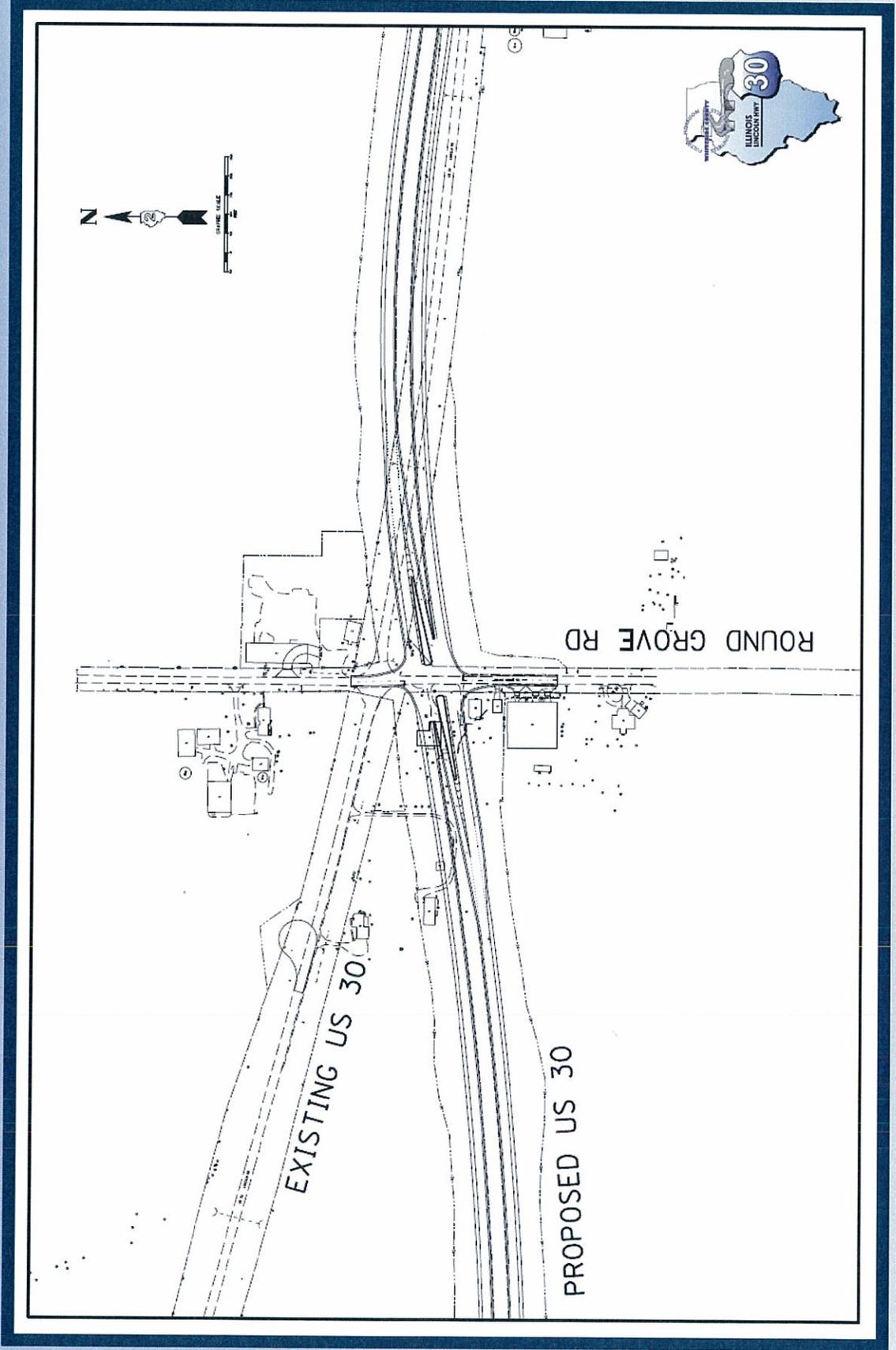
**Question 3: Will signage be bold to indicate to campers and others how to find the park entrance from Damen and Crosby Roads?**



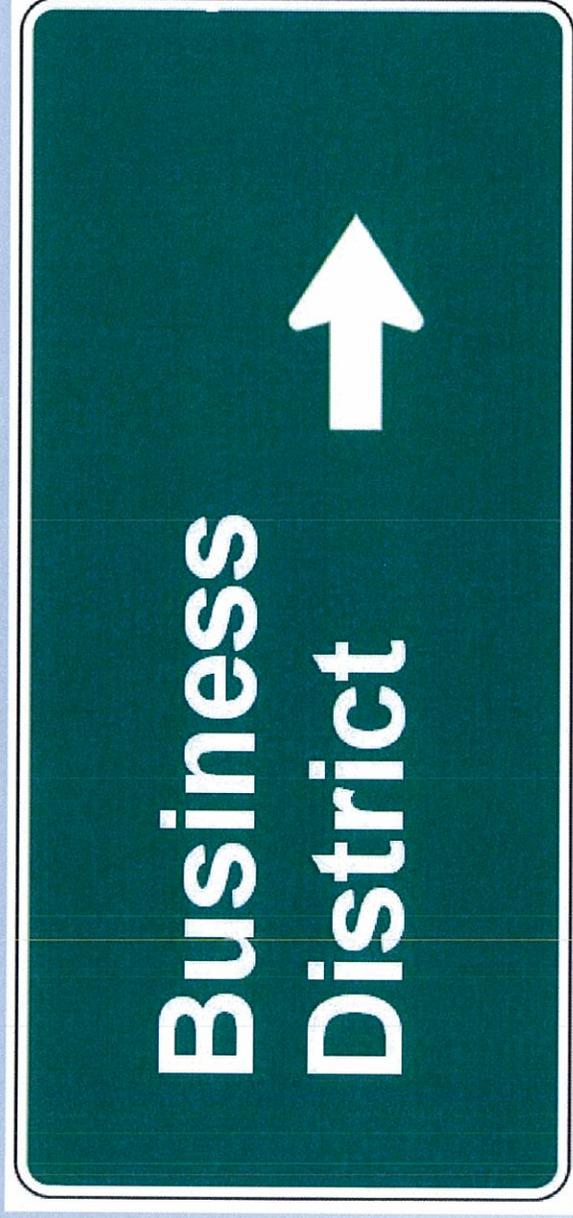
**Question 7: Please describe the extent of new roadway design for the roads leading from the access points into and towards the city of Morrison.**



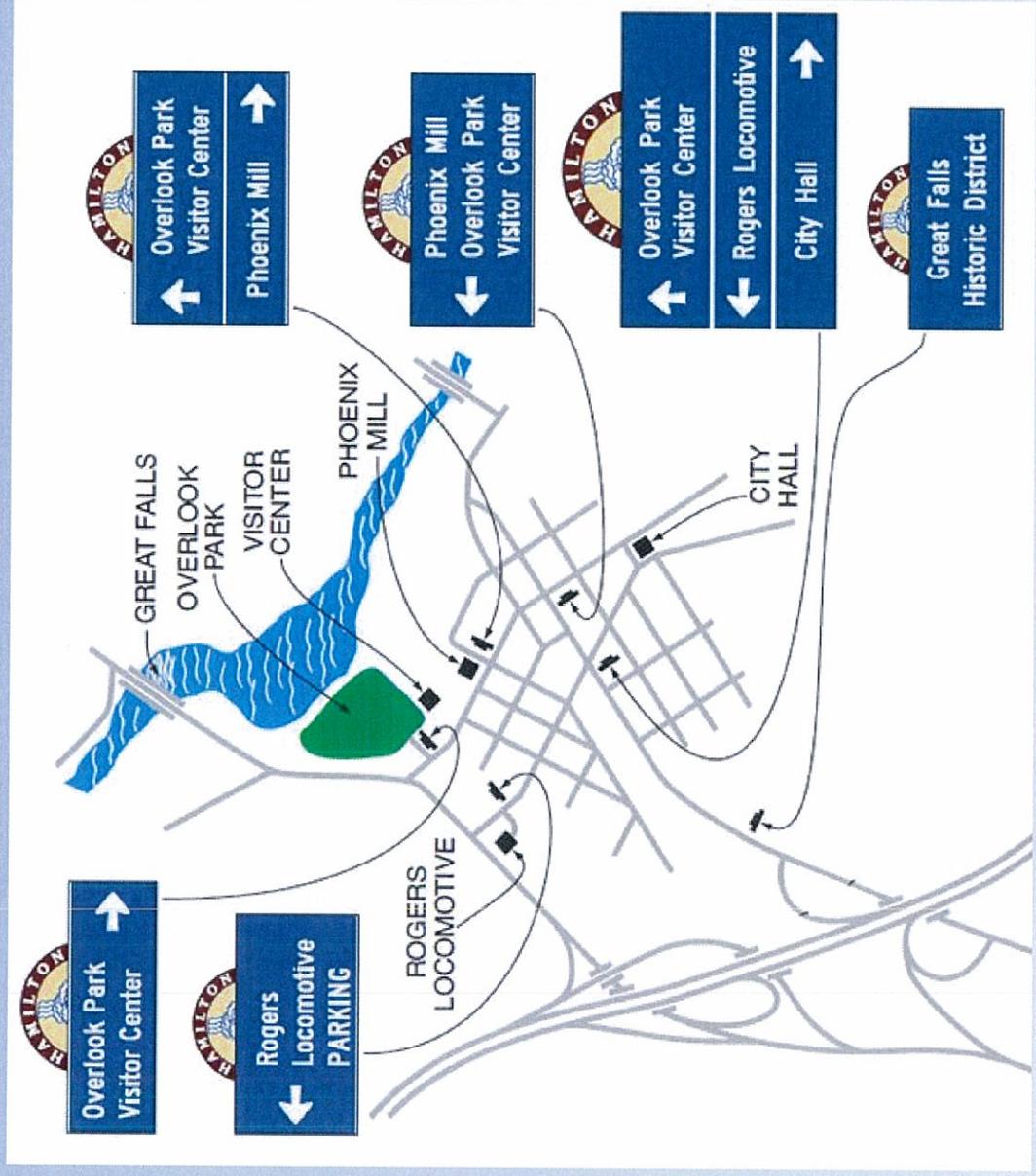
**Question 7 (cont.): Please describe the extent of new roadway design for the roads leading from the access points into and towards the city of Morrison.**



**Question 9: Signage: Can the city of Morrison have site specific signage at each of the access points to encourage pull-off traffic?**



**Question 9 (Cont.): Signage: Can the city of Morrison have site specific signage at each of the access points to encourage pull-off traffic?**



**THANK YOU!**

**1-866-ROUTE30**

[www.dot.il.gov/us30/index1.html](http://www.dot.il.gov/us30/index1.html)



## Morrison Business Advisory Group

Thursday, May 12, 2011

Morrison Business Advisory Group  
Morrison City Hall  
200 W Main Street  
Morrison, IL 61270

To: Ms Bridgett Jacquot  
Volkert Associates

Subject: MBAG questions for May 24, 2011 Hwy 30 bypass stakeholders meeting.

- 1) The DEIS document in paragraph 3.2.2.6.2 Traffic (Morrison) gives data of current vehicle traffic counts and a count for year 2038. Can you chart average traffic counts beginning the first year the new bypass opens as compared to the current traffic count?

In 2009 the traffic on US 30 varied from 6400 vehicles per day (vpd) west of IL 78 North to 11,000 vpd at the intersection of IL 78 South and then back to 7700 vpd east of Sawyer Rd. The truck traffic west of Morrison was approximately 18% and east of Morrison was approximately 25%.

Based on the Origin-Destination Study data and the historic growth rate for traffic on US 30 the traffic through town was projected as up to 7,100 vpd for a north bypass and 5,800 vpd for a south bypass.

	Existing (2009) Traffic (vpd)	Projected (2018) Traffic Through Morrison		
		With No-build (vpd)	With Alt. #4 (North Bypass) (vpd)	With Alt. #5 (South Bypass) (vpd)
Traffic Volume through Morrison	7800 to 11000	8,500 to 12,000	up to 7100	up to 5800

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- 2) If the North bypass is selected please describe the access point into Rockwood Park and specifically if Damen Road melds into this access point or will access to the park be completely changed?

Access to Rockwood State Park will be similar to the existing condition. IL 78 (N) to Damen Road will continue to be the official route. Those coming from Morrison can continue to use Crosby Road which will cross under a bridge that will be built on the expressway.

- 3) Will signage be bold, to indicate to campers and others how to find the park entrance from Damen and Crosby Roads?

IDOT standards for signing consider matters of legibility for motorists traveling at high speeds. The standards will be followed for signs providing direction to the park. Note that the official route will be from IL 78 (N) to Damen Road.

- 4) Will Rockwood State Park directional signage continue within the city off existing Route 30?

All existing signage along the existing US 30 will remain or be updated to current standards. The City of Morrison has the ability and authority to erect wayfinding signs on local jurisdictional roads to supplement DOT signage with IDOT's approval.

- 5) Will the bypass speed limit be maintained at 55mph throughout its entire length including the access points?

It is anticipated that the mainline of US 30 will be posted at 65 MPH throughout the corridor. The speed limits on the side roads approaching US 30 will be posted by the local agency having jurisdiction over them.

- 6) Please describe the access point type of intersections showing as a diamond, cloverleaf or slow down lanes. Are any overhead structures planned?

Almost all side roads with access to the expressway will be typical at-grade intersections with left & right turn lanes along US 30. Side roads within the limits of the bypass that will not have access to the expressway are:

Alternate 4:

Cul-de-sac: Norton (0.3 mile east of IL 78)

Bridge: Crosby, Browns, Bishop & Lyndon

Alternate 5:

Cul-de-sac: Lister (south leg only), Sawyer & existing US 30 (east of Lyndon)

Bridge: N/A

Note that for Alternate 4 Norton Road will have access to US 30 further to the east of the location described above (approximately 0.2 mile west of Rock Creek). Also, with Alternate 4 the expressway will have access to existing US 30 approximately 0.5 mile east of Lyndon Road which will provide indirect access to that side road. With Alternate 5, the expressway will provide access to existing US 30 0.6 mile west of Lyndon Road.

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- 7) Please describe the extent of new roadway design for the roads leading from the access points into and towards the city of Morrison.

The extent of reconstruction along the various side roads is determined primarily by how quickly they can be connected to the existing roadway. Factors affecting this involve intersection geometry (primarily skew between proposed US 30 & the side road), the ability to align the proposed side road to meet the existing roadway and the ability to provide appropriate grades between US 30 & the existing roadway. Because conditions vary significantly from one intersection to the next, the extent of work will also vary considerably depending on the side road. The goal, however, is to reconstruct no more than is necessary to create a safe connection to the existing roadway.

- 8) Signage: Does IDOT or Whiteside County regulate signage on the bypass?

Because the bypass will be a State Route, IDOT will regulate the signage.

- 9) Signage: Can the city of Morrison have site specific signage at each of the access points to encourage pull-off traffic?

IDOT policies do not allow for business specific (logo) signing along an expressway such as this. However, some types of signing can be incorporated to provide direction to the business district. Specifically, "Business District" signs can be erected at both the west & east ends of the bypass as well as IL 78. In addition, the city can incorporate wayfinding signs along city streets. Finally, off-ROW signage can be pursued by the city or businesses (individuals or groups) through the state's advertising sign permit process. The off-ROW signs must meet applicable policies.

- 10) Signage: Can Morrison businesses team up on single signs with names, logos?

See response to Question #9.

- 11) Signage: Does the state pay for business signage and city signage along the route?

Signing along state routes will be provided by the state at no cost to the city. As addressed in previous questions, however, signing must meet IDOT policies.

- 12) How can we promote the existing scenic Lincoln Highway route thru Morrison?

IDOT signage for the Lincoln Highway will be in advance of the east and west ends of the new bypass. In addition, any signing currently in place along existing US 30 will be maintained unless the existing road is jurisdictionally transferred to the City of Morrison or another local agency.

- 13) The DEIS document acknowledges certain loss of sales tax revenue due to probable loss of an undetermined amount of businesses. Can funding be made available in the next phase to assist Morrison businesses and the city retool for the major changes that will occur once the bypass is open?

The described funding is not available as a part of the highway program. However, the city could ask for assistance from the Illinois Department of Commerce and Economic Opportunity, Office of Tourism.

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14) Are the options still: 1-Northerly route, 2-Southerly route, and 3-No build? |

Yes

15) If the No build becomes the choice by IDOT what improvements would be done on the existing Route 30 thru Morrison?

IDOT will continue to maintain the route through Morrison. Some types of construction such as resurfacing, safety and geometric improvements may be necessary depending on traffic needs and highway conditions.

16) What are the implications for this project if the Morrison business community were firmly opposed to it?

Providing the Morrison business community information and getting your position is exactly what the Department wishes to accomplish, whether you are for the project or not. The purpose of the study is to determine the best engineering alternative that causes the least negative impacts to the environment. The input from all of the stakeholder groups as well as the input from the rest of the community at the upcoming public hearing will be used in making a determination of the alternative that best serves the needs for the project.

17) What is a realistic timeline for the construction of the bypass?

Funding has not been allocated for anything beyond the EIS/preliminary design. Because of this it is not possible to identify timing for construction of the bypass or next phases of the project.

18) Did the DEIS study provide financial data projections by percentage of reduction of business specifically to the Direct Impact gas station businesses?

Several issues relating to the general effect on Morrison businesses were considered and discussed in the EIS. However, the Department does not analyze a percentage of reduction of business unless the access to that business is being eliminated. In regard to the Morrison businesses, no businesses were being displaced or access removed.

19) Similar to Q18, did the DEIS study provide financial data projections by percentage of reduction of business specifically to the Direct Impact restaurants located on existing Highway 30?

See response to Question #18

Respectfully submitted,  
Bob Vaughn  
Chairman MBAG



Tuesday, May 24, 2011

6:00 p.m. – 8:00 p.m.

Odell Community Center/Public Library  
 307 South Madison Street, Morrison, Illinois

**Sign-In Sheet**

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Harvey D Zuidema	1623 Hilltop Dr	815-772-3084		
David J Dykstra	509 West Lincolnway Morrison	815-772-4149		
* Sarah Thorndike	1026 Glenwood, Morrison	815.772.7936		
* Arnold Vega	10909 Prairie Centre RD Morrison	815-772-9968		
Kent Dauphin	1751 Reusch Rd ELIZABETH	815-598-3282		SULLIVAN'S FOODS
Stephanie Vavra	15683 Hazel Rd Morrison	815-772-3144		the city 1.com - Morrison Online
Ken Kuhlmeier	1011 6th Ave Rock Falls IL 61071	8156265573		City of Rock Falls / Blackhawk Hills SA
Susan Schuler	104 E main st Morrison	815-772-3858		
Curt Bender	5075 Orange Morrison	499-4559		Willett Hofmann Assoc
Corinne Bender	5075 Orange Morrison	772-4749		Morrison Chamber of Commerce

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!



Tuesday, May 24, 2011

6:00 p.m. – 8:00 p.m.

Odell Community Center/Public Library  
307 South Madison Street, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Bob Vaughn	207 S. Base St Morrison, IL	815-772-2967	bobvaughn@thecityrebar.com	The City Rebar
Judith Zuccone	204 1st St	815-772-2607		
Kent Smith	519 Anthony St Morrison	815-772-7627	bartongsmith@mchsia.com	DA Grille & Chill
Harold J. Ueffler	11157 Prairie Center Rd.	815-772-3971		
Norm Jones	609 E Lincoln	815-772-7585	sdauphin@sullivanfoods.net	Mayco Ind
NUSAN SULLIVAN DAUPHIN	SAVANNA - CORPORATE OFFICE	815 273 4511	sdauphin@sullivanfoods.net	SULLIVAN'S FOODS
KENNETH MEINSMAN	14117 ROUND GROVE RD, MORRISON	815-772-9183	KREATIVEM@HOTMAIL.COM	KREATIVE MACHINING
Don Sikowicz	131 E MAIN ST. MORRISON	815 772 8616	MORRISON BOON @YAHOO.COM	Return Star
Keith Stralow	17370 Damon Rd Morrison	815-772-7531		Morrison Blacktop
Anne Ardapple	400 Portland Ave Morrison	815-590-2772	fourardapples@yahoo.com	WNS
Chris & Jim Hruby	Morrison Grease Recycle	630-290-9393	greasebiz@aol.com	Morrison Grease Recycle
Robert Shandy	19147 Holly Rd Morrison	815 772 2362		Hanster Carpet Clean
JOE R BEELEMA	207 RAILROAD AVE MORRISON	815 772 7136		MORRISON FIRE DEPT

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!



