
To: Citizen Advisory Group
From: Jason Stringer - IDOT
Subject: CAG Meeting #5
Date: August 19, 2011



CAG Meeting #5 was held at EIGERlab, 605 Fulton Avenue, Rockford, Illinois, on Thursday, July 23, 2011 beginning at 6:00 PM. This was the fifth in a series of meetings with the Citizen Advisory Group (CAG) for the IL 2 (N. Main Street) project from Auburn Street to Riverside Boulevard in Rockford. In attendance were the following CAG members:

Richard Berman	Jeff Orput
Curtis Carlson	Scott Olsen
Jeremy Carter	Tom Rotello
Diana Cooper	Zak Rotello
Steve Ernst	Mark Sandoval
Richard Fang	Mark Smith
George Graham	Pat Zuroske
Carlos Molina	

The following also attended as observers:

Mike Angileri	Lucretia Ristin
Mark Podemski	Jamie Rott

Masood Ahmad (IDOT) convened the meeting and summarized the CAG #4 meeting from December 2, 2010 and what has happened since then. He noted that upon receiving consensus at the fourth CAG meeting, the project was taken to the PSG for an update and review. A number of concerns were raised by the PSG. The PSG wanted to make sure that the CAG had enough representation because there are relatively few CAG members for such a large project. The PSG also inquired about the alignment and the new curves proposed for the project. The consensus of the PSG was to hold a Public Information Open House (PIOH) to present the current project, gather input and possibly increase CAG membership.

Next Jon Estrem (HR Green, Inc.) welcomed the new CAG members. He explained that one of the goals of CAG Meeting #5 is to receive consensus of the alignment as it now stands. Jon then recapped the PIOH and stated that over 550 invitations were sent along with exhibit handouts and web site information. There were 98 attendees for the PIOH and, in general, they offered supported for the project and communicated an understanding of the need for the improvements. The primary issues raised involved property impacts, the shared-use path, the alignment near Fulton Avenue and the median alternates in Segment 3. Jon highlighted a number of the discussion topics from the PIOH.

- There was generally positive support for the shared-use path and alignment curves at Fulton Avenue.
- The owners of Anna's Pizza and Stop-N-Go were unhappy with the proposed alignment because of the way it impacts their property.
- Road Ranger also had concerns regarding impacts to pumps and the effect on access for the property.
- The owners of Krenek's Clock Haven and Rapunzel's were troubled by the project's impacts to their businesses, but overall they understand the need for improvements and support the project.
- There was overwhelming support for the flush median option and two-way left-turn lanes through Segment 3. One individual indicated concerns about the effect of the raised median option on emergency service response times. Jon further explained that with a raised median, emergency vehicles would be required to take a longer route in order to get to the next available median opening .
- Design options for Country Club Beach Road were not presented at the PIOH but will be considered as a part of the preliminary design.
- With respect to the intersection of Riverside Boulevard and N. Main Street, representatives of Chase Bank, McDonald's and Burger King voiced concerns about the impacts from the improvements.

A question was asked regarding what happens to excess property acquired for this project. Jon stated that IDOT will initially own the property but may elect to dispose of the excess. Pat Zuroske added that the City of Rockford has redevelopment plans and will be working with IDOT as part of this process.

Next Jon McCormick provided a quick summary of the four segments and the changes that have occurred as a result of the PIOH on March 9, 2011 and PSG Meeting on April 11, 2011.

Segment 1

Same as the PIOH exhibits with a 6' raised median and four 11' lanes

Segment 2

The horizontal curves were flattened to increase comfort for the travelling public. Fulton Avenue was also realigned to ensure that the proposed right-of-way does not impact buildings in the southeast & northwest quadrants. The lanes are unchanged with a 12' two-way left-turn lane & four 11' lanes.

Segment 3

Two alternates were developed by the CAG and then presented to the PSG for this segment. One involved a flush median, and the other involved a raised median. The PSG reviewed the options and requested that a PIOH be held to gather input on this issue as well as other aspects of the project. As a result of the comments received at the PIOH, the PSG felt the flush median option is

appropriate & directed that the team coordinate the matter with the City which was done. In recognition of the public input, the City agreed that the flush median option should be pursued for Segment 3. The layout therefore includes a 12' two-way left-turn lane with four 12' lanes.

Segment 4

Segment 4 was adjusted in several ways to address comments from the PIOH. The alignment was moved west to reduce impacts to the Chase Bank and mall parking lot. This shift had minimal impacts to the west side business, Rebound Therapy Center, because the parking for this business has a larger setback from the roadway. The design includes a 28' Median with dual left turn Lanes and four 12' lanes

After going over the general adjustments to the design, Jon McCormick described specific additional comments from the PIOH and the adjustments made as a result. The first involved public concern regarding how large some of the intersections were becoming. In an effort to recognize these concerns, the design turning movements were revised to allow for vehicles to turn into the inside lane which allows for reduced radii for the intersection returns.

Jon noted that IDOT has been coordinating with the consultant for the Main Street and Auburn Street roundabout and that the two project teams have been working together to ensure the projects mesh well together. The roundabout layout was accordingly revised to incorporate sidewalk on the east side the Greenwood Cemetery statue to the beginning of this project.

Next Jon noted that the alignment between Brown Avenue and Eddy Avenue was adjusted to flatten the curves and provide added comfort for motorists. Fulton Avenue was also realigned to preclude impacts to the industrial buildings on the west side and the Olympic Tavern on the east side. Jon also noted that the centerline was shifted back to existing from the railroad to Belmont Boulevard even out the impacts to the west and east sides of N. Main Street. This change will also lessen impacts to the Road Ranger property.

Within Segment 4 the centerline was shifted 13 feet west from what was shown at the PIOH. This shift allows the improvements to avoid the Chase bank and greatly reduce impacts to parking for North Towne Mall. The shifting of N. Main Street to the west also allows room to shift Riverside Boulevard north and create a smoother alignment to tie into the existing curve on that street. Although there are still impacts to properties in this area, the extent has been reduced from what was previously proposed.

Steve Ernst asked if the entrance in front of the Pancake House will remain. Jon stated that this is currently right-in right-out only, but access management will be a consideration of this project and the issue will accordingly be considered as the design progresses.

Masood Ahmad added that there are a number of items that will be looked at as part of the next steps for this project. He mentioned that one element that will be looked at is median treatments for Segment 3. Although the raised median is no longer an

alternate, the City of Rockford has asked that streetscape elements be reviewed to determine if they are feasible for use here.

Masood indicated there are a number of questions that have yet to be answered. However a big part of the agenda for this meeting is to gain consensus from the CAG on the basic concept presented. Once consensus is reached the team will be able to delve into more specific issues such as access management, Country Club Beach Road and median treatment in detail. In response to a question, Masood indicated streetscape elements such as lighting are typically a Phase II design element but may be included in this phase of the project as it moves forward.

In response to a question, Jon McCormick indicated all currently signalized intersections meet warrant criteria and will remain. He also added it is possible there may be additional signalized intersections depending on the circumstances. Jon also said some existing side streets may be restricted to right-in right-out depending on how the design develops.

Pat Zuroske stated that any lighting and landscaping additions to the project would be the City's responsibility. He called attention to the feasibility study prepared for the City in 2007. He stated that this Envision Study contains information for what the City would like to see happen on the corridor from a redevelopment aspect. It also contains specific information regarding lighting, landscaping and land use.

Masood stated that while IDOT has a different focus than the City in some ways, IDOT does replace any removed trees at a 1:1 rate. Masood added that IDOT considers and strives for a balance between projected traffic needs and current conditions such as businesses.

Masood then thanked the CAG for their hard work so far and reiterated that this project is following the CSS process to help shape the improvements. He indicated that the input received has been very helpful and much has been incorporated into the design.

Jon Estrem reminded the group that the primary goal of the evening is to reach consensus on the overall concept presented. In response, Steve Ernst expressed his satisfaction with Segments 1, 2 and 4. However, he still has concerns regarding Segment 3 because it does not reflect consolidation of access. Steve asked how and when these decisions will be made. Jon McCormick that once consensus is reached on the overall concept, next steps will include access management considerations and median treatments.

Pat Zuroske asked if the southbound right-turn lane onto Halsted Road is needed. He pointed out that the extra width leads to property impacts. Jon McCormick stated that the turning lanes included at this point are warranted but added that further consideration for issues such as this will be a part of the upcoming design efforts.

Jon McCormick next responded to a question regarding traffic volumes. He stated that the 2015 traffic is 21,000 and projected to be 28,000 vehicles per day in 2035.

Hearing no more questions, Masood suggested the group take 10 minutes to review the design and consider whether we are at a point of consensus for the basic layout concept presented. After the group had done so, Curtis Carlson raised concerns regarding the proposed 11' lane widths from Custer Avenue to Fulton Avenue. Jon McCormick added the curves are significantly flatter than the design speed dictates and allow sufficient room for large trucks on the roadway. Chris Hartke pointed out that the CAG came to consensus regarding 11' lane widths at the previous meeting. After a lengthy discussion, it was agreed that the group was in agreement with the proposed lane widths.

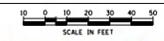
Jon Estrem asked if there were any remaining concerns or questions related to the design and exhibits. There were none, and the group agreed consensus had been reached.

Jon thanked the group for its diligence & indicated there would not be another CAG meeting until this fall. He indicated there is a lot of detail work to carry out. The items to be covered at the next meeting will likely include access management and potentially median treatments.

The meeting concluded at approximately 8:00 PM.



SEGMENT 1

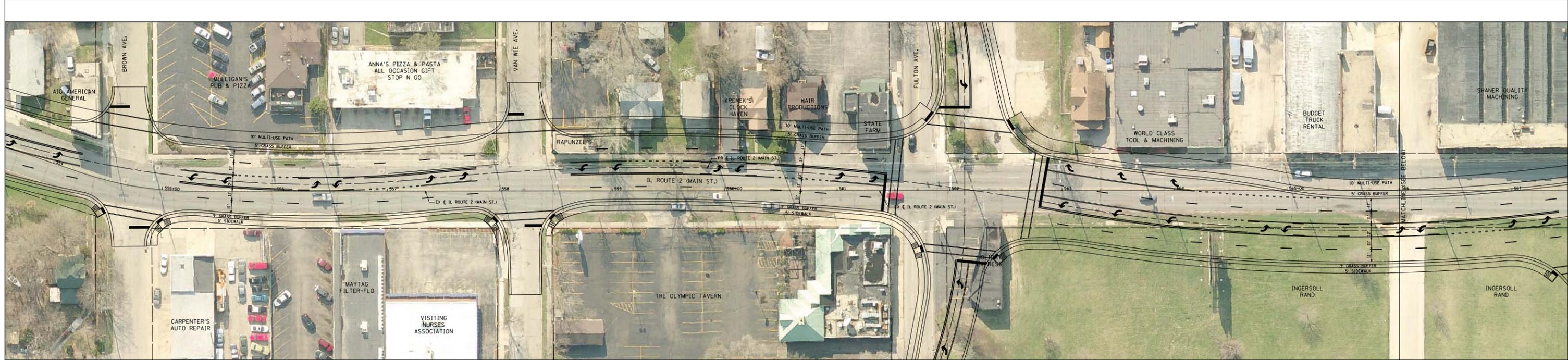


PSG #4 APRIL 11, 2011

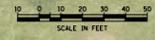
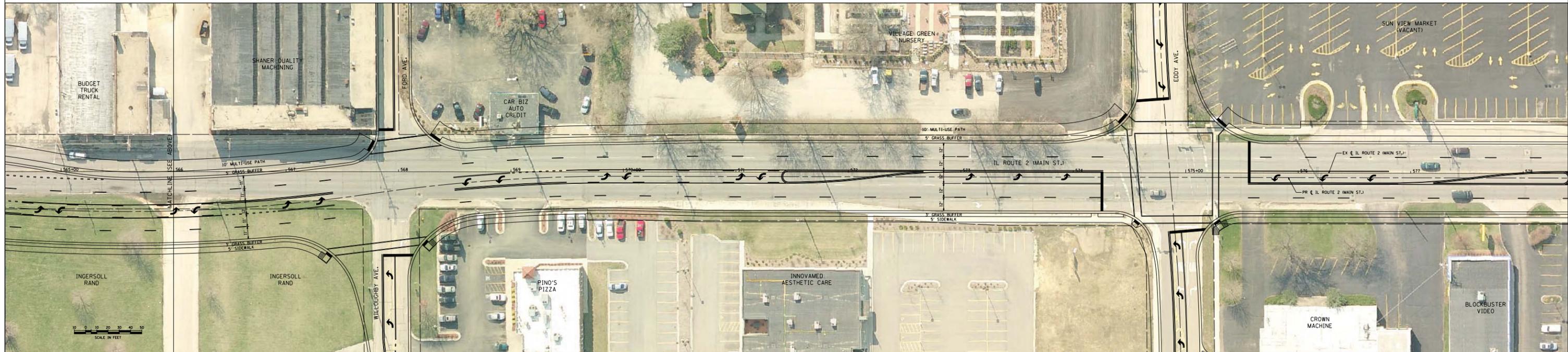
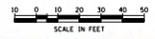
	USER NAME: C. Clarke	DESIGNED: -	REVISED: -
	PLST SCALE: 1"=40'	DRAWN: -	REVISED: -
	PLST DATE: 4/10/2011	CHECKED: -	REVISED: -
		DATE: -	REVISED: -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

YONCE STREET TO BROWN AVENUE		SECTION	COUNTY	TOTAL SHEETS
SEGMENT 1				
SCALE: 1"=40'	SHEET NO. 1 OF 5 SHEETS	STA.	TO STA.	FEB. ROAD DIST. NO. (ILLINOIS) FEB. AD PROJECT



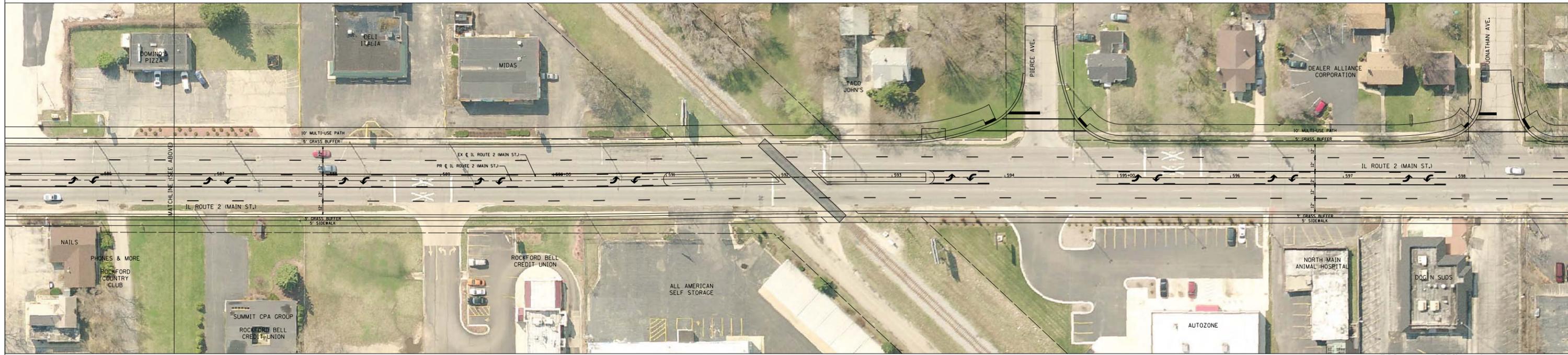
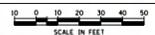
SEGMENT 2



	USER NAME: j_chen	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHEET NO. 2 OF 5 SHEETS STA. TO STA.	PSG #4 APRIL 11, 2011 BROWN AVENUE TO EDDY AVENUE SEGMENT 2	COUNTY TOTAL SHEETS NO.
	PLST SCALE: 1"	DRAWN: -	REVISED: -				
	PLST DATE: 4/10/2011	CHECKED: -	REVISED: -				
	DATE: -	REVISED: -	CONTRACT NO.				



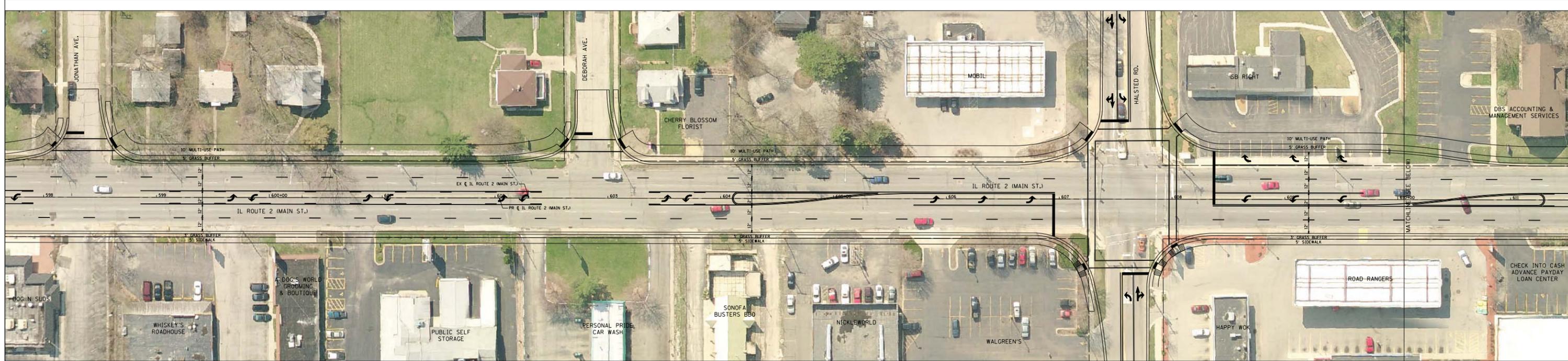
SEGMENT 3



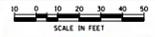
	USER NAME: J. Chirba	DESIGNED: -	REVISED: -
	PLIST SCALE: -	DRAWN: -	REVISED: -
	PLIST DATE: 4/11/2011	CHECKED: -	REVISED: -
		DATE: -	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PSG #4 APRIL 11, 2011			
EDDY AVENUE TO JONATHAN AVENUE			
SEGMENT 3			
SCALE: 1"=30'	SHEET NO. 3 OF 5 SHEETS STA.	TO STA.	FEB. ROAD DIST. NO. (ILLINOIS) FEB. ROAD PROJECT



SEGMENT 3

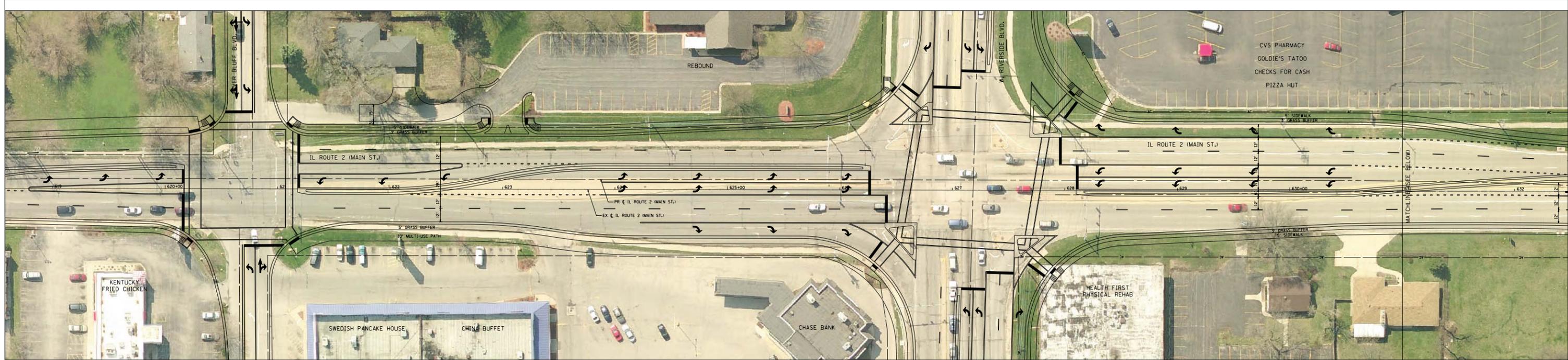


PSG #4 APRIL 11, 2011

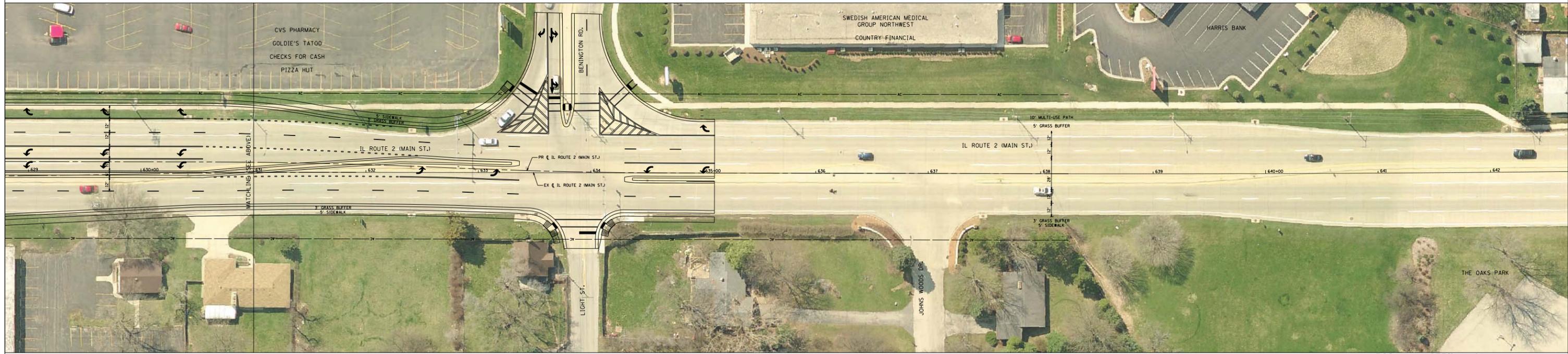
	USER NAME: 1-Chris	DESIGNED: -	REVISED: -
	PLST SCALE: 1	CHECKED: -	REVISED: -
	PLST DATE: 4/11/2011	DATE: -	REVISED: -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

JONATHAN AVENUE TO RIVER BLUFF BOULEVARD		SECTION: -	COUNTY: -	TOTAL SHEETS: -
SEGMENT 3		CONTRACT NO.: -		
SCALE: 1"=30'	SHEET NO. 4 OF 5 SHEETS	STA. TO STA.	FEB. ROAD DIST. NO. (ILLINOIS) FEB. AD PROJECT	



SEGMENT 4

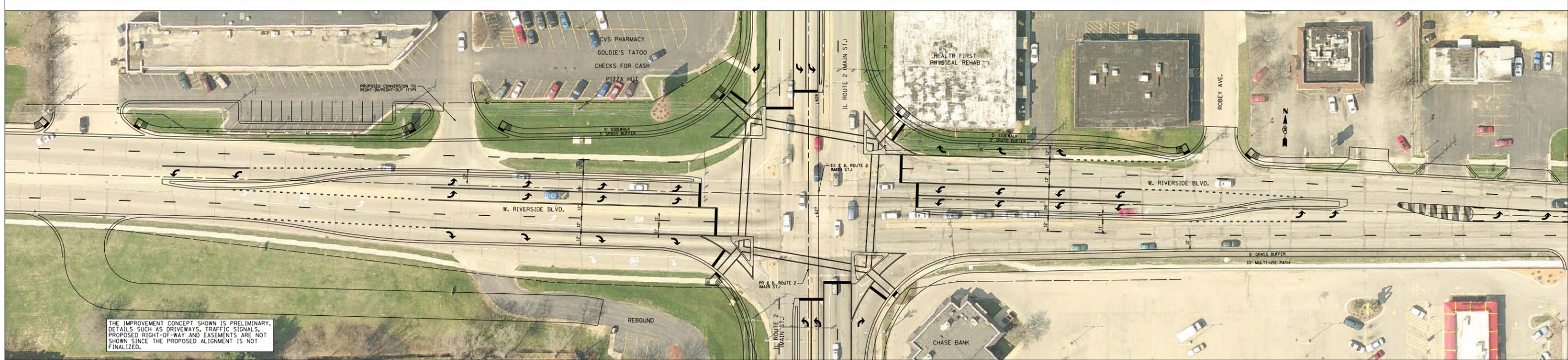


	USER NAME: 1-Chris	DESIGNED: -	REVISED: -
	PLST SCALE: 1"	CHECKED: -	REVISED: -
	PLST DATE: 4/11/2011	DATE: -	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

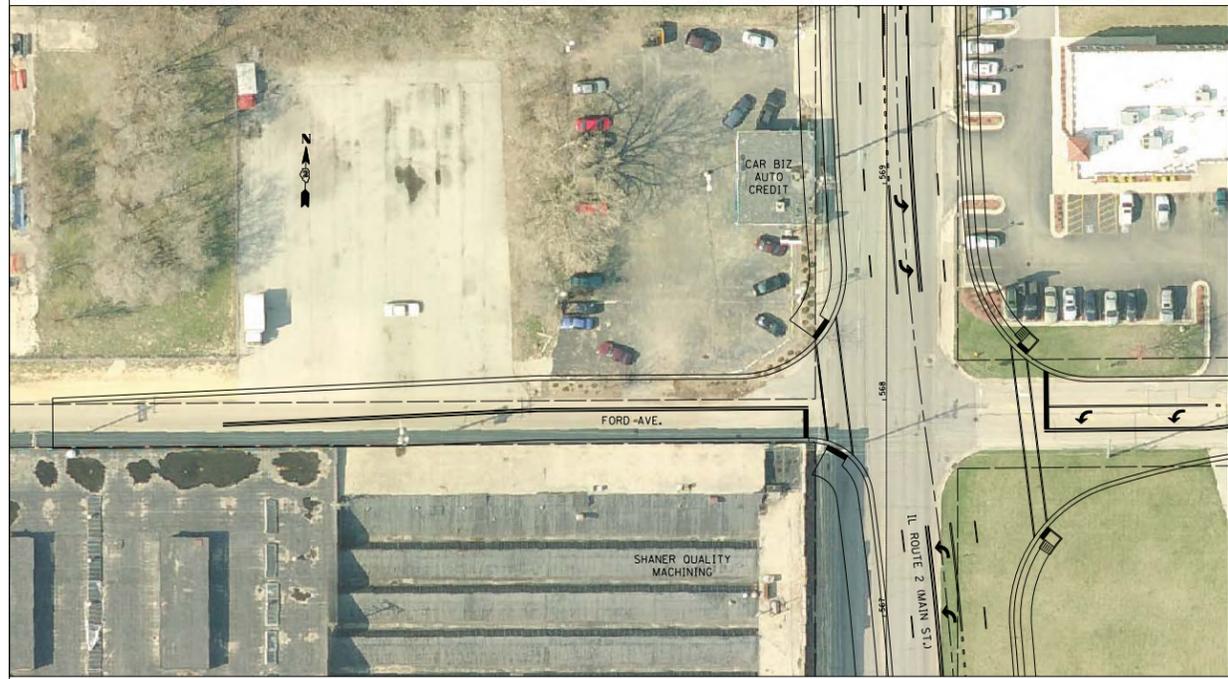
PSG #4 APRIL 11, 2011

RIVER BLUFF BOULEVARD TO BENNINGTON ROAD		SECTION	COUNTY	TOTAL SHEETS
SEGMENT 4				
SCALE: 1"=30'	SHEET NO. 5 OF 5 SHEETS STA.	TO STA.	FEB. ROAD DIST. NO.	ILLINOIS/FEED. AD. PROJECT

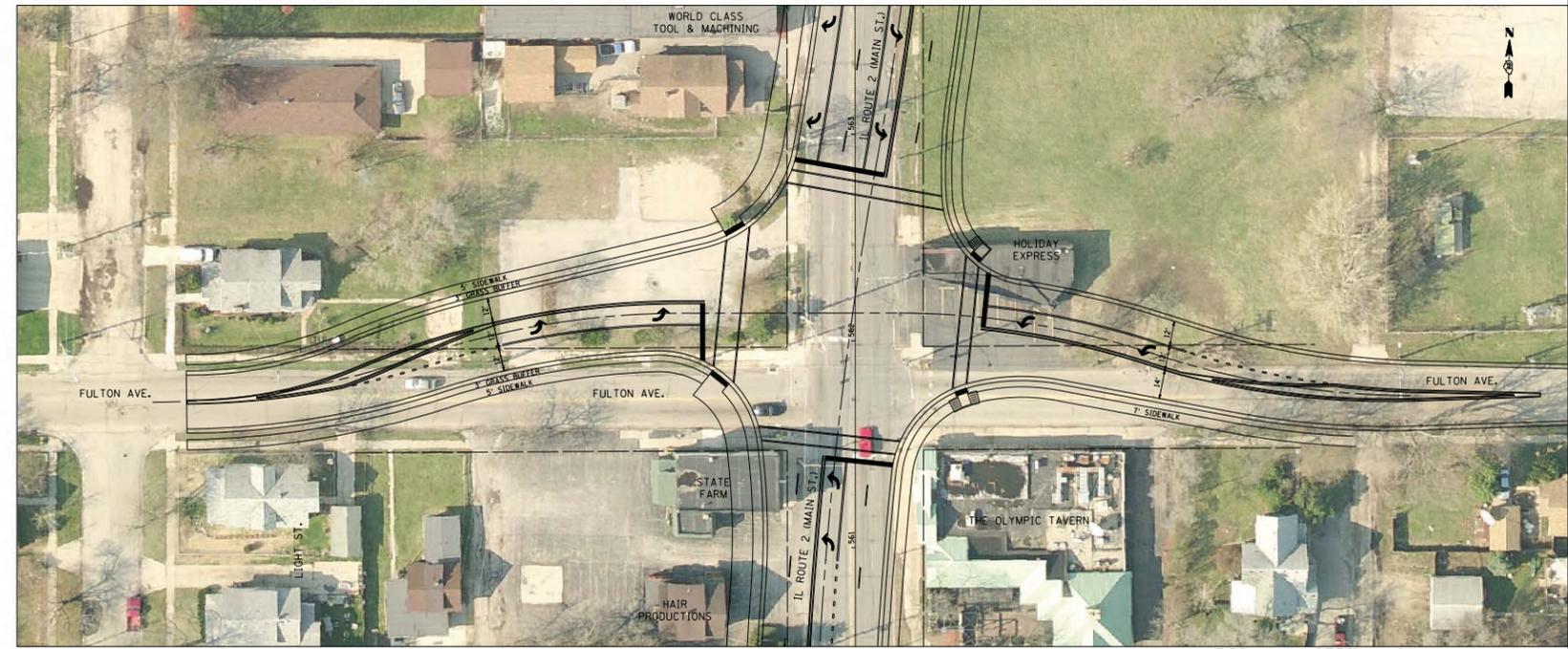


RIVERSIDE BOULEVARD

FORD AVENUE



FULTON AVENUE



	USER NAME: j_chen	DESIGNED: -	REVISED: -
	PLST SCALE: 1"	DRAWN: -	REVISED: -
	PLST DATE: 4/10/2011	CHECKED: -	REVISED: -
		DATE: -	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PSG #4 APRIL 11, 2011			
SCALE: 1"=30'	SHEET NO. 6 OF 6 SHEETS STA. TO STA.	COUNTY: JEFFERSON	TOTAL SHEETS: 6
PROJECT: RIVERSIDE BOULEVARD, FORD AVENUE AND FULTON AVENUE INTERSECTIONS AT NORTH MAIN STREET		CONTRACT NO.:	