



Meeting Notes

Subject:	Meeting Minutes – Community Advisory Group (CAG) Meeting #1		
Client:	Illinois Department of Transportation – Region 2 – District 2		
Project:	IDOT PTB167/ITEM 20 WO 3: IL 2 CSS	Project No:	226558
Meeting Date / Time:	June 4, 2014 / 5:30 p.m. – 7:30 p.m.	Meeting Location:	Byron Public Library, Byron, IL
Notes by:	HDR		

Attendees: Sign-in sheets (2) attached.

- David Almy
- John Barnhart, Oregon Park District
- Greg Beitel, Former Ogle County Sheriff
- John Bukoski
- Dave Christian, Autoland
- Matt Farmer, IDOT Project Engineer
- Gerry Follmar
- Nancy Follmor
- Tom Hartley, Winnebago County Forest Preserve
- Kevin Henson, IDOT Project Manager
- Jerry Jackson
- Rod Kramer
- Mike Marchyshyn, HDR
- Jennifer Mitchell, HDR
- David Nelson
- Jerry Paulson, Smeja Family Foundation
- Frank Schier, Rock Rover Trail/Rock River Times
- Mark Schwendau
- Jill Smeja Gnesda, Nordic Investment Corp.
- Kim Smeja, Smeja Foundation
- Alan Smith
- Barb Smith
- Chad Spreeman, IDOT Studies & Plans Squad Engineer

Handouts:

- Community Context Audit Form
- CAG Meeting #1 Powerpoint

Topics Discussed:

1. Welcome (HDR) and introduction of attendees (5:30 p.m.)
2. HDR provided overview of the Planning Process – included explanation of the Project Implementation Process, the Phase I Study Process, the National Environmental Policy Act (NEPA) Process, Context Sensitive Solutions (CSS) process and the Stakeholder Involvement Plan in relation to the project.

The Project Implementation Process defines the three steps a project goes through. The first step is Phase I Preliminary Engineering, the second step is Phase II Design, and the third step is Phase III Construction.

The IL 2 project is currently in the Phase I step. In this step the problem will be defined, the purpose and need of the project will be defined, and the potential solutions will be evaluated to avoid or minimize impact to the environment. The laws that govern this process fall under the National Environmental Policy Act (NEPA).

Another aspect of Phase I is public involvement. In recent years a new approach to public involvement has evolved. The new approach is Context Sensitive Solutions or CSS. The intent of CSS is to engage the public, or stakeholders, early in the decision making process. A Stakeholder Involvement Plan or SIP is developed to define the roles of the stakeholders and the methods in which data and information will be shared and obtained. The SIP also has ground rules detailing the interaction and decision making process of the CAG and the Department of Transportation.

3. HDR provided overview of the Community Advisory Group (CAG) – included explanation of purpose, structure, roles, responsibilities and expectations throughout the CSS process as well as presentation of the CAG General Agreement and Ground Rules.

The CAG consists of stakeholder who have an interest in the outcome of the project. Stakeholders may be residents, business owners, environmental and recreational groups, etc. The stakeholders are representatives of the affected community(ies) and users of the corridor. There will be approximately 20-25 members of the CAG. It is expected to meet 5 to 7 times over the course of the project. It is expected to share thoughts and ideas openly and unbiased. It is expected that the members of the CAG will share the information and reasoning of decisions made to the community.

Q: HDR – Are there any applicants who do not feel they can fulfill the roles, responsibilities and expectations of the CAG?

A: No response from attendees.

4. HDR provided explanation of the CAG member selection process and presented a map showing the geographic distribution of the CAG applicants (22) by interest group type. Each present CAG applicant was identified and provided additional information on their interest group representations.

Q: HDR – Is there anyone present who has not submitted a CAG application and would like to be considered for CAG membership?

A: Attendees – Three attendees requested to be considered for CAG membership, including: Tom Hartley (Winnebago County Forest Preserve), John Bukoski (Resident), and John Barnhart (Oregon Park District). They each provided their geographic location and interest group representation. The three individuals were then added to the list of CAG applicants (25).

Attendees, IDOT and HDR discussed the geographic coverage and interest representations of CAG applicants listed and reached a consensus that all 25 CAG applicants provide a diverse representation of the community and interest groups and therefore are accepted into the CAG.

5. HDR provided a study overview – included presentation of the history of the roadway, existing conditions, safety concerns, crash severity (2008-2012), traffic volumes and the purpose for the study.

The project corridor extends from and includes the intersections of IL 72 in Byron and Bellline Road in Rockford.

The roadway was originally constructed in 1925 of concrete and was 18 feet wide. The pavement was widened to 22 feet in 1955. The pavement was further widened to 25 feet in 1984. Over the years there have been asphalt resurfacings over the original concrete.

Crashes were gathered for the most recent 5 years, 2008-2012. Eighty-three percent of the crashes occurred within a section of the corridor, not at the intersections. Typically more crashes occur at intersections and not sections of the corridor. There are three sections that have been identified as the top 5% based upon severity of crashes and occurrence of crashes.

Crashes occur due to the narrow shoulders and limited sight distance along curves, side roads and driveways and deteriorating pavement. There are also roadside hazards. They consist of trees near the roadway and guardrail that is failing.

The existing traffic volumes along the corridor range from 8,250 to 10,200 vehicles a day. Projects are designed for a 20-year life. Therefore, the traffic projection in 20 years ranges from 10,000 to 12,500 vehicles a day. The general growth is approximately 1% per year. This is a low growth rate.

6. HDR provided a summary of Public Information Meeting #1 – included explanation of the meeting materials and structure as well as, the roadway issues/concerns heard and comments received from the public.

The meeting was held on May 7, 2014 at St. Mary's Church. Display boards and a video presentation explained the CSS process and requested interested parties to apply. A summary brochure was also provided to all attendees. Over 100

residents, business owners, and government officials attended the meeting. Each attendee was provided a comment form in which they could state their concerns and issues with the project.

The issues and concerns received included: safety, deteriorating pavement, emergency response, narrow shoulders, funding, traffic signal placement, roadway hazards, active eagle nests, high crash rates, and preservation of a scenic route.

7. HDR provided overview of project logos and branding – included visual examples.

The intent of the project logo is to form an identity for the project and the CAG. All documentation will include the project logo and all information shared will be easily identified as project data.

Attendees brainstormed ideas for project logo and branding. The key points the CAG would like to have expressed are:

- Blackhawk Tribes – presence in area, travel routes
- Blackhawk Trail
- Stagecoach – route was an old stagecoach trail
- Pioneers – used route in area for travel
- Canoeing
- Fall colors – yellows, oranges, reds
- “Hudson River Valley of the Midwest”
- Rock River Trail
- Legislative designation of route as Blackhawk Trail
- River
- Wildlife
- Recreation
- Historic
- Retreat, Scenic Gateway, Get-Away

8. HDR provided overview of a Community Context Audit – including explanation of the purpose, components and application. *See attached handout* – and distributed Community Context Audit Forms to attendees.

9. Attendees completed Community Context Audit Forms in groups of 4 to 5 people and brainstormed issues/concerns with the roadway as it is today. The resulting issues/concerns were collectively discussed and grouped into key themes:

<u>Safety</u>	<u>Recreation</u>	<u>Environmental</u>	<u>Maintenance/Design</u>
Inadequate shoulders	Camping	Indian mounds	Removal of leaning/dead trees
No passing lanes	Fishing	Historic	Tree pruning/replacement
Safety	Water access	Land & Water	Pavement conditions
Narrow	Scenic drive	Litter	Speed control
Driveways & access points	Bicycle use & safety	Wildlife conservation	
Farm field access			
Closing of Old State Road			
Railroad blockages			
Traffic controls			

Speed / speeding was a concern discussed. HDR indicated speed was an enforcement issue. Mr. Beitel (Former Ogle County Sheriff) indicated that the roadway was not safe to enforce speeding violations. HDR discussed that design was the issue in relation to enforcement. The CAG stated they felt if the speed was lower than people would drive slower. Ms. Mitchell indicated that the speed issue would be tabled and discussed again.

10. HDR provided overview of a project’s Problem Statement – included discussion of examples and explanation of the purpose and content. Examples are in the slide presentation
11. HDR provided overview of a project’s Purpose & Need – included discussion of examples and explanation of the purpose and content. Examples are in the slide presentation.
12. HDR presented a Project Schedule showing the timeline by quarter and context of tasks to be completed.

The schedule reflects that the CAG will work on identifying the issues and concerns, developing a problem statement and developing a purpose and need before the summer. Then alternatives will be developed and screened in the summer / fall of 2014. The overall project is anticipated to be complete by the summer of 2015.

13. HDR presented methods for the CAG to communicate with the project team and obtain project information/updates:

- Website: www.dot.il.gov/IL2IL72/index.html
- Email: kevin.henson@illinois.gov
- Mail: Mr. Paul Loete, Regional Engineer
Illinois Department of Transportation / District 2
Attn: Masood Ahmad
819 Depot Avenue
Dixon, IL 610211096

14. Open questions/discussion:

Q: HDR – What is the preferred date and time for CAG meetings?

A: Attendees – Thursdays 5:30pm-7:30pm

15. CAG Meeting #2 date set for Thursday June 26, 2014

16. Meeting Adjourned (7:30 p.m.)

Action Items:

1. HDR to develop sample project logos and branding for CAG review and concurrence. Will circulate to CAG for selection.
2. IDOT to develop sample project Problem Statement (based on results of Community Context Audit and CAG brainstorm) for CAG review and concurrence. Will circulate to CAG for selection.
3. IDOT to develop sample project Purpose & Need (based on results of Community Context Audit and CAG brainstorm) for CAG review and concurrence. Will circulate to CAG for selection.



CAG MEETING #1 SIGN-IN SHEET

Illinois Route 2 – Byron to Rockford Phase I Study

Meeting Date: June 4, 2014

#	Name (First and Last)	Organization	Address (Street, City, ZIP)	Email	How did you hear about this meeting? Newspaper / Mail / Advertisement / Internet / Other (please specify)
1	Kim Smeja	SMEJA FOUNDATION	6901 Kishwaukee Rd.	IAMCOWGIRL54@GMAIL.COM	u call@us
2	John Bukoski	HOME OWNER	597 E. BLACKHAWK DR		MAIL
3	Nancy Follmar	HOME OWNER	6969 S. Main St.		
4	Gerry Follmar	" "	" "		
5	Rod Kramer	OWNER	10944 N ST RT 2	Rm r.kramer@remarktechnologies.com	
6	Frank Schrier	The Rock River Trail / Rock River Times	128 N. Church St. Rockford IL 61101		frankschrier@rockrivertimes.com
7	Dave Christian	land owner Autoland	867 Hillside Drive. 8775 N. IL RT 2	dave@autolandoutlets.com	mail
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Completion of this sign-in sheet is voluntary and helps the study team keep an accurate record of meeting attendance. Under the Freedom of Information Act, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

This meeting is going to be photographed. I give HDR, Inc., its collaborators, assigns, successors in interest, and legal representatives permission to use my picture in all forms and in all media, without restrictions as to changes or alterations for advertising, trade, promotion, exhibition or any other purpose. I also waive any right to inspect or approve the photograph(s), including written copy that may be created and appear in connection with the image(s). I understand that HDR owns the copyright in these photographs and I waive any claims I may have based on any usage of the photographs, including but not limited to claims for either invasion of privacy or libel. I agree that this release is binding on me, my legal representatives, heirs, and assigns. I have read this release and am fully familiar with its terms and contents.



CAG MEETING #1 SIGN-IN SHEET

Illinois Route 2 – Byron to Rockford Phase I Study

Meeting Date: June 4, 2014

#	Name (First and Last)	Organization	Address (Street, City, ZIP)	Email	How did you hear about this meeting? Newspaper / Mail / Advertisement / Internet / Other (please specify)
1	DAVID A WELSON		17734 IL Rt 2 North Rkfd 61102		tdlonde5th@hotmail.com
2	Tom Hartley	Win. City Forest Pres	5500 Northrock Dr 61103		thartley@wccfd.org
3	Jerry Paulson	Smeja Family Fnd.	6901 Kishwaukee Rd Rkfd 61109		paulsonjerry@aol.com
4	Barb Smith		6001/6047 S. Main Rkfd 61102		barnaclebarb56@aol.com
5	Jill Smeja Gnesda	Nordic Investment Corp	6901 Kishwaukee Rd 61109		gnesda46@gmail.com
6	Greg Beitel	GREGON PARK DIST.	304 S. 5TH ST. 61061		john@oregonpark.org
7	MARK SCHWENAU		6887 ALPINE DR BYRON 61010		SCHWENAU@AOL.COM
8	David Almy		12474 N. Meridian, Rockford 61102		Almydp@gmail.com
9	Alan Smith		10914 Borege Trail Roscoe IL 61073		asmith@anchorharvey.com
10	Greg Beitel		3922 E Mockingbird Ln Byron 61010		greg.beitel@comcast.net
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This meeting is going to be photographed. I give HDR, Inc., its collaborators, assigns, successors in interest, and legal representatives permission to use my picture in all forms and in all media, without restrictions as to changes or alterations for advertising, trade, promotion, exhibition or any other purpose. I also waive any right to inspect or approve the photograph(s), including written copy that may be created and appear in connection with the image(s). I understand that HDR owns the copyright in these photographs and I waive any claims I may have based on any usage of the photographs, including but not limited to claims for either invasion of privacy or libel. I agree that this release is binding on me, my legal representatives, heirs, and assigns. I have read this release and am fully familiar with its terms and contents.



Community Context Audit Form

Contact Information

Name:

Organization :

Street Address:

City, State ZIP:

Email:

How would you like to stay informed about the project? Mail Email Do Not Contact

The purpose of the Community Context Audit is to understand the character of the community surrounding the IL 2 study corridor. The Audit Form is used to gain public input on the importance of various community issues and characteristics. As you complete this audit, please consider factors such as community cohesiveness, mobility, and access, local economics, surroundings, and overall quality of life. The Audit is vital in the development of the project's Problem Statement and Purpose and Need Statement. Please use the back side of the sheet if you need more room.

Community Cohesiveness

What are the main community activities that you participate in?

What historical significance does the community provide?

What are the social groups that you are involved with in the community? If so, please give a description of the organization and the location of meeting places and events.

When you think of a vibrant business/residential community, what characteristics come to mind?

If you had to describe your community, what words would you use?

What do you believe are the important cultural features or identifiers within the community?

What do you believe are the social/community features or identifiers within the community?



Community Context Audit Form (cont.)

Accessibility

What is your biggest transportation concern in the community?

Please provide information on how important the various modes of transportation are to you: Public Transportation / Bicycle / Walking / Auto?

What roadways in the community serve as your commuter corridor, if any?

How do your children get to school? Do they cross any major streets? If so, please provide a list of those major streets.

Local Economy

How often do you patronize local businesses along the IL 2 study corridor?

What's important to you as a consumer or business owner regarding commerce in the community?

What is your sense of the relationship between residents and businesses?

Surroundings

If you had to take one photograph to capture the essence of the community, what would it be?

What is important to you from a visual aspect?


With respect to your community, what is considered a nuisance or an eyesore?

What are the most important places or objects that need to be preserved and/or promoted in your community?

IL 2
IL 72 (BYRON) TO BELTLINE ROAD (SOUTH OF ROCKFORD)


**COMMUNITY ADVISORY GROUP
MEETING**

Wednesday, June 4, 2014




Meeting Agenda

1. Welcome (5 min)
2. Planning Process (10 min)
3. CAG Defined (20 min)
4. Study Overview (10 min)
5. Public Meeting #1 Review (10 min)
6. Breakout Session (60 min)
7. Closing Remarks / Next Steps (10 min)



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1. Welcome




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1. Welcome

Purpose of the Meeting

- Introduce Project Team
- Phase I Study Process, NEPA Process, CSS
- Define Roles of the CAG
- Present Study Background
- Facilitated Discussion
 - Brainstorm Project Branding
 - Define a Problem Statement
 - Introduce the Purpose and Need



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1. Welcome

Project Team Introductions



Matt Farmer
Project Engineer

Kevin Henson
Project Manager

Chad Spreeman
Studies & Plans Squad Engineer



Jennifer Mitchell
Project Manager

Michael Marchyshyn
Transportation Planner



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Questions?



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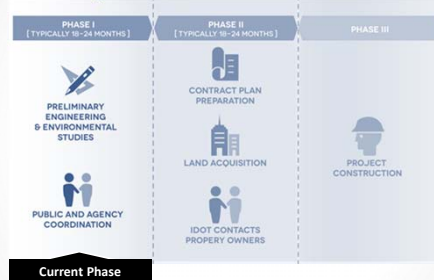
2. Planning Process



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2. Planning Process

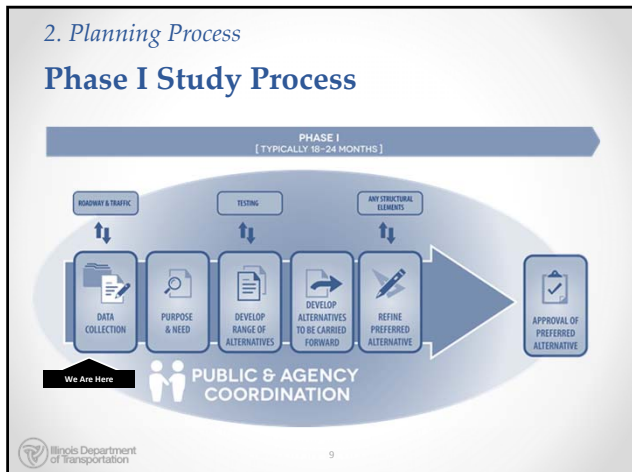
Project Implementation Process



NOTE: The Department's FY 2014-2019 Proposed Multimodal Transportation Improvement Program does not include funding for Phase II Engineering, Land Acquisition, or Construction Engineering.



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- ### 2. Planning Process
- ## NEPA Process
- ### National Environmental Policy Act (NEPA) – 1969
- Primary national charter for the protection of the environment
 - Full range of reasonable alternatives, including “no-build” alternative must be considered
 - Comprehensive environmental review (avoid, minimize, mitigate impacts)
 - Public involvement
 - Formal documentation/disclosure
- Illinois Department of Transportation 10

2. Planning Process

Context Sensitive Solutions (CSS)

CSS Defined

“...a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility.”

- Federal Highway Administration

Illinois Department of Transportation 11

- ### 2. Planning Process
- ## Context Sensitive Solutions (CSS)
- ### CSS Guiding Principles
- Involves stakeholders in the process
 - Balance many factors
 - Address all modes of transportation
 - Use multiple types of expertise
 - Use flexibility in design
 - Incorporate aesthetics
 - Achieve a **general understanding of agreement** among stakeholders
-
- Illinois Department of Transportation 12

2. Planning Process

Stakeholder Involvement Plan

A living framework for stakeholder involvement

Purpose

- Identifies stakeholders
- Identifies roles and responsibilities of project participants
- Establishes timing of stakeholder activities
- Sets ground rules for participation

2. Planning Process

Stakeholder Involvement Plan

Stakeholders

- Property Owners
- Residents
- Business Interests
- Elected Officials
- Regulatory Agencies
- Policy Advocates & Special Interest Groups
- Travelers & General Public



Questions?

3. CAG Defined

3. CAG Defined

Community Advisory Group



3. CAG Defined

Responsibilities

Membership

- Approximately 20 stakeholder representatives
- Broad range of community interests

General Responsibilities

- Attend meetings, participate in discussions, and review all materials
- Support the CSS process
- Identify issues and resources
- Serve as communication conduit
- Work toward a general understanding of project related issues

3. CAG Defined

Role of the CAG

- Identify criteria that reflect the ideas and interests of the entire community
- Develop a Problem Statement
- Provide input on Purpose and Need Statement
- Provide input on alternatives
- Comment on public involvement activities

3. CAG Defined

General Agreement

Everyone's voice is heard and considered in the process, seeking an agreement of most participants. The intent is to maximize stakeholder participation and ownership of project decisions. General agreement may or may not be achieved on every issue. *The Project Study Group may elect to move the process forward in instances where consensus cannot be achieved.*

3. CAG Defined

Ground Rules (1 of 3)

The purpose of the Stakeholder Involvement Process is to gather and consider input on the project in order to produce the best solutions to the problems identified.

- All input from all participants in the process is valued and considered.
- All participants must come to the process with an open mind and participate openly and honestly.
- All participants must treat each other with respect and dignity.



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3. CAG Defined

Ground Rules (2 of 3)

- The CAG members are subject to revision at any time.
- The project must progress at a reasonable pace, based on the project's CSS schedule.
- All CAG members should work collaboratively and cooperatively to seek a consensus solution.
- Members of the media and interested stakeholders are welcome at all CAG meetings, but must remain in the role of observers, not participants in the process.



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3. CAG Defined

Ground Rules (3 of 3)

- All participants understand that topics will not be revisited once the issues have been addressed and a general understanding is reached.
- All decisions made by the Illinois Department of Transportation (IDOT) must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and duly considered.



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3. CAG Defined

CAG Selection



Questions?

4. Study Overview

4. Study Overview

Location Map



4. Study Overview

CRASH SEVERITY (2008 – 2012)

Number of crashes per location		FATAL	TYPE A	TYPE B	TYPE C
IL 72 INTERSECTION	IL 72	—	—	2	2
	Ashford Drive	—	—	—	—
	Kennedy Hill Road	—	—	—	—
	Meridian Road	—	—	—	—
	Prairie Road	—	—	2	—
IL 236 SECTION	Beltline Road	—	—	3	1
	IL 72 to Ashford Drive	—	1	1	3
	Ashford Drive to Kennedy Hill Road	1	4	10	—
	Kennedy Hill Road to Meridian Road	2	7	7	3
	Meridian Road to Prairie Road	—	4	3	2
Prairie Road to Beltline Road	1	1	9	5	

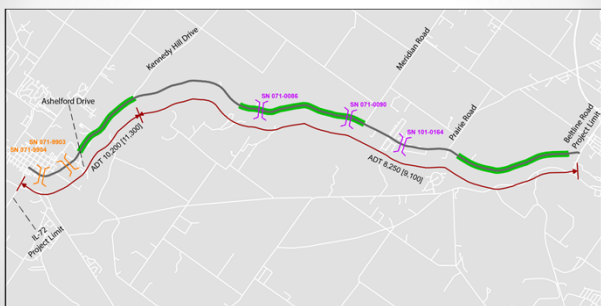
FATAL – A crash in which at least one person dies within 30 days of the crash as a result of injuries sustained during the crash.

TYPE A | Incapacitating Injury – Any injury other than fatal, that prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Inclusions: severe lacerations, broken/distorted limbs, skull injuries, chest injuries, and abdominal injuries.

TYPE B | Non-incapacitating Injury – Any injury other than a fatal or incapacitating injury that is evident to observers at the scene of the crash. Inclusions: lumps on the head, abrasions, bruises, and minor lacerations.

TYPE C | Reported, No Injury Evident – Any injury reported or claimed that is not listed above. Inclusions: momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea.

4. Study Overview



4. Study Overview

Roadway Deficiencies

- Narrow Shoulders
- Sight Distance
- Lack of Passing Opportunities
- Roadway Hazards
 - Trees
 - Guardrail
- Traffic
 - IL 72 to Kennedy Hill Rd (2015 = 10,200 / 2035 = 12,500)
 - Kennedy Hill Rd to Beltline Rd (2015 = 8,250 / 2035 = 10,050)

Questions?

5. Public Meeting #1 Review

5. Public Meeting #1 Review

Overview

- May 7, 2014, St. Mary Catholic Church
- Video presentation provided an overview of the study process
- Exhibit Display Boards
- Summary Brochure
- Comment Forms and CAG membership forms were made available
- Over 100 residents, business owners, and government officials



5. Public Meeting #1 Review

Overview

Public Concerns

- Safety
- Deteriorating Pavement
- Emergency Response
- Narrow Shoulders
- Funding
- Traffic Signal Placement
- Roadway Hazards
- Active Eagles Nests
- High Crash Rates
- Scenic Route Preservation



Questions?

6. Breakout Session

6. Breakout Session

Project Branding

What Is Branding?
identification of product. the use of advertising, distinctive design, and other means to relate a look to a specific project.



6. Breakout Session

Project Branding

1. What keywords describe the IL 2 corridor?
2. What images represent the IL 2 corridor?
3. What colors represent the IL 2 corridor?

6. Breakout Session

Community Context Audit

The context of a transportation project consists of:

- *Visible Context:* physical elements within the study area.
- *Invisible Context:* how people value and relate to the visible elements in the study area.

Community Context Audit Form:

- Used in development of Problem Statement.
- Effective tool for making good decisions.
- Leads to a quality design.



6. Breakout Session

Exercise

- Complete the Context Audit
- List issues and concerns that are important for you along the project corridor
- Keep an open mind, there are no wrong answers
- List the top three issues and concerns of each person
- Select most prominent issues from group list

6. Breakout Session

Problem Statement Development**What is a Problem Statement?**

- Summarizes the issues and concerns within the project area
- States the important aspects of the project area
- Provides focus in developing the more detailed *Purpose and Need Statement*



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6. Breakout Session

Examples of a Problem Statement

- The transportation-related issues at Barrington Road and Jane Addams Memorial Tollway (I-90), within the study area, to be solved by this project are inadequate vehicular access on and off I-90 and Barrington Road, the inability to accommodate for current/future traffic needs, and provide for bicycle/pedestrian opportunities and transit development. In addition, emergency vehicles are currently unable to travel to and from medical facilities in a timely manner.



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6. Breakout Session

Examples of a Problem Statement

- *The problems to be addressed by the Study are associated with traffic congestion, excessive travel delays and reduced mobility that occur when Central Avenue is blocked by freight trains using the Belt Railway Company (BRC) 59th Street Rail Branch.*



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6. Breakout Session

Purpose and Need Statement

The Purpose and Need Statement is intended to clarify the expected outcome of a public expenditure and to justify that expenditure – what is to be accomplished and why it is necessary.



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6. Breakout Session

Purpose and Need

Purpose

- Why is the project proposed?
 - Intended outcomes
 - Objectives to address needs
 - Achievable and specific
 - Helps to develop reasonable range of alternatives and to evaluate potential solutions

Need

- Why is the project needed?
 - Key problems to address any underlying causes
 - Factual and quantifiable
 - Supports purpose statement



6. Breakout Session

Examples of Purpose and Need

- *Provide a transportation infrastructure improvement in the Central Avenue corridor that reduces congestion, enhances safety, and improves multimodal connectivity in the greater Midway area.*



6. Breakout Session

Examples of Purpose and Need

- The purpose of the proposed action is to provide an improved transportation facility for all users along IL 53 and IL 56, and to alleviate roadway flooding. The need for the proposed action is due to the crash history within the project area, flooding history, inadequacies of the current IL 53 and IL 56 intersection capacity and roadway geometry south and east of the intersection, and lack of accommodations for pedestrians and bicyclists.



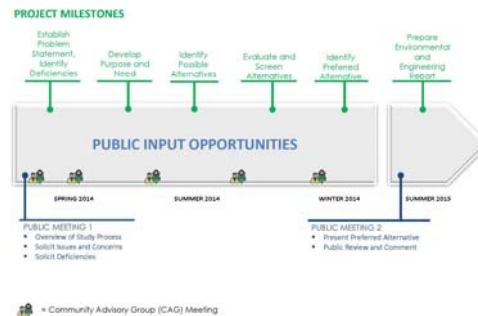
Questions?



7. Closing Remarks / Next Steps

7. Closing Remarks / Next Steps

Project Schedule



7. Closing Remarks / Next Steps

Get Involved - Keep In Touch

Contact



- Visit the project website: www.dot.il.gov/IL2IL72/index.html



- Email the team: kevin.henson@illinois.gov

- Mail written comments to:

Mr. Paul Loete, Regional Engineer
 Illinois Department of Transportation / District 2
 Attn: Masood Ahmad
 819 Depot Avenue
 Dixon, IL 610211096

7. Closing Remarks / Next Steps

Next Steps

- Meeting minutes to follow
- Upcoming CAG Meetings
 - June 26, 2014
 - Future Meetings
 - Day of the Week
 - Time of the Day



Questions?



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THANK YOU!



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