



Meeting Notes

Subject:	Meeting Minutes – Community Advisory Group (CAG) Meeting #2		
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 26, 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
- Tom Eighmy
- Tammy Eighmy
- Matt Farmer, IDOT Project Engineer
- Gerry Follmar
- Nancy Follmor
- Jill Smeja Gnesda, Nordic Investment Corp.
- Tom Hartley, Winnebago County Forest Preserve
- Jake Henry
- Kevin Henson, IDOT Project Manager
- Gerald (Jerry Jackson)
- Rod Kramer
- Mike Marchyshyn, HDR
- Jennifer Mitchell, HDR
- David A. Nelson
- Paul A. Nelson
- Jerry Paulson, Smeja Family Foundation
- Mark Schwendau, Byron Kiwanis
- Alan Smith
- Barb Smith
- Chad Spreeman, IDOT Studies & Plans Squad Engineer

Handouts:

- CAG Project Folder containing:
 - Draft Minutes from CAG Meeting #1
 - Issues and Concerns
 - Stakeholder Involvement Plan
- CAG Meeting #2 PowerPoint
- Aerial maps of the nine (9) Areas of Consideration

Topics Discussed:

1. Welcome (HDR) and ice breaker activity – what was your high school mascot? (5:30 p.m.)
2. HDR provided a summary of Community Advisory Group (CAG) Meeting #1 and presented the meeting minutes for approval. CAG requested more information be included in the minutes package and Jerry Jackson's name added to the meeting notes. It was decided to revise the CAG Meeting #1 minutes package and circulate to CAG for concurrence.
3. HDR presented sample logos (*see presentation PowerPoint*) based on CAG input.

Q: CAG – Will this logo go out to the public?

A: HDR – Yes. This logo will appear on all project documents, communications, and publications.

Q: CAG – Is there additional expense for printing partial or full colored logos versus black & white logos?

A: HDR – No. Printing costs for each logo are equitable.

Q: CAG – Can the river be shown bigger than the road?

A: HDR – The river is an important feature however, the logo should reflect that this is a roadway project.

Discussion of the logos and colors followed and the CAG reached consensus on the partial-colored version of the stamp logo. CAG provided revision comments on the selected logo. Make the canoe more distinct and place half in the water and half on the shore. Make the tree and bush leaves more vibrant and distinct from background. Use more realistic eagle colors i.e. white head, yellow beak, brown body.

4. HDR reviewed the corridor issues and concerns brainstormed by the CAG during CAG Meeting #1 and presented the draft Problem Statement IDOT developed from them. Discussion of the problems and concerns with the road as it is today followed as the CAG engaged in a live edit session refining and reshaping the draft Problem Statement.

Draft Problem Statement:

The Problems with the Illinois Route 2 (Byron to Rockford) corridor included safety concerns, environmental considerations, maintenance issues, lack of recreation accommodations, and capacity.

Proposed Problem Statement:

IL 2 is a valued environmental corridor with an inadequate roadway and insufficient right of way maintenance which results in crashes and does not allow for the development of recreational facilities or provide access to the scenic features of the corridor.

The Problem Statement will be presented to the PSG for approval.

5. HDR presented the draft Purpose and Need developed by IDOT based on CAG input. Discussion of the order/priority of issues and concerns as well as the wording/terminology used followed as the CAG engaged in a live edit session refining and reshaping the draft Purpose and Need.

Draft Purpose and Need:

Growing population over the last several decades within the region has resulted in delays, inconsistent travel times and an increased incidence of crashes. The purpose of the Illinois Route 2 (Byron to Rockford) design study is to provide an improved transportation facility for all users along IL 2. These alternatives should recognize and correct the existing geometric deficiencies and address the lack of shoulders and roadway hazards.

Proposed Purpose and Need:

Growing population and increased travel demand over the last several decades within the region has resulted in increased incidence of crashes and inconsistent travel times. The purpose of the IL 2 (Byron to Rockford) improvement is to provide a safer transportation corridor for all users along IL 2. The improvement will address the existing geometric deficiencies and roadside hazards and enhance recreational facilities while protecting the environment and scenic values.

The Purpose and Need will be presented to the PSG for approval.

6. HDR presented Engineering/Environmental 101 (*see presentation PowerPoint*) – included overview and explanation of engineering and environmental, standards, guidelines and regulations to bear in mind when developing and considering roadway alternatives.

The presentation was an overview of some of the topics considered in engineering and the environment. Engineering terms defined include typical section, roadway width, travel width, shoulders, construction limits, and right of way. The different types of bike facilities were defined. The CAG was further informed that based upon the type of roadway IL 2 is and the volume of traffic that the two types of bike facilities to be considered are bike path or shoulder. The functional classification of IL 2 is other principal arterial. The intended use of the roadway is to carry large volumes at higher speeds longer distances. Therefore the posted speed limit is 55 mph. The Design Speed is typically 60 mph but can be 70 mph. Four types of sight distance were discussed: decision sight distance, stopping sight distance, intersection sight distance, and passing sight distance. Which of the sight distance criteria are utilized when evaluating vertical and horizontal curves. Sight

distance is a value relative to the design speed. Intersections were discussed in the context of traffic controls and pavement striping. The intent of the intersection is to facilitate the movement of all users in a safe and efficient manner. Traffic signs and signals aid in the assignment of right of way and progression through an intersection. Pavement markings are for safety. They tell the cars where to stop for the pedestrians in a cross walk, they delineate where a car should or should not drive. All the topics discussed are based on many different policies and procedures with years of study.

Environmental 101 discussed policies that govern the evaluation of transportation facilities upon the environment. In all instances the first action is to avoid. If one cannot avoid the environmental resource, then the action is to minimize and mitigate. Mitigate means to restore or enhance the resource adjacent to or in another location. The policy followed is the National Environmental Policy Act (NEPA) of 1969.

There are a number of resources that need to be evaluated. They include but are not limited to water resources, wetlands, floodplains, threatened and endangered species (federal and state), agricultural land, Section 4(f) (parks and historical sites), Section 106 (historic), and many others.

7. HDR, IDOT and CAG discussed the development of alternatives – included recap of the study process and information collection activities, resources present in the corridor (known and potential) and design criteria (absolutes and variables). Further discussion on how to conceptualize and the context in which to consider alternatives followed.
8. IDOT will perform environmental surveys to determine the presence and boundaries of each of the resources that may be present in the corridor. The resultant survey data will be applied to the project plan to determine if any resources are impacted. The CAG will then go through the process of avoid, minimize and mitigate.

Design criteria that will not change include the functional classification, design speed, lane widths, turn lane length, minimum curvature, and sight distance requirements. Deviation from these could occur when and only when significant impacts occur to the environmental resources. IDOT needs CAG input on the logical termini and facility type for bicyclists, locations of passing lanes, locations of turning lanes, alignment adjustments.

Q: CAG – Can the design speed be changed?

A: IDOT – Highly unlikely in this case.

9. HDR presented an overview of nine (9) locations with known deficiencies and alignment concerns and distributed aerial maps to attending CAG members. *See attached handout.* CAG members were instructed to travel the corridor to contemplate roadway deficiencies that were learned tonight and conceptualize possible alternatives. Improvements are not limited to these nine locations. If there are areas of concern by the CAG, the locations should be brought up and discussed. It was explained that the alternatives they identify would be cooperatively shared at CAG Meeting #3. After CAG Meeting #3 IDOT would then develop preliminary designs of the alternatives to present to the CAG for concurrence before starting environmental reviews.

The nine locations are:

IL 72 to RR Bridge	Kennedy Hill Rd to Meridian Rd	Silver Creek Rd
Curve at Old State Rd	Curve south of Meridian Rd	Prairie Rd intersection
Lake Louise to Kennedy Hill Rd	Meridian Rd intersection	Beltline Rd intersection

10. CAG Meeting #3 date tentative for September 2014

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

Action Items:

1. HDR to revise CAG #1 meeting minutes and add additional information to minutes package according to CAG comment. Will circulate to CAG for concurrence.
2. HDR to revise project logo according to CAG comment. Will circulate to CAG for concurrence.
3. IDOT to adjust the draft Problem Statement according to CAG revisions. Will circulate to CAG for concurrence.
4. IDOT to adjust the draft Purpose and Need according to CAG revisions. Will circulate to CAG for concurrence.
5. CAG to travel corridor, contemplate roadway deficiencies and conceptualize possible alternatives for consideration and discussion at next CAG meeting.

Community Advisory Group Members

REPRESENTATION	CONTACT PERSON	INITIAL IF PRESENT
Resident	David Almy	DA
Oregon Park District	John Barnhart	
Resident - Former Ogle County Sheriff	Gregory A. Beitel	
Resident	Bill Born	
Resident	John Bukoski	
Autoland Outlets	Dave Christian	
Resident	Elizabeth Chelinsky	
Ogle County Highway Department	Curtis D. Cook	
Blackhawk Trail Lodge	Don & Becky Dietrich	
Resident	Gerald & Nancy Follmar	NAF
Byron Township Road District	Ron Gibson	
Nordic Investment Corp	Jill Smeja Gnesda	JG
Winnebago County Forest Preserve	Tom Hartley	TH
Resident	Jake Henry	JH
Farmer - Resident	Gerald (Jerry) Jackson	JK
Resident	Rod Kramer	RK
Byron Public Works	Jeff Ludwig	
Byron Chamber of Commerce	Deanna Mershon	
Moreland Aviation	Robert & Carolyn Moreland	
Resident	David A. Nelson	DA Nelson 5TH & 4th Main - Com
Resident	Paul A. Nelson	PA Nelson @ Yahoo.com 815-222-8275
Smeja Family Foundation	Jerry Paulson	JP
Rock River Trail/Rock River Times	Frank Schier	
Resident - BYRON KIWANIS	Mark Schwendau	MS
Resident	Alan R. Smith	AS
Resident	Barb Smith	BS

Community Advisory Group Member Alternates

REPRESENTATION	CONTACT PERSON	INITIAL IF PRESENT
Smeja Family Foundation	Kim Smeja	


RESIDENT
Resident

Tom EIGHMY
Tammy EIGHMY

Tom
JE


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

COMMUNITY ADVISORY GROUP
MEETING 2
Thursday, June 26, 2014



Meeting Agenda

1. Welcome (5 min)
2. Meeting #1 Minutes(5 min)
3. Branding (10 min)
4. Draft Problem Statement (10 min)
5. Draft Purpose & Need (10 min)
6. Engineering / Environment 101 (40 min)
7. Alternatives (30 min)
8. Closing Comments / Next Steps (5 min)



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1. Welcome




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1. Welcome

Ice Breaker

What was your high school mascot?



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2. Meeting Minutes

3. Branding



4. Problem Statement

4. *Problem Statement*

Draft Problem Statement

The problems with the Illinois Route 2 (Byron to Rockford) corridor include safety concerns, environmental considerations, maintenance issues, lack of recreation accommodations, and capacity.

5. Purpose and Need

5. *Purpose and Need*

Draft Problem Statement

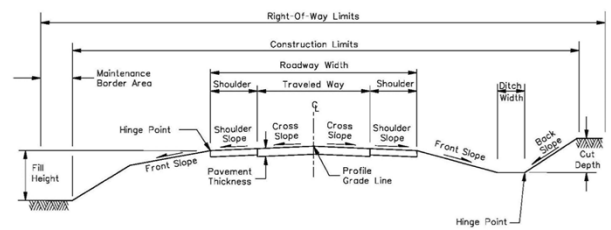
Growing population over the last several decades within the region has resulted in delays, inconsistent travel times and an increased incidence of crashes. The purpose of the IL Route 2 (Byron to Rockford) design study is to provide an improved transportation facility for all users along IL 2. These alternatives should recognize and correct the existing geometric deficiencies and address the lack of shoulders and roadway hazards.

Questions?

6. Engineering and Environment 101

Engineering 101: Terminology and Concepts

General Typical Section



Bike Facilities

- Shared Roadway.**
 Any roadway upon which a separate bicycle lane is not designated and which may be legally used by bicyclists.



Bike Facilities

- Bike Lane.**
 The portion of a roadway surface that is designated by pavement markings and signing for the exclusive use of bicyclists.



Bike Facilities

- Shared-Use Path.**
 A facility physically separated from the roadway and intended for bicycle or other non-motorized transportation.

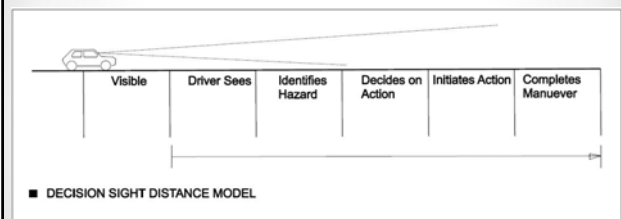


Design Speed

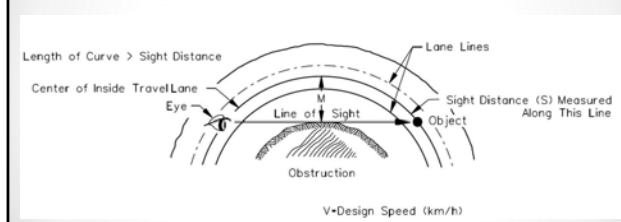
- Design Speed 60 MPH
- Posted Speed 55 MPH



Sight Distance



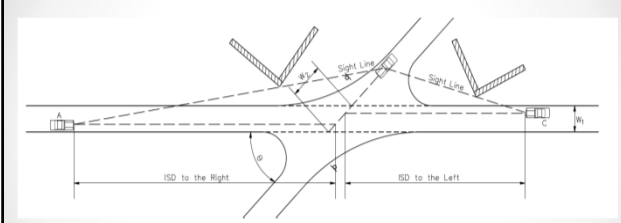
Sight Distance



STOPPING SIGHT DISTANCE (SSD)



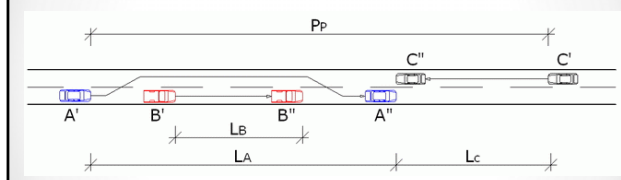
Sight Distance



INTERSECTION SIGHT DISTANCE (ISD)



Sight Distance



PASSING SIGHT DISTANCE (PSD)



Vertical Alignment

Less Desirable Design

Desirable Design

Horizontal Alignment

Less Desirable Design

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Horizontal Alignment

Less Desirable Design

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Horizontal Alignment

Desirable Design

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Capacity



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Capacity



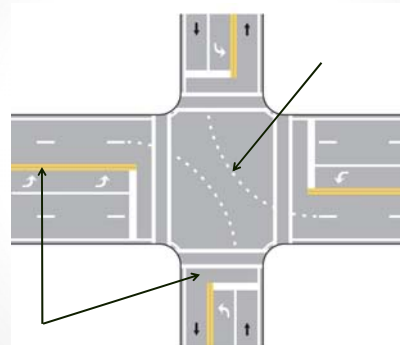
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Intersection

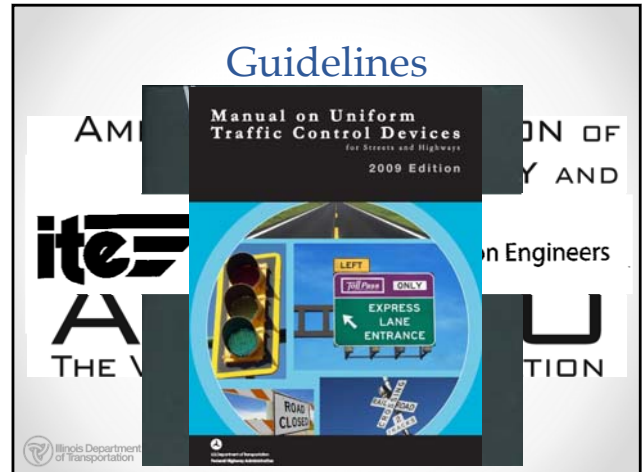
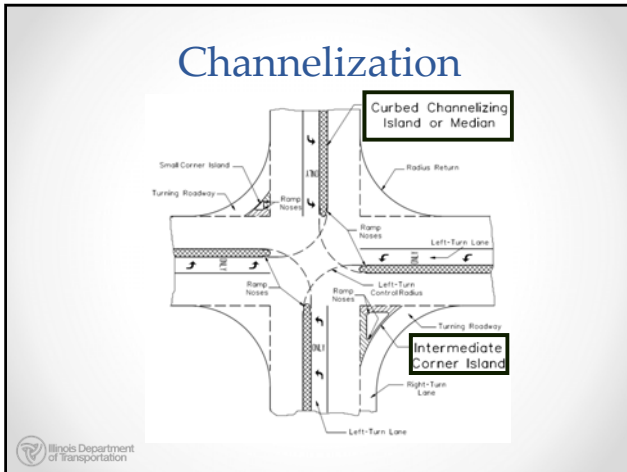


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Channelization



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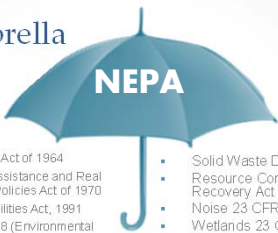


Environment 101: Issues and Regulations

The Illinois Department of Transportation logo is in the bottom-left corner.

- ## Transportation & Environment
- All Federally-funded projects must follow the National Environmental Policy Act (NEPA) of 1969.
 - NEPA requires the Federal Highway Administration (FHWA) to examine and avoid/minimize potential impacts to the social and natural environment when considering approval of proposed transportation projects.
- The Illinois Department of Transportation logo is in the bottom-left corner. The number 36 is in the bottom-right corner.


NEPA Umbrella



- Title VI of Civil Rights Act of 1964
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Americans with Disabilities Act, 1991
- Executive Order 12888 (Environmental Justice)
- Section 4(f) of USDOT Act (49 USC 303)
- Clean Air Act
- Clean Water Act 404
- Executive Order 11990 (Protection of Wetlands)
- Endangered Species Act
- Farmland Protection Policy Act
- Solid Waste Disposal Act
- Resource Conservation and Recovery Act of 1976
- Noise 23 CFR 772
- Wetlands 23 CFR 777
- National Historic Preservation Act
- Economic, Social and Environmental Effects
- Highway Noise Standards
- Public Hearing Requirements 23 USC 128
- Archaeological and Historic Preservation Act
- Archaeological Resources Protection Act

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Balance Impact by Alternatives



ALTERNATIVE 1
IMPACTS TO
RESOURCES

ALTERNATIVE 2
IMPACTS TO
RESOURCES

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Social & Natural Resources Evaluation

- Water Resources
- Wetlands
- Floodplains
- Threatened and Endangered (T&E) Species
- Agricultural Lands
- Parks/Rec Areas – Section 4(f)
- Historic Sites – Section 106
- Public Facilities
- Residences
- Businesses


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Water Resources

- Rock River
- Lake Louise
- Wetlands

Water Resource Regulations

- Clean Water Act (CWA) 33 U.S.C. §1251 et seq. (1972)
- Illinois General Use Water Quality Regulations



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What is a Wetland?

- Areas covered by water or have waterlogged soils for long periods during the growing season
- Swamps and marshes are often obvious
- Some wetlands are not easily recognized (they are dry during part of the year or "they just don't look very wet" from the roadside)



Wetlands Are Important

- Provide Flood Control
- Act as Filter for Nutrients
- Improve Water Quality
- Provide Wildlife Habitat
 - 40% of Threatened and Endangered Species are found in wetlands
- Recharge and Discharge Groundwater Supplies



Wetland Regulations

Clean Water Act of 1972 (Section 404)

Interagency Wetland Policy Act of 1989

Final Rule – CFR Part 777 Mitigation of Impacts to Wetlands and Natural Habitat

Executive Order 11990: Protection of Wetlands

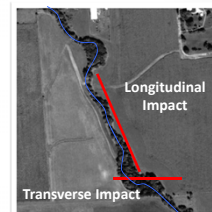
- Avoid
- Minimize
- Mitigate Means Replace Destroyed Wetlands at Greater than 1:1 Ratio



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Floodplains

- Areas adjacent to a body of water that store floodwater during flood events
- Longitudinal Impact: Parallel to water body
- Transverse Impact: Crosses water body -A transverse impact crosses the floodplain once and typically is a lesser impact than a longitudinal impact.



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Floodplain Regulations

23 CFR 650A - Location and Hydraulic Design of Encroachments on Floodplains

Executive Order 11988: Balance between protecting lives and property with need to restore and preserve natural floodplains

DOT 5650.2: Floodplain Management and Protection Order (Local Laws)

- A project may not increase the base flood elevation (BFE) by more than 1 foot, per FEMA. If damageable properties are present zero rise.
- Cannot increase velocity by more than 10% and cannot reduce flood storage by more than 10%
- Avoid
- Minimize
- Mitigate by replacing storage capacity taken



Study Area T&E Species & Critical Habitat

- **Threatened (T) species:** a plant or animal likely to become endangered in the foreseeable future
- **Endangered (E) species:** a plant or animal at risk of becoming extinct throughout all or a significant portion of its range
- **Critical Habitat:** an area of habitat believed to be essential to the T/E species' conservation



T & E Regulations

Federal Endangered Species Act of 1973



Illinois Endangered Species Protection Act of 1972

Must take all feasible actions to avoid impacts to a T&E species and their habitat.

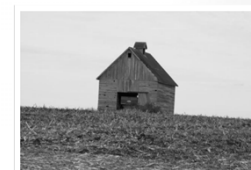
If impacts are unavoidable must minimize impacts, and may be required to mitigate for the loss of habitat



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Agricultural Lands

- Land used for the production of crops or raising livestock
 - Centennial Farm – Agricultural property owned by same family for 100 or more years
 - Sesquicentennial Farm - Agricultural property owned by same family for 150 or more years



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Agriculture Lands – Other Issues



- Drainage systems
 - Existing subsurface drainage will be determined during final design
 - Existing surface and subsurface drainage systems maintained to the greatest extent possible
- Borrow Pits
 - Minimize prime farmland used for borrow pits

Agriculture Regulations

- Minimize the unnecessary and irreversible conversion of prime and important farmland to nonagricultural uses.
- USDA/NRCS: Farmland Protection Policy Act
- Illinois Agricultural Areas Conservation and Protection Act of 1979

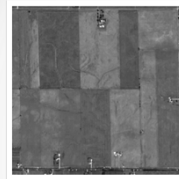


Impacts Assessed

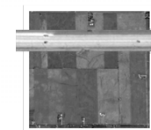
- Loss of Farmstead Buildings
- Farmland acres taken
- Access issues
- Farm severances
- Adverse travel
- Uneconomic parcels
- Centennial farms



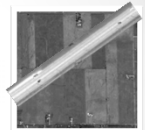
Typical Agriculture Impacts



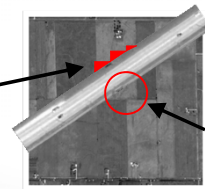
Pre-construction



Lateral Severance



Diagonal Severance



Severance Management Zone

Uneconomic parcel

Section 4(f)

- Publicly-owned parks
- Publicly-owned recreation areas
- Nature preserves
- Land and Water Reserves
- Wildlife and waterfowl refuges
- Public or privately-owned historic sites (prehistoric and historic districts, sites, buildings, structures or objects listed in, or eligible for, the National Register of Historic Places)
- Places of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the National Register criteria



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Section 4(f) Regulations

- Take all feasible and prudent actions to avoid impacting Section 4(f) properties
- Section 4(f) impacts can be minimized or mitigated
- If no feasible or prudent alternative to using a Section 4(f) property exists, FHWA may only approve the alternative that causes the least overall harm.



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Section 106 (Historic)

- Generally, a site at least 50 years old which possesses historical, architectural, pre-historic, or archaeological significance
- May include buildings, bridges, landmarks, historic districts, archaeological sites



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Section 106 (Historic) Regulations

Section 106 of the National Historic Preservation Act of 1966



Section 4(f) of the DOT Act, 1966, as revised

Must take all feasible actions to avoid.

If avoidance is not possible, the proposed act must be deemed a public necessity and be approved by federal and state agencies



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Public Facilities

- No federal or state regulations protecting non-Section 4(f) public facilities, schools, or places of worship
- Should avoid impacting these resources, if possible



Other Resources



Questions?

7. Alternatives for Consideration

7. Alternatives for Consideration

Environmental

Known Resources:

- Rock River
- Lake Louise
- Effigy Mounds

Potential Resources

- Wetlands
- Historic Structures
- T&E Species
- Habitats



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7. Alternatives for Consideration

Geometric

Set Design Criteria

- Functional Classification
- Design Speed
- Lane Widths
- Turn Lane Length
- Curvature
- Sight Distance



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7. Alternatives for Consideration

Geometric

Need Input on:

1. Bicycle Facilities
 - Logical Termini
 - Type
2. Passing Lanes
3. Turning Lanes
4. Alignment Adjustments



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7. Alternatives for Consideration

Areas of Consideration

1. IL 72 to RR Bridge
2. Curve at Old State Road
3. Lake Louise to Kennedy Hill Road
4. Kennedy Hill Road to Meridian Road
5. Curve south of Meridian Road
6. Meridian Road Intersection
7. Silver Creek Road
8. Prairie Road Intersection
9. Beltline Intersection



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7. Alternatives for Consideration

IL 72 to RR Bridge



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7. Alternatives for Consideration

Curve at Old State Road



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7. Alternatives for Consideration

Lake Louise to Kennedy Hill Road



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7. Alternatives for Consideration

Kennedy Hill Road to Meridian Road



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7. Alternatives for Consideration

Curve South of Meridian Road



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7. Alternatives for Consideration

Meridian Road Intersection

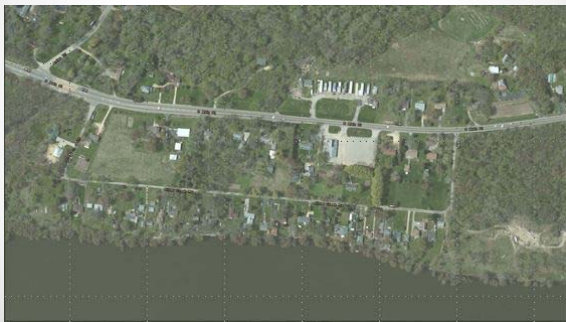


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7. Alternatives for Consideration

Silver Creek Road



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7. Alternatives for Consideration

Prairie Road Intersection



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7. Alternatives for Consideration

Beltline Road Intersection



7. Alternatives for Consideration

Process

- Drive the Corridor
- Share Ideas – Create Alternatives
- IDOT designs
- Environmental Surveys Returned
- Identify Conflicts
- Modify Alternatives

Questions?

8. Closing Remarks / Next Steps

8. *Closing Remarks / Next Steps*

Next Steps

- Meeting minutes to follow
- Do Field Visits - Brainstorm
- Upcoming CAG Meetings
 - September, 2014



Questions?

THANK YOU!

Corridor Issues & Concerns

Safety	Recreation	Environmental	Maintenance/Design
Inadequate shoulders	Camping	Effigy mounds	Removal of 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			

Draft Project Problem Statement

The problems with the Illinois Route 2 (Byron to Rockford) corridor include safety concerns, environmental considerations, maintenance issues, lack of recreation accommodations, and capacity.

Draft Project Purpose & Need

Growing population over the last several decades within the region has resulted in delays, inconsistent travel times and an increased incidence of crashes. The purpose of the IL Route 2 (Byron to Rockford) design study is to provide an improved transportation facility for all users along IL 2. These alternatives should recognize and correct the existing geometric deficiencies and address the lack of shoulders and roadway hazards.

Draft Project Problem Statement

is a valued environmental
corridor.

~~The problems with the Illinois Route 2 (Byron to~~
~~Rockford) corridor include safety concerns,~~
~~environmental considerations, maintenance, issues,~~
~~lack of recreation accommodations, and capacity.~~
LA has ^{an} inadequate ^{roadway} shoulders and passing opp..
which ~~are~~ results in crashes, right of way
which does not allow sufficient recreational
facilities or access.

Draft Project Purpose & Need

~~‡~~ Increased travel demand

Growing population[^] over the last several decades within the region has resulted in ~~delays~~[‡], inconsistent travel times, ~~and an~~

[↑] (increased incidence of crashes.) The purpose of the IL Route 2

(Byron to Rockford) ~~design study~~^{improvement} is to provide an ~~improved~~^{safer}

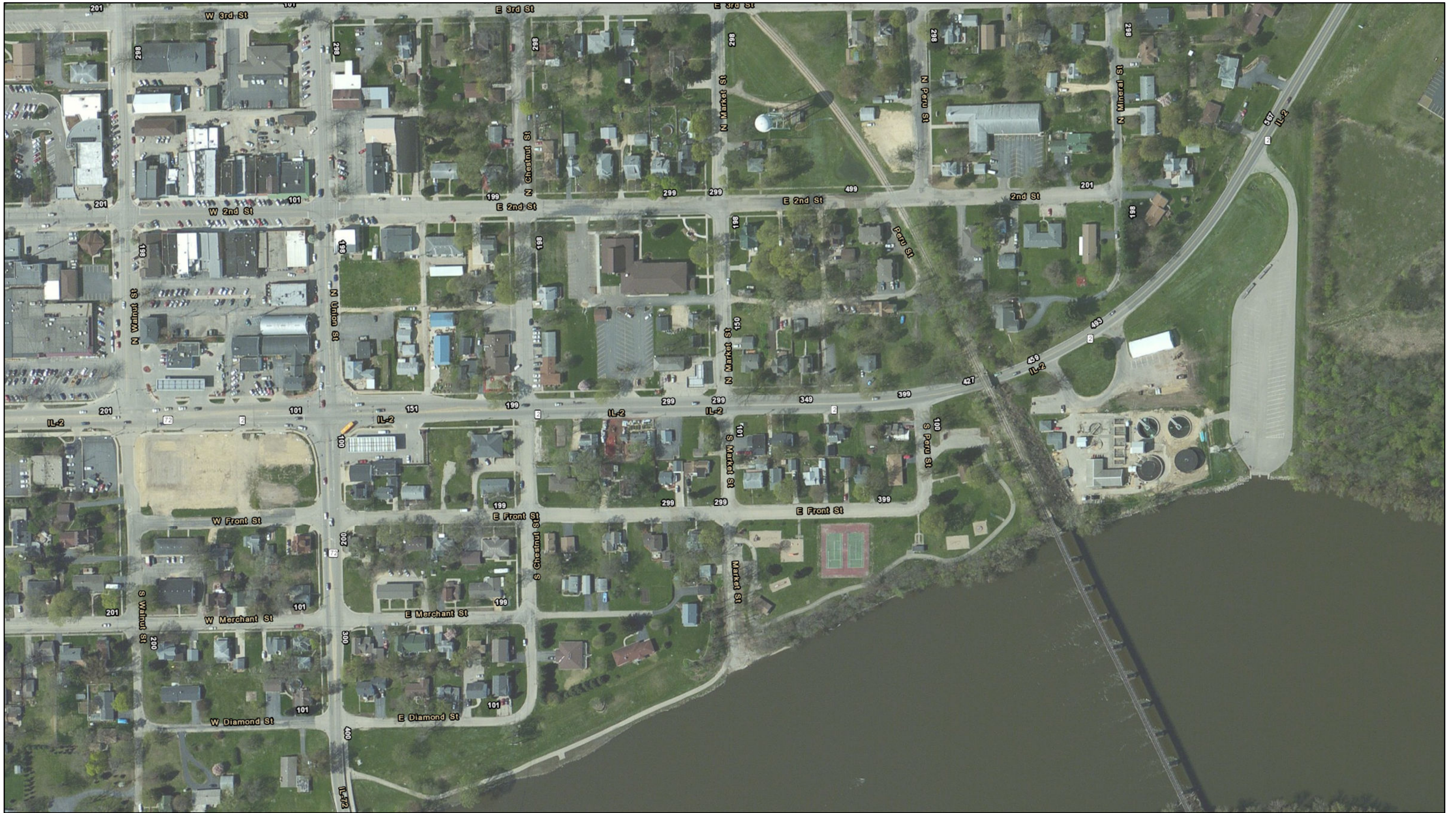
transportation ~~facility~~^{corridor} for all users along IL 2. These ~~alternatives~~^{improvement}

~~should recognize and correct~~^{will address} the existing geometric

deficiencies and address ~~the lack of shoulders and roadway~~^{roadside}

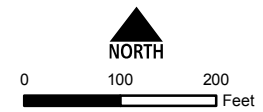
hazards.

while protecting the environment
and scenic values and enhancing
recreational opportunities



IL 2
Byron to Rockford

Background Copyright © 2013 Esri, DeLorme, NAVTEQ, TomTom
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



**Byron - between IL 72
and Railroad**

June 2014

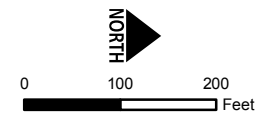
Sheet 1 of 9



June 2014

IL 2
Byron to Rockford

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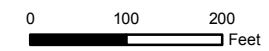


Curve at Old State Road



IL 2
Byron to Rockford

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Lake Louise to Kennedy Hill Road

June 2014

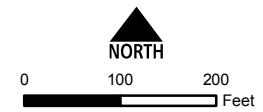
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June 2014

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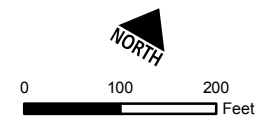
Diveway Cluster -
between Kennedy Hill
Road and Meridian Hill
Sheet 4 of 9



June 2014

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**Curve located 1 mile
south of Meridian Road**

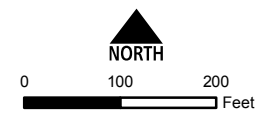
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Meridian Road
Intersection

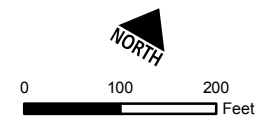
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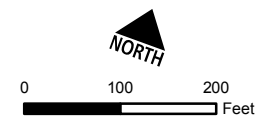
Silver Creek Road



June 2014

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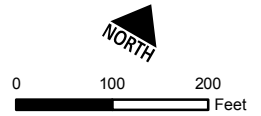
Prairie Road Intersection



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Beltline Road Intersection