



Meeting Notes

Subject:	Meeting Minutes – Community Advisory Group (CAG) Meeting #5		
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:	January 29, 2015 / 5:30 p.m. – 7:30 p.m.	Meeting Location:	Byron Public Library, Byron, IL
Notes by:	HDR		

Attendees: Sign-in sheets (1) attached.

- David Almy
- Dave Christian, Autoland Outlets
- Curtis D. Cook, Ogle County Highway Department
- Tom Eighmy
- Tammy Eighmy
- Matt Farmer, IDOT Project Engineer
- Gerry Follmar
- Nancy Follmar
- Kevin Henson, IDOT Project Manager
- Rod Kramer
- Jeff Ludwig, Byron Public Works
- Juanita MacVenn, Observer
- Sherman (“Mac Spotted Horse”) MacVenn, Observer
- Jon McCormick, IDOT Geometrics Engineer
- Mike Marchyshyn, HDR
- Jennifer Mitchell, HDR
- Jerry Paulson, Smeja Family Foundation
- Frank Schier, Rock River Trail/Rock River Times
- Alan Smith
- Barb Smith
- Chad Spreeman, IDOT Studies & Plans Squad Engineer

Displays:

CAG Alternatives Summarized by Section

- IL 72 to Lake Louise
- Lake Louise to Meridian
- Meridian to Beltline

Handouts

- Guide to CAG 5 and 6 Map – defines line colors on aerial map

Topics Discussed:

1. Welcome and recap of Community Advisory Group (CAG) Meeting #4 (HDR).
 - ❖ Attending CAG members and IDOT staff were re-divided randomly into four (4) groups. Each group reviewed known environmental and roadway conditions, discussed issues and developed alternatives in central and north sections.
 - ❖ The developed alternatives for the south sections were summarized by HDR.

- ❖ Each group shared their alternatives and ideas in the central and north sections with the CAG.
 - ❖ IDOT reviewed and created alignments based on the CAG alternatives, as listed on the display boards in the room. The alternatives will be reviewed today.
2. The Meeting Minutes from meetings #3 and #4 were circulated to the CAG via email prior to today's meeting.
- ❖ CAG member David Almy motioned to approve the CAG #3 and CAG #4 meeting minutes.
 - ❖ CAG member Jeff Ludwig seconded the motion to approve.
3. IDOT reviewed the IL 2: Oregon to Byron improvement.
- ❖ Mr. McCormick presented an Aerial Overview of IL 2: Oregon to Byron. The aerial identified the radii and length of horizontal curves and the location and length of passing lanes.
 - ❖ Mr. McCormick presented when and how passing lanes and Two-Way-Left-Turn Lanes (TWLTL) are applied. Passing lanes would be considered "out of town" and the TWLTL would be applied where speed limit is 45 mph or less, south of Lake Louise. TWLTL can also be striped as a turn bay.

CAG Comment: At the passing lanes, why aren't there signs for slower traffic to move right?

Response: The DOT will check to see if they can be installed.

- ❖ Mr. McCormick discussed the requirement to consider bicycle accommodations and determination of need.
 - ◆ Based upon volumes and if primary access to destinations or if physical barriers exist
 - ◆ Accommodations can be on roadway or separate path
 - ◆ If accommodations are too costly, have excessive impacts or no local participation: accommodation can be omitted.

CAG Comment: Rock River Trail Initiative has finished Queue Sheets for a bike route. Frank Shier will share the information with IDOT.

- ❖ Mr. Henson discussed crash data before and after the reconstruction of IL 2: Oregon to Byron.
 - ◆ A detour occurred during construction from April 2011 to November 2011. Since partial data was obtained during that year, the data was omitted.
 - ◆ After the improvement, there was a significant reduction in the fixed object, other object, and rear-end crashes. There was also a significant reduction in wet-weather crashes and the severity of the crashes.

CAG Comment: The animal crashes did not significantly decrease. Why not and are there things that IDOT can design to reduce those types of crashes?

Response: The roadways improvement cannot prohibit the natural movement of animals. If the animal was of a type where it would be attracted to specific habitats, then yes, habitats could be built to guide the animal to cross the road at a safe location. However, the animal type of crash occurring here are deer. Deer cannot be directed or contained.

CAG Comment: Why didn't the night time crashes reduce?

Response: The nighttime crashes are likely associated with the animal crashes.

CAG Comment: Did traffic number go up on IL 2 after reconstruction?

Response: We don't have that data tonight, but we would not be surprised if it did a little. However, traffic growth has been pretty flat as a general rule.

CAG Comment: Isn't there a requirement that mailboxes be mounted in concrete in buckets on the highway?

Response: No, the mailboxes should be on a 4x4 wooden post or a breakaway metal post.

4. Ms. Mitchell discussed how the alternatives that will be presented need to be screened against the purpose and need criteria. The detailed purpose and need was shown. Ms. Mitchell summarized the purpose and need into the key points:

Do the alternatives address or improve:

- ❖ Safety (sight lines, run off the road, tight curves)

- ◆ Improve horizontal curves
- ◆ Improve shoulders
- ◆ Improve sight distance
- ◆ Provide passing opportunities: passing lane or turn lane
- ❖ All uses
 - ◆ Vehicle / Pedestrian / Bicyclist
- ❖ Provide opportunity for recreational enhancements
- ❖ Consider the Environment?

It was noted that “consider the environment” is taken in context of what is known today about environmental resources. As data becomes available, the alternatives will be further screened against the purpose and need criteria, specifically the environment. IDOT stated that the environmental surveys will occur this year. Reports should be available late summer or fall of 2015.

After review of the geometry, the alternatives will be reviewed with each of the purpose and need criteria in mind.

5. Mr. McCormick presented the geometric alternative for the IL 72 to Lake Louise section. An online ARCGIS program was used reflecting the aerial with proposed geometry. (For reference, a .pdf of the two alternatives is included with the final meeting minutes – caution large files). The proposed geometry was depicted by a standardized right of way (red), a centerline of the road (yellow), back of curb in curb sections (orange), back of shoulder in shoulder sections (blue), a Bikepath (purple), and sidewalk (pink).

❖ Alternate 1

- ◆ IL 72/IL 2 intersection – Consideration was given to extending the multi-use path south of Union Street (this wasn't depicted on the online GIS program shown at the meeting)
- ◆ Overall, curb and gutter is proposed from IL 72 to Lake Louise
- ◆ A separate bike path would be provided on the north/west side of IL 2 for this whole section
- ◆ A sidewalk would be provided on the south/east side of IL 2 from IL 72 to Peru Street
- ◆ From IL 72 to Peru Street (west of RR overpass) a TWLTL is proposed.
- ◆ Just east of the RR overpass at the boat launch site, a right turn lane is not warranted based on volumes

CAG Question: Can the driveway width of the boat launch be widened to accommodate entering and exiting vehicles at the same time?

Response: This will need to be coordinated with the City of Byron. Any work beyond the right of way would be at others expense.

- ◆ At Kysor Drive right and left turn lanes were provided as depicted on the aerial
- ◆ A left turn lane is shown at Luther Drive
- ◆ At each of the RR overpasses the roadway is not proposed to be widened. The bike path would need to cross under the RR via a new tunnel.

CAG Comment: The Exelon RR overpass is in poor condition. Pieces of concrete are falling into the road.

Response: Exelon is responsible for their structure inspections. The structure can be safe even if façade if coming off.

- ◆ Old State Road would be opened up and the profile lowered. With the current horizontal curve (held constant due to the location of the RR overpass) there is some concern about intersection sight distance to the north/east
- ◆ A right turn lane and left turn lane are shown at Ashelford Drive.
- ◆ It was noted that the CAG has an alternative aligning Lawnside Drive across from Old State Road. While it has not been shown, the potential is still possible. Coordination will occur with the city of Byron.
- ◆ Between Ashelford Drive and Lake Louise / River Drive, the road is widened to provide left turn lanes. The proximity of the lake and the commercial and residential homes to the existing right of way makes the proposed

roadway section difficult to accommodate. As shown, the proposed right of way would overlap the lake and the parking lots of the adjacent properties. While a solution was not specifically discussed, the CAG did mention they want to minimize impacts to private property. IDOT will need to coordinate with the business owners.

- ◆ The intersection of River Drive was re-aligned opposite the entrance to Lake Louise. The CAG questioned the need for the entrance at all. IDOT will coordinate with the governing body of River Drive to determine the possibility.
- ❖ Alternate 2
 - ◆ This alternate remained the same as Alternate 1, except that the horizontal alignment was altered from Luther Drive to Lake Louise. The curve would be flattened moving the roadway south/east toward the river. The roadway alignment would require a new roadway tunnel to be constructed under the RR overpass. The bike path would follow the alignment of the existing roadway utilizing the existing RR overpass. The horizontal curve flattens and improves the intersection sight distance of Old State Road.
 - ◆ This alternative shifts the roadway south/east resulting in greater impacts to the homes and commercial properties around River Drive. The CAG again stated their concerns with impacts to personal property. A CAG member asked which roadway section had the least impact. IT was stated that the total width of a curb and gutter section with path would be narrower than a shoulder section without path due to the drainage system needs. IDOT indicated that there are options and evaluations would continue.
- ❖ IDOT had conversation with the city of Byron regarding maintenance responsibilities of the bike path. The city is interested in maintaining the section within their jurisdiction. The city limit is Luther Drive. Another public agency would need to accept maintenance of the bike path from Luther Drive to Lake Louise. The CAG noted the desire to have a separate path and suggested IDOT approach the Byron Forest Preserve or the Byron Park District. After Lake Louise the curb and gutter transitions to a shoulder section. The bike path would transition to the shoulder.
- ❖ The CAG members reiterated concerns of property impacts in the River Road area and commented that Alternate 2 impacts the boat launch located at Ashelford Drive. The boat launch would either have to be removed or realigned. A CAG member indicated that it was desired to expand on the use of that boat launch. Another CAG member indicated that the boat launch is private and not likely to be expanded for public use.
- ❖ Mr. McCormick reviewed the list of alternatives as created by the CAG. In general, IDOT evaluated and presented the alternatives except for:
 - ◆ Add TWLTL between Kysor Drive and River Drive. While a TWLTL was not provided, left and right turn lanes were added where possible.
 - ◆ Remove CP RR overpass and make a bike trail. Even though low train volumes, removal of the overpass would result in safety issues. Making a trail along the rail is out of the scope of the IL 2: IL 72 to Beltline Road project.
- 6. Ms. Mitchell asked the CAG if IDOT had addressed and considered all their alternatives for the IL 72 to Lake Louise section. No objections were stated by the CAG.
- 7. Ms. Mitchell led the CAG in the screening of the alternatives against the purpose and need. Ms. Mitchell reviewed the alternatives and asked:

Do the alternatives address or improve:

- ❖ Safety (sight lines, run off the road, tight curves)
 - ◆ Improve horizontal curves
 - ◆ Improve shoulders
 - ◆ Improve sight distance
 - ◆ Provide passing opportunities: passing lane or turn lane
- ❖ All uses
 - ◆ Vehicle / Pedestrian / Bicyclist
- ❖ Provide opportunity for recreational enhancements
- ❖ Consider the Environment?

The No Build alternative was screened first. The CAG concurred and had consensus that the No Build did not address the purpose and need and therefore improvements were warranted.

The Build alternative from IL 72 to Kysor Drive was screened against the purpose and need. The CAG concurred and had consensus that the alignment from IL 72 to Kysor Drive met the purpose and need.

Alternative 1, Kysor Drive to Lake Louise was screened against the purpose and need. The CAG concurred and had consensus that the Alternative 1 alignment from Kysor Drive to Lake Louise met the purpose and need.

Alternative 2, Kysor Drive to Lake Louise was screened against the purpose and need. The CAG concurred and had consensus that the Alternative 2 alignment from Kysor Drive to Lake Louise met the purpose and need.

8. While Alternatives 1 and 2 both met the purpose and need, the CAG stressed they would like to see modifications to each alternative to minimize personal property impacts. The CAG further stated that they felt they could better assess the need for turn lanes if detailed crash data was provided. They would like to see spot maps.
9. Since there is concern about land acquisition and the process of acquiring property, a CAG member asked if someone could present to the CAG the process including negotiations, appraisals, relocations, etc. IDOT will discuss internally.
10. CAG meeting #6 is scheduled for Thursday February 5th. The alignment development will be completed for the central and north sections.
11. Meeting Adjourned (7:30 p.m.)

Action Items:

As noted in the above meeting minutes.



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	DC
Resident	Elizabeth Chelinsky	
Ogle County Highway Department	Curtis D. Cook	X present
Blackhawk Trail Lodge	Don & Becky Dietrich	
Resident	Tom & Tammy Eighmy	X present
Resident	Gerald & Nancy Follmar	NAF & GFF
Byron Township Road District	Ron Gibson	
Nordic Investment Corp	Jill Smeja Gnesda	
Winnebago County Forest Preserve	Tom Hartley	
Resident	Jake Henry	
Farmer - Resident	Gerald (Jerry) Jackson	
Resident	Rod Kramer	RK
Byron Public Works	Jeff Ludwig	JL
Byron Chamber of Commerce	Deanna Mershon	
Moreland Aviation	Robert & Carolyn Moreland	
Resident	David A. Nelson	
Resident	Paul A. Nelson	
Smeja Family Foundation	Jerry Paulson	JP
Rock River Trail/Rock River Times	Frank Schier	FS
Resident	Mark Schwendau	MS KB
Resident	Alan R. Smith	AS
Resident	Barb Smith	BS



Community Advisory Group Member Alternates


*Juanita MacKenzie
Sherman MacKenzie*

REPRESENTATION	CONTACT PERSON	INITIAL IF PRESENT
Smeja Family Foundation	Kim Smeja	

JANUARY 29, 2015

CAG MEETING 5





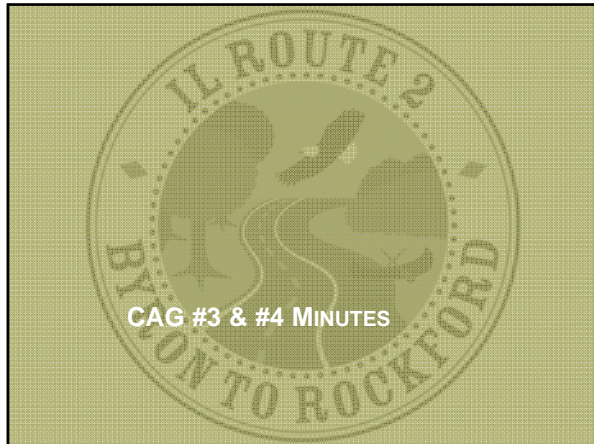


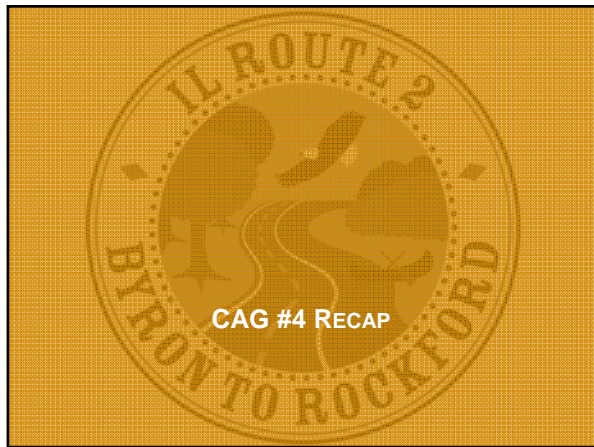
AGENDA

AGENDA

- ❖ CAG #4 Recap
- ❖ CAG #3 and #4 Minute Approval
- ❖ Review IL 2: Oregon to Byron
 - Horizontal Curves
 - Passing Lanes
 - Crash Summary
- ❖ Alternatives Developed w/P&N Screen
- ❖ Next Steps





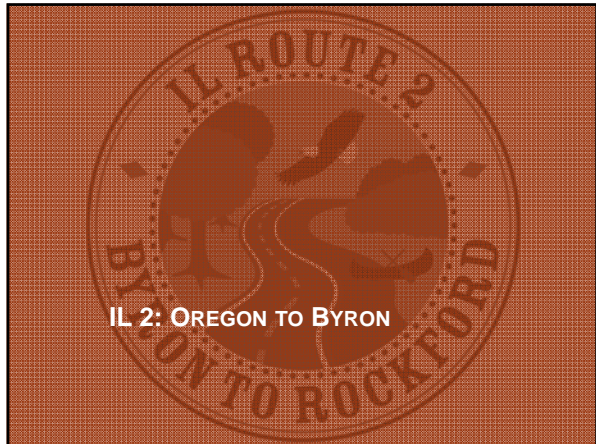




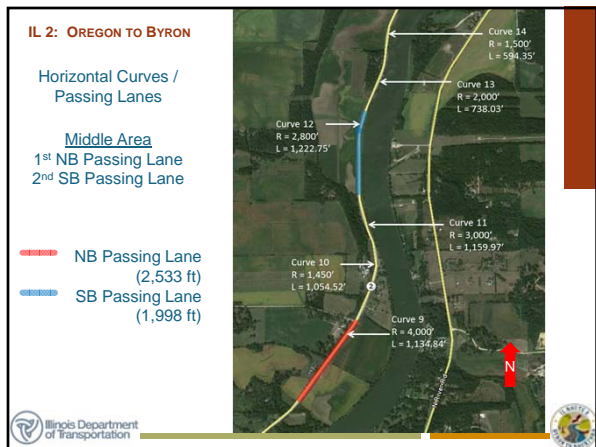
SUMMARIZED BRAINSTORMED ALTERNATIVES

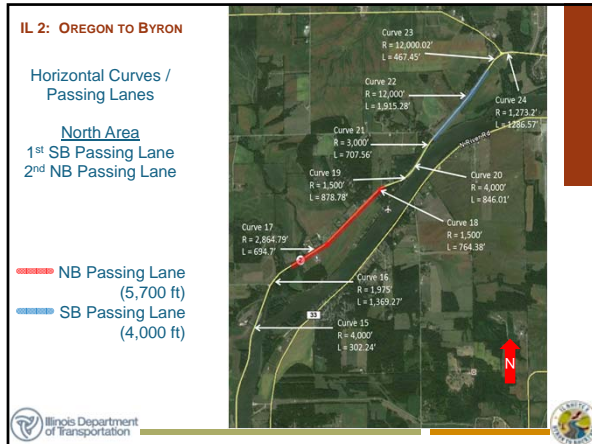
View Summary Boards









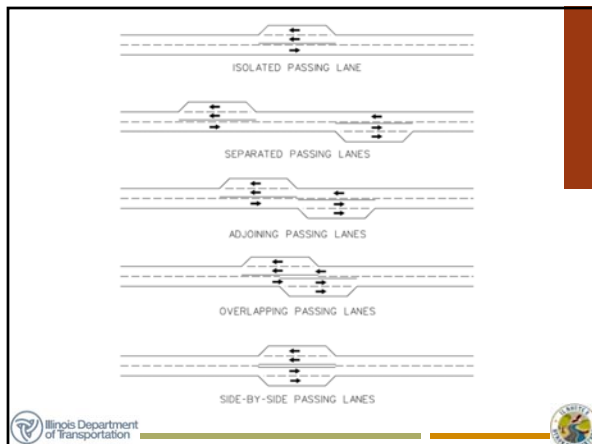


PASSING LANES

Passing Lanes are desirable if...

- ❖ Goal of 50% "Passing Sight Distance" is not otherwise met
- ❖ "Percent Time Following" is high
- ❖ Drivers are aggressively passing
- ❖ Passing Lanes will improve a relatively low Level of Service (LOS)

Illinois Department of Transportation



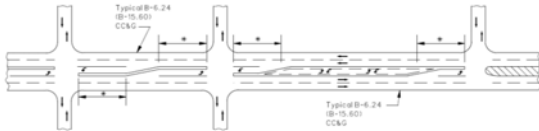
PASSING LANES

Design Criteria

- ❖ Spacing of 3 to 10 miles
- ❖ Meet driver expectations (e.g. coming out of town)
- ❖ Better in gradual curves or tangent sections
- ❖ Better on upgrades than downgrades
- ❖ Not through major intersections
- ❖ Lengths of ½ mile to 1 mile are most functional



TWO-WAY-LEFT-TURN-LANES



Design Criteria

- ❖ Speed limit 45 mph or lower
- ❖ Over 5,000 ADT on a two-lane roadway
- ❖ Ten or more driveways per mile
- ❖ More critical in commercial areas
- ❖ Can also stripe as turn bays



BICYCLE ACCOMMODATION

Requirements

- ❖ IDOT to give "full consideration" per 605 ILCS 5/4-220
- ❖ Evaluate warrants based on project location
 - 25 ADT in summer or "primary access" to destinations
 - Unique access across a "barrier"
- ❖ Identify means of safe accommodation and determine costs
 - On roadway
 - Separate path
- ❖ If too costly, excessive impacts or no local participation: accommodation can be omitted



PURPOSE AND NEED

Growing population and increased travel demand over the last several decades within the region has resulted in 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 facilitate the enhancement of adjacent recreational facilities while protecting the environment and scenic values.



PURPOSE AND NEED SCREENING

- ❖ Safety (sight lines, run off the road, tight curves)
 - ❖ Improve horizontal curves
 - ❖ Improve shoulders
 - ❖ Improve sight distance
 - ❖ Passing opportunities: passing lane/turn lane
- ❖ All Users
 - ❖ Vehicle / Pedestrian / Bicyclist
- ❖ Provide opportunity for future recreational enhancements
- ❖ Consider the environment



ALTERNATIVES DEVELOPED

View Aerial Improvements



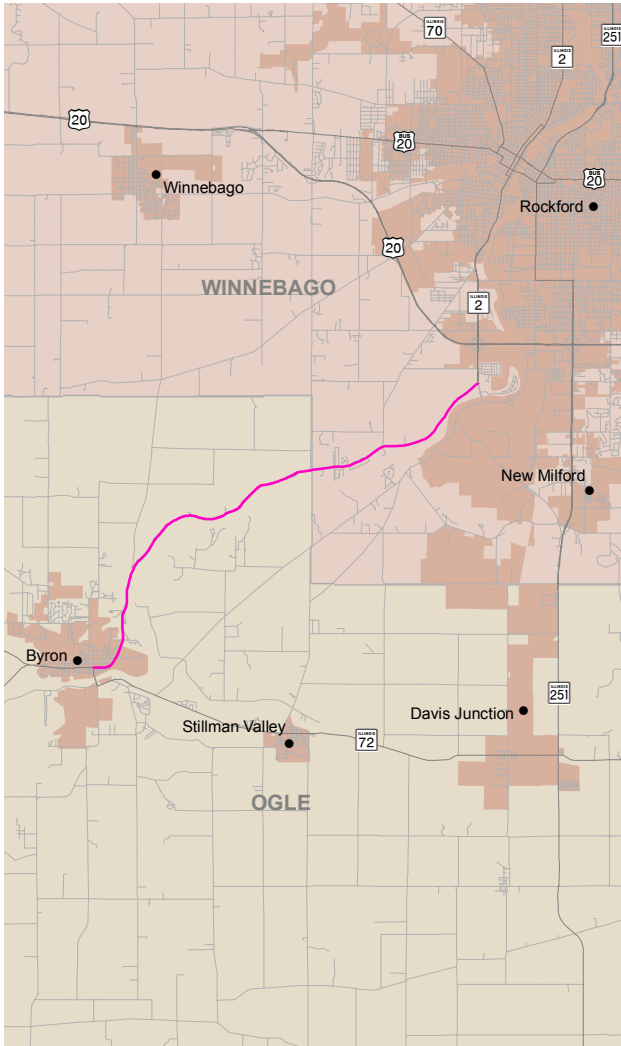


Next Steps

- ❖ Next Meeting
 - February 5, 2015 @ Byron Library
 - Continue alternative presentation
- ❖ Alignment Development
 - IDOT to further develop alternatives
 - Gather detailed environmental data

Illinois Department of Transportation

Guide to CAG 5 and 6 Map



N
NOT TO SCALE

Data to be used for reference only

Legend for CAG 5 and 6 Map

Proposed

-  Pavement
-  Bike Path
-  Sidewalk
-  Right-Of-Way
-  Pavement Marking
-  Back of Curb or Gutter
-  Bituminous Shoulder
-  |  Stationing



IL 72 TO LAKE LOUISE

DESIGN ALTERNATIVES

- Extend 45 mph speed limit to Lake Louise or River Dr
- Add a separated bike path from Byron to Lake Louise
- 10' shoulders or bike path through town on south side of IL 72 and continue through the project

IL 72 to Exelon RR

- Connect proposed IL 2 bike facilities to the existing network running along the river through the park west of the Exelon RR
- Widen Exelon RR overpass to accommodate a bike path
- Add tunnel at Exelon RR overpass for bike path

Exelon RR to Lake Louise

- Add TWLTL from Exelon RR to Luther Dr
- Add RT lane at Kysor Dr
- Add TLWLT from Kysor Dr to River Dr

- Shift alignment from Exelon RR to Old State Rd to flatten curve and allow room for a bike path
- Move CP RR overpass east and straighten the curve at Old State Rd
- Realign curve at Old State Rd to the west
- Realign Old State Rd with the subdivision across from Old State Rd
- Realign Old State Rd and open up to traffic
- Flatten Old State Rd and reopen to traffic, currently has a steep grade

- Realign IL 2 to the east from CP RR to north of Ashelford Dr
- Add fishing and boating area at Ashelford Dr boat launch site
- Add RT lane at Ashelford Dr
- Realign River Dr to line up with Lake Louise entrance

LAKE LOUISE TO MERIDIAN ROAD

DESIGN ALTERNATIVES

Lake Louise to Kennedy Hill Rd

- Straighten curve north of Lake Louise @ Sta 1217+00
- Protect federal conservation easement at Robert Moreland property. This land is protected in the Forest Legacy program run by the IDNR
- Add SB passing lane between River Dr and Kennedy Hill Rd
- Realign Kennedy Hill Rd to tie into IL 2 at a 90° angle
- Add flashing beacon and rumble strips at Kennedy Hill Rd

Kennedy Hill Rd to Meridian Rd:

- Widen shoulders or move towards bluffs
- Add RT lane at Kennedy Hill Rd
- Realign IL 2 just south of Kennedy Hill Rd to the guard house and include passing lane.
- Add passing lane from Kennedy Hill Rd to guard house
- Remove scrub for river view

Blackhawk Trail Lodge:

- Realign road to the west
- Consider 45 mph speed limit
- Options for 2 passing lanes
- Add frontage road for houses
- Add Street Lighting
- Move road to straighten curve and extend driveways

LAKE LOUISE TO MERIDIAN ROAD DESIGN ALTERNATIVES, CONT'D

North of Bridge @ Sta 1386+00

- Realign IL 2 to flatten curve @ Sta 1394+00

Sta 1425+00 to Sta 1468+00

- Fix tight curve and add passing lane
- Realign IL 2 and add passing lane.
- Move road north to reduce curve and add passing lane NB up to new bridge
- Enhance recreational area and add boat ramp (no dock) to be used for canoes, tubes, and fishing boats.
- Expand multi use recreational facility to the south and improve access to the recreational facility.

MERIDIAN ROAD TO BELT LINE ROAD

DESIGN ALTERNATIVES

At Meridian Rd

- Add RT lane SB on IL 2 at Meridian Rd
- Add NB and SB turn lanes at Meridian Rd
- Add turn lanes on 4 approaches

Meridian Rd to Bridge @ Sta. 41+00

- Shift centerline north and add RT lane at Gold River Ave
- Add RT & LT turn lanes at Gold River Ave
- Add RT lane at Blue Lake Ave
- Add RT & LT turn lanes at Willow Run

Bridge @ Sta. 41+00 to Prairie Rd

- Add turn lanes at N Silver Creek Rd
- Sta 55+00 add TWLTL and reduce speed to 45 mph
- Reduce access points or add frontage road at Silver Creek Rd area

At Prairie Rd

- Fix curve and add RT & LT turn lanes at Prairie Rd.
- Realign Prairie Rd intersection and add turn lanes.
- Address drop off and drainage issues
- Increase curve radii to 3,000 ft.
- Improve Prairie Rd intersection angle with IL 2, towards the woods

Prairie Rd to John's Mounds Site @ Sta. 167+00

Sta. 95+00 to Sta. 110+00

- Fix drainage, water from driveways freeze on the road
- Need better sight distance by removing some trees

MERIDIAN ROAD TO BELT LINE ROAD

DESIGN ALTERNATIVES, CONT'D

Sta. 130+50

- Increase curve radii to 3,000 ft.
- Just add wider shoulders

Sta. 131+00 to Sta. 160+00

- Add passing lane
- Decrease down hill grade at Smith Farm
- Open up or straighten road at Smith Farm and add shoulders
- Shoulders would open up line of sight

John's Mounds Property

- Add signage for John's Mounds Site
- Move roadway 16' towards the river
- Add scenic outlook for the eagles nest
- Do not add parking for eagles nest

Belt Line Rd intersection:

- Add roundabout
- Possible boat access or tree mitigation site at Blackhawk island
- Preferred would be to have LT-LT/Thru/RT
- Option would be to have LT-LT / shared Thru-RT
- Adjust Patten Industries Driveway to the south
- Move IL 2 approach to Beltline Rd. towards river