



# Meeting Notes

Subject:	Meeting Minutes – Community Advisory Group (CAG) Meeting #6		
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:	February 5, 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
- Ron Gibson, Byron Twp. Road District
- 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
- David Nelson
- Paul Nelson
- Mike Marchyshyn, HDR
- Jennifer Mitchell, HDR
- Jerry Paulson, Smeja Family Foundation
- Frank Schier, Rock River Trail/Rock River Times
- Mark Schwendau
- 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

- IL 2: Byron to Rockford Horizontal Curve Data

## Topics Discussed:

1. Welcome and recap of Community Advisory Group (CAG) Meeting #5 (HDR).
  - ❖ The Meeting Minutes from meetings #3 and #4 were approved by the CAG.

- ❖ IDOT reviewed the IL 2: Oregon to Byron improvement.
  - The location, length, and radius of horizontal curves and the location and length of passing lanes were discussed.
  - Crash data before and after the improvement was provided. Crash severity and occurrence reduced overall with the improvement. It was noted that animal crashes were not reduced.
  -
- ❖ The purpose and need was reviewed to ensure the alternatives developed achieve the goals of the improvement. 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?

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

- ❖ The geometric alternatives for the IL 72 to Lake Louise section were presented via an online ARCGIS program which reflected proposed geometry overlaid on an aerial. (For reference, a .pdf of the two alternatives is included with the final meeting minutes – caution large files).
  - ❖ The CAG screened the alternatives against the purpose and need and consensus was that the alternatives met the purpose and need and that they could be studied further with refinements. The area of concern was specific to impacts to private property and businesses in the Lake Louise vicinity.
2. Mr. McCormick began discussion of the central and north areas of IL 2: Byron to Rockford. Mr. McCormick indicated that he has intersection traffic volumes if it was necessary to discuss areas where left turn lanes were not being provided.
- ❖ The area just north of Lake Louise is adjacent to federally protected DNR forested lands. As such, minimal flattening of the existing horizontal curve occurred (curve 7).
  - ❖ At Kennedy Hill Road a longer northbound left turn lane is warranted based on volume. A southbound right turn lane is not warranted due to the low turning volumes. The angle of intersection also was not of concern due to the direction of travels. The southbound right turn was not a high volume, yet the northbound left turn was, therefore, the angle is sufficient.
  - ❖ A northbound passing lane (2,200') and flattened alignment is proposed north of Kennedy Hill Road. The flattening of the curve results in the roadway being pulled away from the river.
  - ❖ The guard house is shown to be impacted by the roadway widening and the curve flattening. The gate house is currently identified as potentially eligible for historic status.

CAG Question: Why can't curb and gutter be used here to narrow the roadway and avoid the gate house?

Answer: Curb and gutter results in a reduction of the speed limit. This is not allowed based upon roadway classification and driver expectancy.

CAG Question: Why can't the river be filled in?

Answer: It may, it is a very difficult process compared to impacts to the guard house.

CAG Comment: It is felt that the gate house is a part of the McCormick Estate and that some within the CAG would like it preserved.

- ❖ North of the guard house there are physical restraints such as the rock bluffs and river. Either retaining walls or fill in the river will occur. A material survey of the rock bluffs will be conducted.
- ❖ Further north of the gate house a southbound passing lane (3,500') is provided. This is near the old pull-off area. It is closed today and there are not plans to re-open in the future.
- ❖ At the north end of the passing lane the alignment begins to flatten. There are two alternatives considered for this location. Both incorporate a flattening of the curve. Alternate 2 is a flatter curve and impacts more private property. Alternative 2 also provides more room to create a frontage road with the existing homes and Blackhawk Lodge located along the river. With Alternative 1 the offset from the existing roadway to the new alignment is narrower. The CAG commented that they did not want to impact the private property and were leaning toward Alternative 1. IDOT commented that the alternatives can be reviewed and design details need to be coordinated with the Township, whom would likely be maintaining the new frontage road. Additional alternatives will be explored to minimize private property impacts.
- ❖ The alignment continues northward with curve flattening and adjustments. The alignment shifts away from the river slightly in various locations.
- ❖ South of the rest stop, or north of "deadman's curve" as noted by the CAG, a new northbound passing lane is proposed. Two alternatives are shown for this location. Alternative 2 has the alignment flatter north of "deadman's curve". Alternative 2 creates a greater buffer from the rest stop. Alignment 1 also has a flatter curve and adjusted alignment away from the river, but not as great as Alternative 2.

CAG Comment: Alternative 2 is liked especially if the increased area between the river and the roadway could be used for recreational use, such as camping.

CAG Question: If recreational improvements of the rest area resulted in higher use, could a left turn lane be installed?

Response: IDOT stated that if turn lanes are warranted based on volume, turn lanes would be provided.

CAG Question: Could the alignment be moved back to existing sooner in order to minimize private property impacts?

Response: IDOT indicated that they thought they could and would evaluate it.

- ❖ At Meridian Road left turn lanes and a right turn lane are provided. North of Meridian Drive an extensive number of driveways, residential side streets, and Prairie Road intersection exist. Left turn lanes are provided at a number of the residential side streets and at Prairie Road. The close proximity of the side streets and subsequent turn lanes results in a three lane cross section to be extended for a long distance. At Prairie Road the curve will be flattened. The alignment gets moved closer to the river as a result and will also impact the existing cell tower. Throughout the section from Gold River Avenue to Silver Creek Road the CAG asked if there were ways to consolidate access points. IDOT indicated they would coordinate with subdivisions business owners to determine access needs.
- ❖ North of Prairie there are still a lot of individual driveways. However, medians and turn lanes are not provided. For safety reasons, medians are not provided for individual driveways. A profile change is also proposed to improve sight distance.
- ❖ South of Smith Farm a southbound passing lane is introduced along with the flattening of a curve.  
CAG Comment: An indian village is known to exist near curve 27.  
Response: As part of the archeological survey limits will be provided.
- ❖ The alignment near John's Mounds will move closer to the river. The existing edge of pavement will be held constant and all improvements dimensioned from that point.
- ❖ Mr. McCormick discussed the Beltline Road intersection. As noted on the alternatives list, a roundabout was requested. IDOT will not evaluate a roundabout due to the turning volumes that occur here, the truck volumes, and the current safety issues associated with an existing roundabout in Rockford on a State route.
- ❖ Dual left turn lanes northbound are proposed. A barrier median will be adjacent to the turn lanes restricting the Patten dealer's access to right-in/right-out (RIRO). A driveway realignment was shown. The realignment would result in the taking of a house.

CAG Question: Could a median break be given on Beltline Road?

Response: No, a median break would not be allowed, either on Beltline Road or on IL 2.

Various alternative driveway alignments were suggested by the CAG members. IDOT indicated that they would coordinate with the property owner to determine the best change.

- 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?

IT was concurred and consensus upon the CAG members that the alternatives presented for the central and north sections met the purpose and need. However, it was stressed by the CAG that adjustments and minimization to private property was desired. IDOT noted that all suggestions were documented and refinements would be evaluated.

- Mr. McCormick revisited the south section, in particular the area surrounding Lake Louise. Various cross sections were presented.
  - ❖ Option 1 – Ditch section = 12' lanes, 14' center turn lane, 8 foot shoulders, wide parkway to provided ditches for drainage.
  - ❖ Option 4 – Wide Urban Shoulder (WUS) = 12 lanes, no center turn lane, 4' on street bike lane, 5' sidewalk, with curb and gutter to gather drainage.
  - ❖ Option 2 – Curb and Gutter Section = 12' lanes 14' center turn lane, curb and gutter, 10' side path.
  - ❖ Option 3 – WUS w/turn lane = 12' lanes, 14' center turn lane, 4' on street bike lane, 5' sidewalk, with curb and gutter to gather drainage.

The CAG ranked the options to provide guidance to IDOT as to the order of evaluation. The order of preference is Option 2, 3, 4.

The CAG also stressed the need for turn lanes, even though not warranted by volume.

- The CAG once again stated that they would better assess the alternatives if detailed crash data was provided. They would like to see spot maps.
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- Next Steps:
  - ❖ IDOT will be refining the alternatives based upon comments provided at CAG 5 and 6.
  - ❖ IDOT will be gathering environmental resource data.
  - ❖ It will be a number of months before bringing updated alignments and environmental data back to the CAG. IDOT will coordinate via a newsletter to update the CAG as to progress,
- Meeting Adjourned (7:30 p.m.)

#### Action Items:

As noted in the above meeting minutes.

DRAFT



***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	CDC
Blackhawk Trail Lodge	Don & Becky Dietrich	
Resident	Tom & Tammy Eighmy	TE
Resident	Gerald & Nancy Follmar	
Byron Township Road District	Ron Gibson	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	DN
Resident	Paul A. Nelson	PN
Smeja Family Foundation	Jerry Paulson	JP
Rock River Trail/Rock River Times	Frank Schier	FS
Resident	Mark Schwendau	MS
Resident	Alan R. Smith	AS
Resident	Barb Smith	BS



***Community Advisory Group Member Alternates***

*Juanita Maden*  
*Sherman Maden*

REPRESENTATION	CONTACT PERSON	INITIAL IF PRESENT
Smeja Family Foundation	Kim Smeja	

FEBRUARY 5, 2015

CAG MEETING 6



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AGENDA

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**AGENDA**

- ❖ Alternatives Developed w/P&N Screen
- ❖ Next Steps



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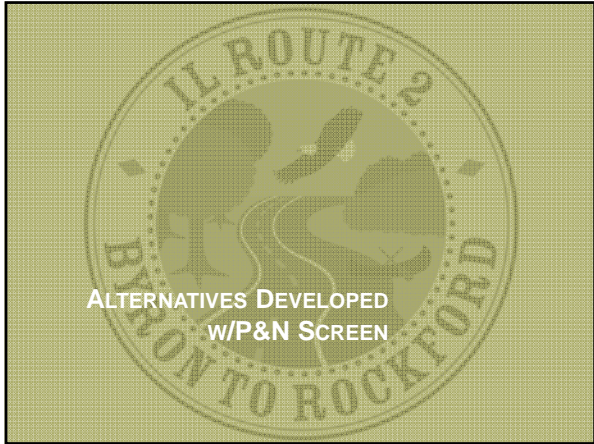
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**PURPOSE AND NEED SCREENING**

- ❖ 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

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**ALTERNATIVES DEVELOPED**

*View Aerial Improvements*

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OPTION			MULTI-USE PATH	WIDE URBAN SHOULDER
1-DISPLACEMENT	3 LANES	DITCH	NO	NO
1-DISPLACEMENT	3 LANES	DITCH	YES	NO
2-DISPLACEMENT	3 LANES	C&G	YES	NO
2-NO DISPLACEMENT	3 LANES	C&G	YES	NO
3-DISPLACEMENT	3 LANES	C&G	NO	YES
3-NO DISPLACEMENT	3 LANES	C&G	NO	YES
4-NO DISPLACEMENT	2 LANES	C&G	NO	YES

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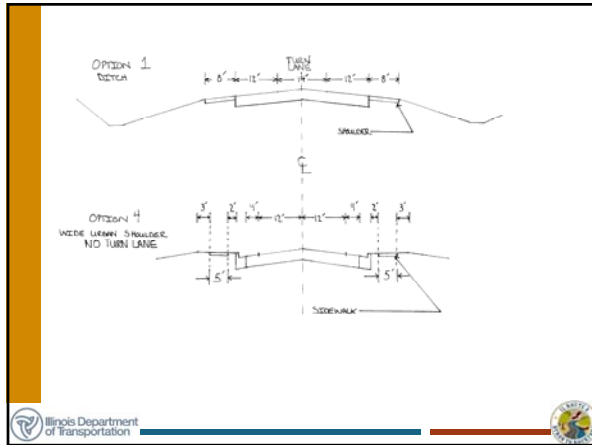
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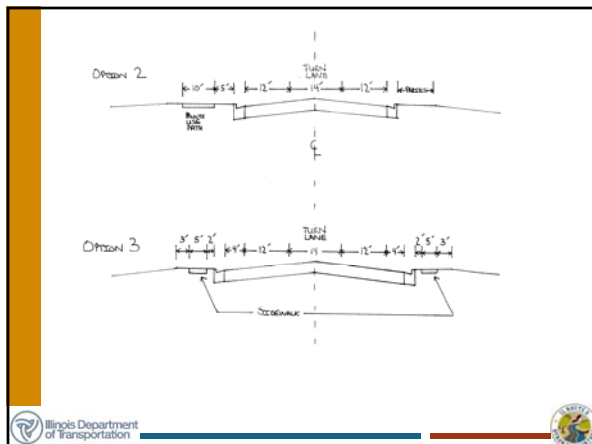
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**NEXT STEPS**

- ❖ Alignment Development
  - IDOT to further develop alternatives
  - Gather detailed environmental data
- ❖ Next Meeting

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# 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

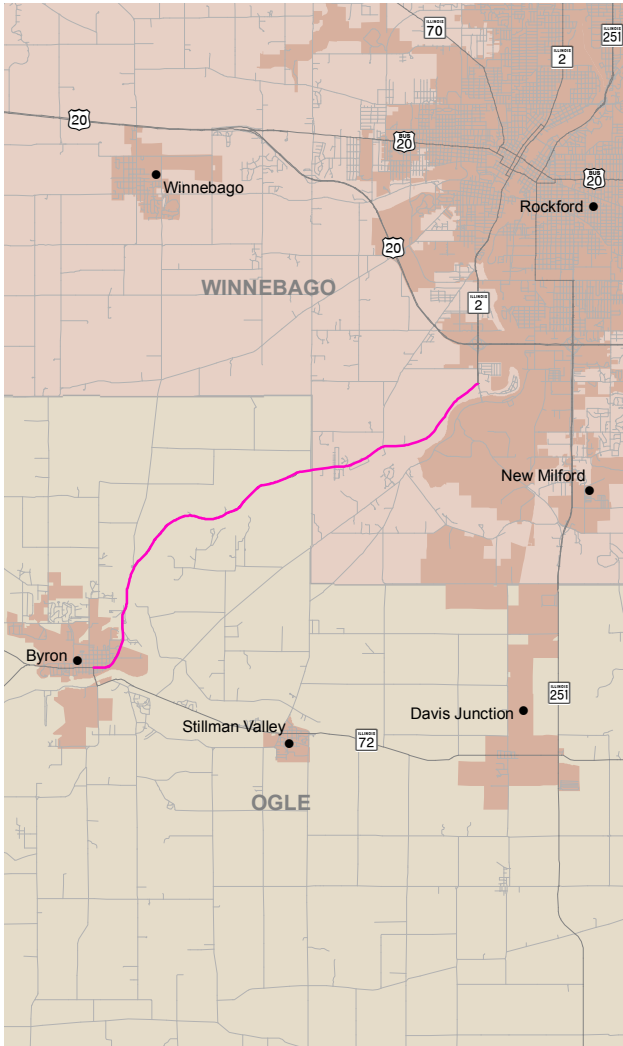
### John's Mounds Property

- 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

# Guide to CAG 5 and 6 Map



N  
NOT TO SCALE

Data to be used for reference only

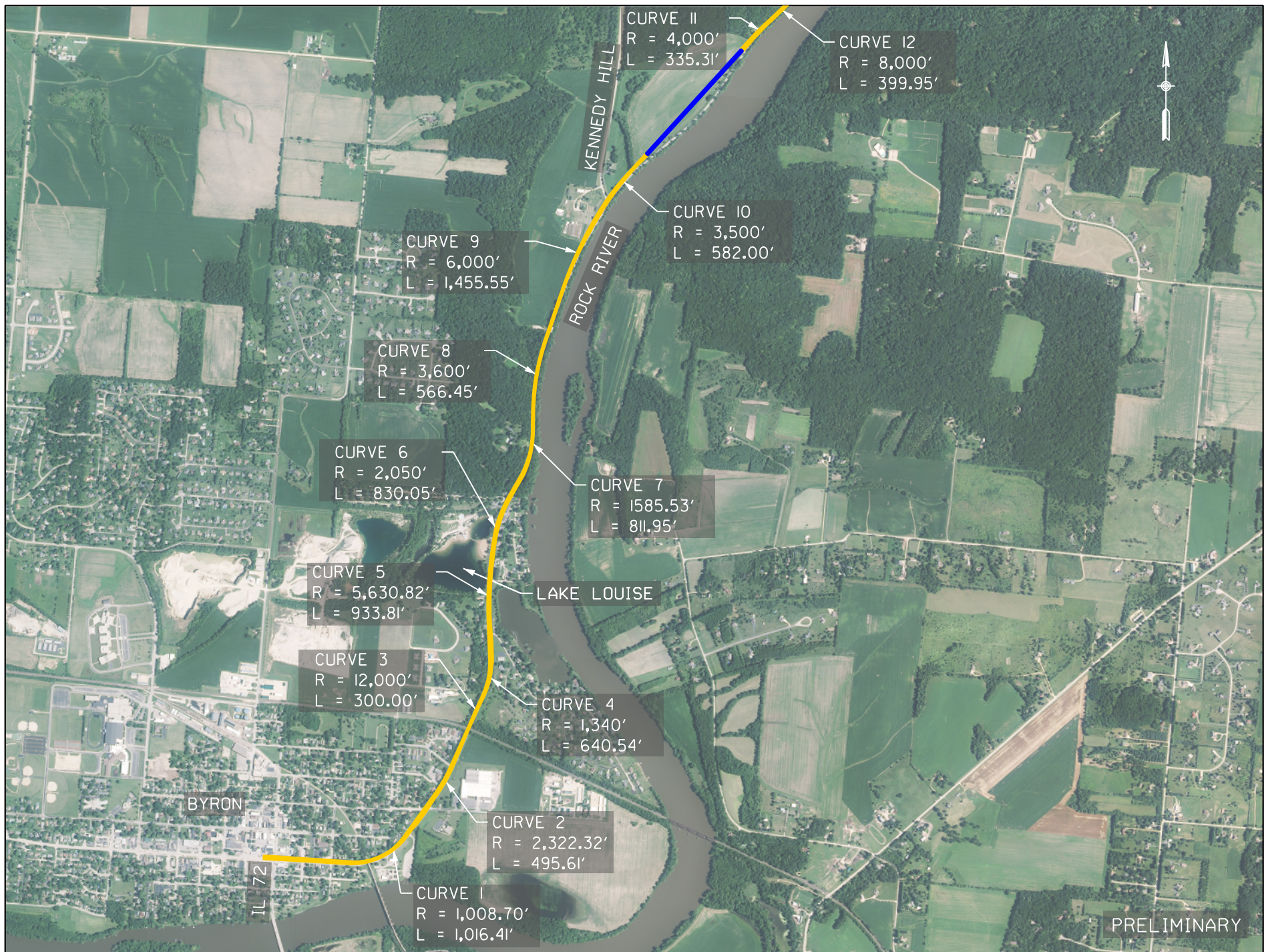
## Legend for CAG 5 and 6 Map

### Proposed

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








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IL 2 PROPOSED GEOMETRY  
ALTERNATIVE 1  
IL 72 TO KENNEDY HILL

PASSING LANES

 NB PASSING LANE (2200 FT)

PRELIMINARY

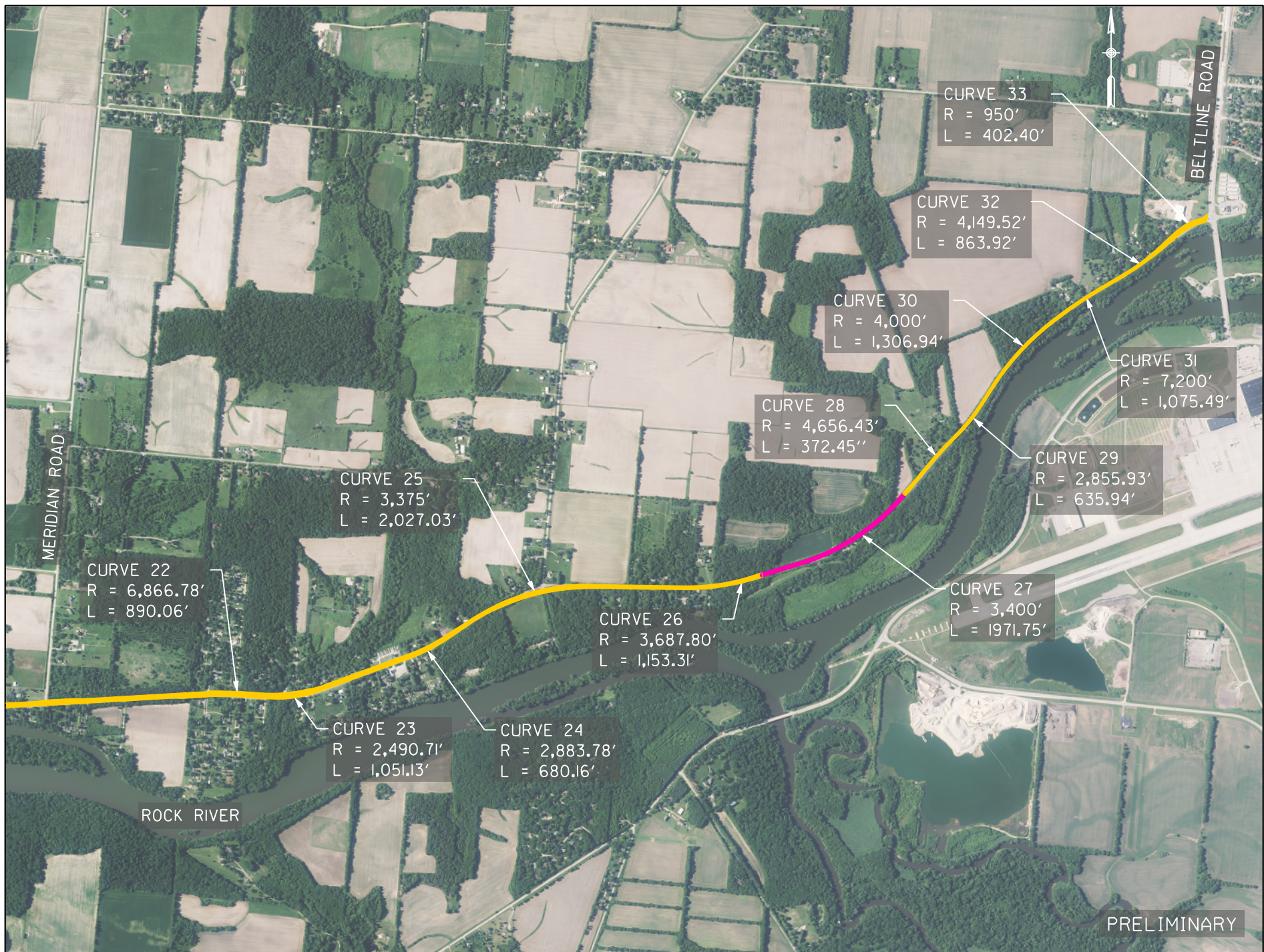


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IL 2 PROPOSED GEOMETRY  
ALTERNATIVE 1  
KENNEDY HILL TO MERIDIAN RD




PASSING LANES  
 NB PASSING LANE (2200 FT)  
 SB PASSING LANE (2500 FT)  
 NB PASSING LANE (2324 FT)

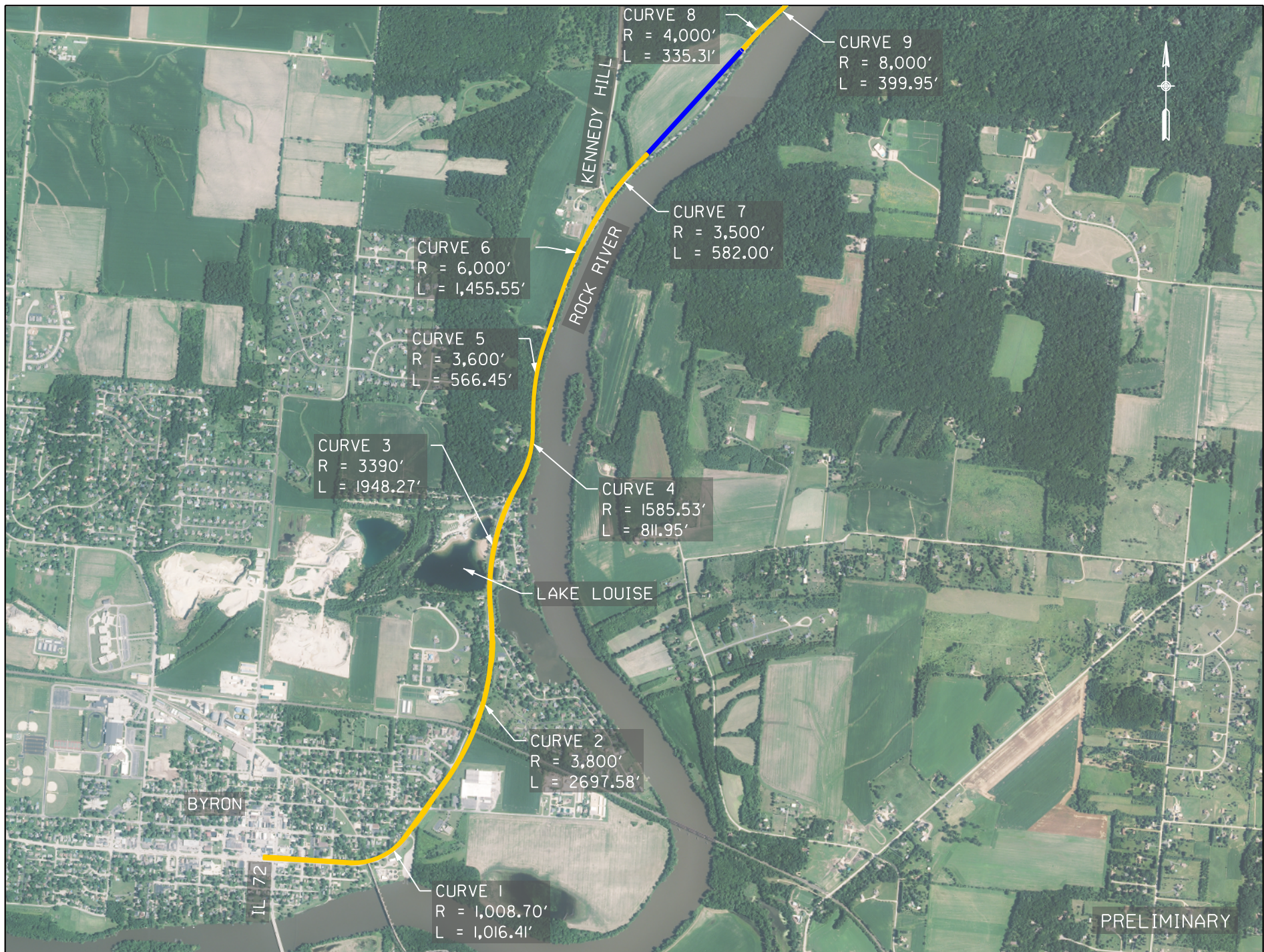


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IL 2 PROPOSED GEOMETRY  
ALTERNATIVE 1  
MERIDIAN RD TO BELTLINE RD


PASSING LANES  
 SB PASSING LANE (2619 FT)

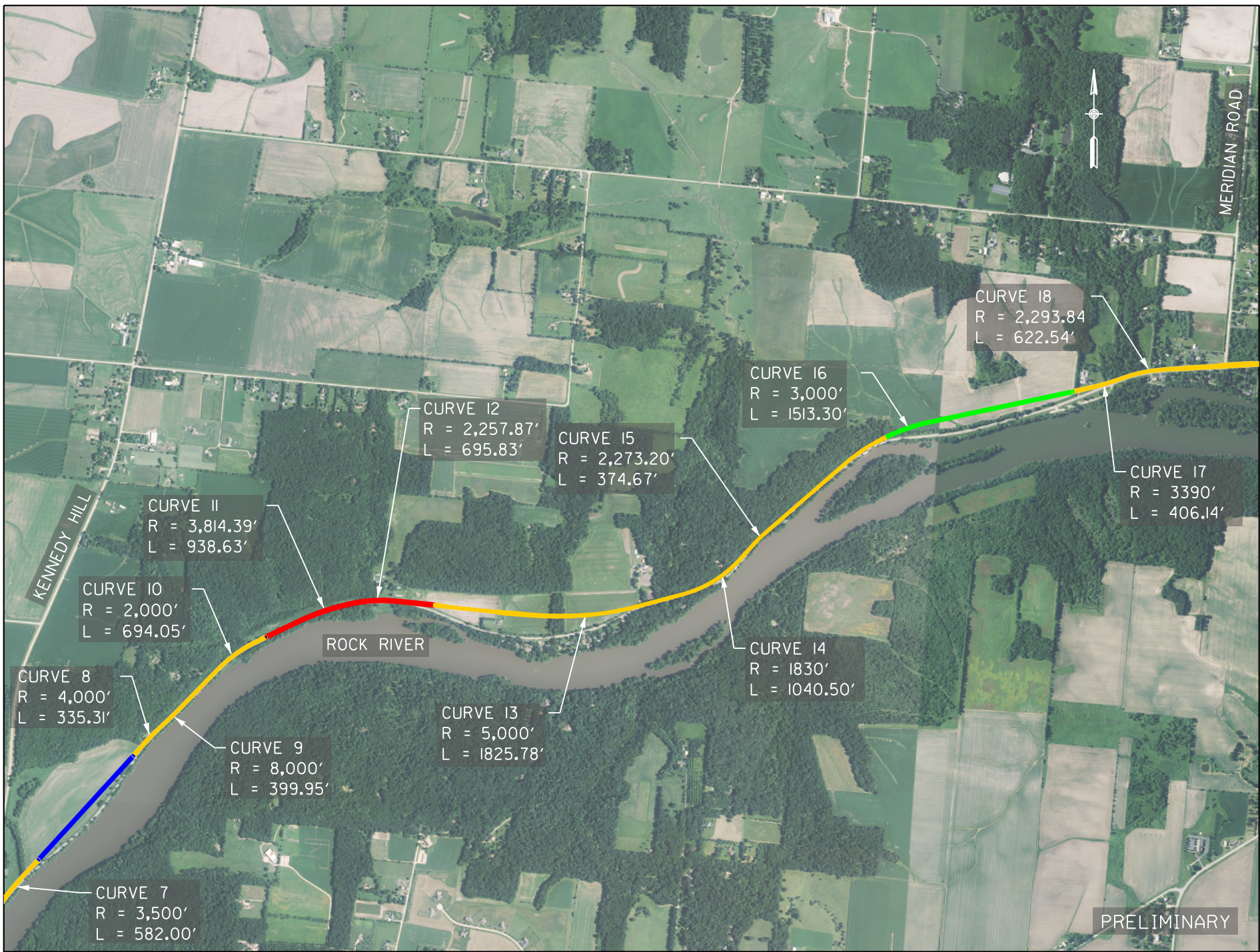
PRELIMINARY



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IL 2 PROPOSED GEOMETRY  
ALTERNATIVE 2  
IL 72 TO KENNEDY HILL




PASSING LANES  
 NB PASSING LANE (2200 FT)

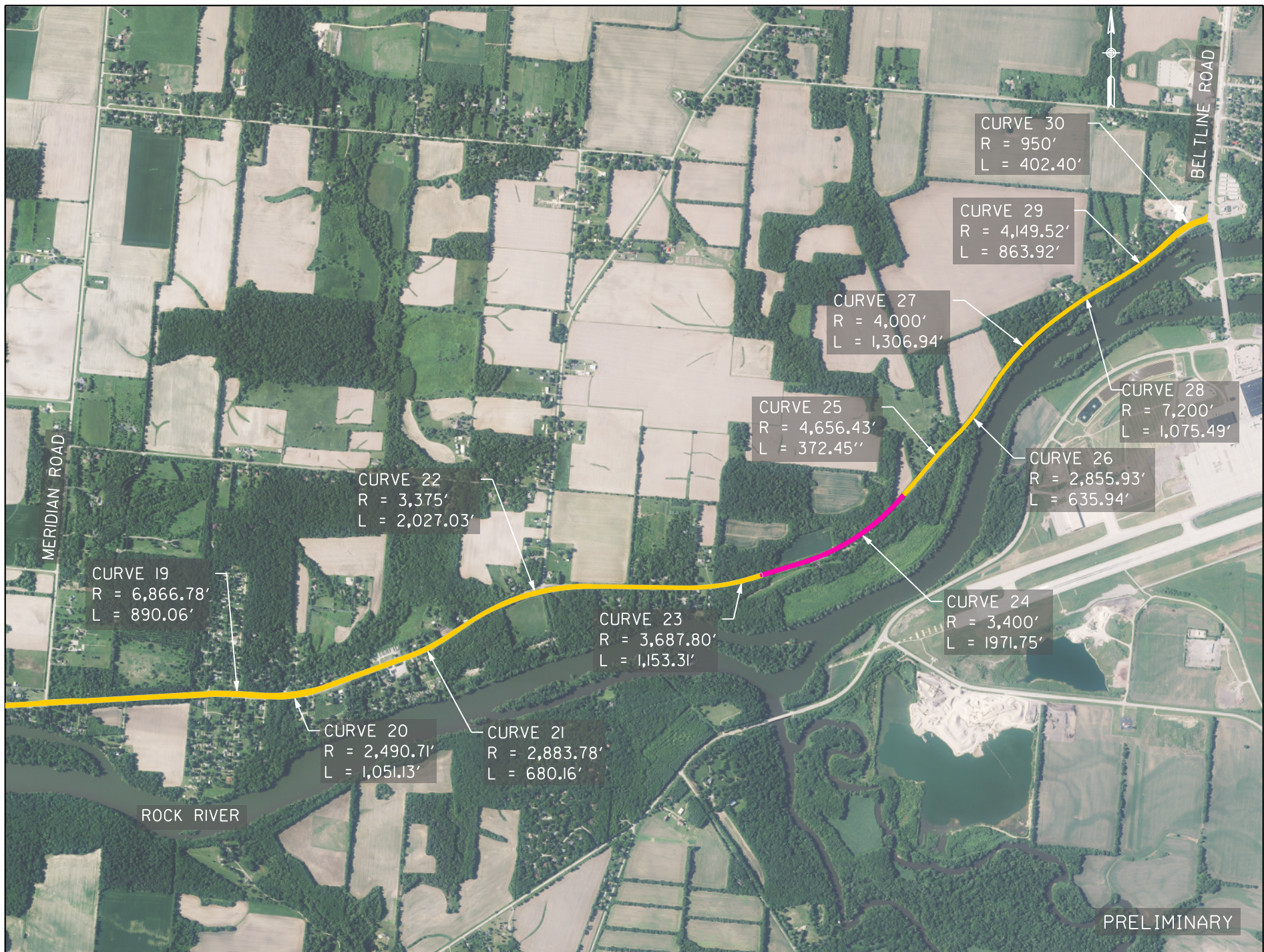


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IL 2 PROPOSED GEOMETRY  
ALTERNATIVE 2  
KENNEDY HILL TO MERIDIAN RD

PASSING LANES

 NB PASSING LANE (2200 FT)  
 SB PASSING LANE (2737 FT)  
 NB PASSING LANE (3000 FT)



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IL 2 PROPOSED GEOMETRY  
ALTERNATIVE 2  
MERIDIAN RD TO BELTLINE RD

PASSING LANES  
SB PASSING LANE (2619 FT)