
MEETING MINUTES

Subject: IL 2 (Byron to Rockford) CAG Meeting #7

BMcD Project No.: 127815

Meeting Date: March 25, 2021

Time: 6:00 p.m.

Location: Zoom Call

Attendees:

Jeremy Ciesiel, CAG
Sarah Downs, CAG
Gerald Follmar, CAG
Nancy Follmar, CAG
Becky Dietrich, CAG
Rod Kramer, CAG
Robert Moreland, CAG
Carolyn Moreland, CAG
Barb Smith, CAG
Alan Smith, CAG
Bryant Vangsness, CAG

Tammy Eighmy, CAG
Tom Eighmy, CAG
Faith Duncan, IDOT D2
Mike Kuehn, IDOT D2
Becky Marruffo, IDOT D2
Mark Nardini, IDOT D2
Chad Spreeman, IDOT D2
Camden Bender, BMcD
Katie Leska, BMcD
Michael Mack, BMcD

Copies:

Attendees
Non-Attendees:
Gregory A. Beitel, CAG
Elizabeth Chelinsky, CAG
Tom Dall'Osto, CAG
Don Dietrich, CAG
Erin Folk, CAG
Ron Gibson, CAG
Mike Hollan, CAG
David A. Nelson, CAG
Paul Nelson, CAG
Jerry Paulson, CAG

Mark Schwendau, CAG
Kim Smeja, CAG
Jill Smeja Gnesda, CAG
Aaron Vincer, CAG
Orhan Ulgar, 2IM
John Leary, GF
Desiree James, BMcD
Meghan Jansen, BMcD
Gerry Koylass, BMcD
Dan Wierzbicki, BMcD
Project File 127815

DISCUSSION ITEMS

The purpose of the meeting was to reacquaint and reengage the CAG members with the IL Route 2 Project following a long delay in CAG meetings. Below is a summary of the items discussed. A copy of the slides from the CAG Meeting are attached at the end of these meeting minutes.

At the onset of the meeting Burns & McDonnell (BMcD) welcomed everyone to the 7th CAG Meeting for the IL Route 2 Project, indicating it has been 6 years since the last CAG Meeting. The last meeting was February of 2015.

BMcD indicated the project slowed over the past 6 years due to funding not being available for the

project but with the passage of the "Rebuild Illinois Capitol Program" in 2019 funding was secured to complete the Phase I Study for the project and re-engage the CAG Group. IDOT appreciated the CAG members patience, continued interest in the project and is looking forward to working with this group over the next several months.

The approach to the Zoom Meeting was provided along with indicating how questions would be addressed. The agenda for the meeting was also summarized.

1. Welcome and Introductions:

- IDOT Personnel – The following people from IDOT were on the call today:
 - Chad Spreeman – Studies and Plans Senior Squad Leader
 - Faith Duncan - Studies and Plans Project Engineer
 - Mike Kuehn – Michael Kuehn Studies and Plans Engineer and Geometric Engineer
 - Becky Marruffo – Engineer of Program Development
 - Mark Nardini – Environmental Studies Supervisor
 - Rich Guise – Hydraulic Engineer
- Burns & McDonnell Personnel – The following people from BMcD were on the call today:
 - Mike Mack - Project Manager
 - Katie Leska - Project Engineer
 - Camden Bender - Public Involvement Coordinator
- The CAG Members also introduced themselves and provided their affiliation and their interest in the project. The following CAG Members were on the call.
 - Jeremy Ciesiel
 - Sarah Downs
 - Gerald Follmar
 - Nancy Follmar
 - Becky Dietrich
 - Rod Kramer
 - Robert Moreland
 - Carolyn Moreland
 - Barb Smith
 - Alan Smith
 - Bryant Vangsness
 - Tammy Eighmy
 - Tom Eighmy

2. Meeting Goals:

- BMcD summarized the IDOT Project Process.
 - IDOT utilizes a 3 phases approach to executing projects. Phase I includes preliminary engineering, public coordination and obtaining agency input. The Project is currently in this phase of the project. Phase II includes the development of contract documents for bidding by a contractor, land acquisition for proposed right-of-way and easement needs for the project. Phase III is the actual construction of the project.
 - The Phase I process includes the collection of data including roadway, traffic, crash history and evaluations of geometric concerns. In Phase I, a Purpose and Need is developed from the Problem Statement, which on this project the CAG helped develop. A range of alternatives are developed throughout the project study area and tested to determine if they meet the Purpose and Need Statement to determine which alternatives

- are carried forward. An example on this project would be the passing lanes alternatives this CAG evaluated in past CAG Meetings. Based on this process a preferred alternative is developed which is part of the design approval process. Throughout the project, input is obtained from the public via public meeting and CAG Meetings. Additionally, agency input is obtained through continued coordination with government agencies and Project Study Group Meetings.
- Federal and State funds are being used to fund the IL 2 Project so the project needs to follow the NEPA process which is the national charter to protect the environment. The NEPA Process requires a full range of reasonable alternatives including a no-build option be considered, a comprehensive environmental review to avoid, minimize or mitigate impacts, and the project includes public involvement.
 - IDOT is using the Context Sensitive Solution Process or "CSS" for Public Involvement on the IL Route 2 Project to involve stakeholders to obtain input on the project.
 - The CSS guiding principles include involving stakeholders in the process, balancing many factors, addressing all modes of transportation, considering flexibility in design/aesthetics, and achieving a general understanding of agreement among stakeholders.
 - The Community Advisory Group is the conduit for interest groups, local business, residents, users, and the general public to the design team.
 - The responsibilities the CAG has to the project and the public is to attend meetings, participate in discussions, review all materials, support the CSS process and be an advocate of the process and project, provide input, serve as communication conduit for the groups and work toward a general understanding of project related issues.
 - The CAG Member's role includes identifying criteria that reflect the ideas and interests of the entire community, considering all viewpoints not just a single person, develop a Problem Statement/Purpose and Need Statement, provide input on alternatives, and provide input from a public perspective on public involvement activities.
 - During CAG Meetings the CAG will be asked for a General Agreement of Understanding which means "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."
 - CAG Ground Rules include:
 - ✓ 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.
 - ✓ The CAG members are subject to change.
 - ✓ 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.
 - ✓ All participants understand that topics will not be revisited once the issues have

been addressed and a general agreement is reached.

- ✓ All decisions made by 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.

3. Meeting Location and Limits:

- The IL Route 2 Project extends from IL 72 in Byron to Beltline Road in Rockford running along the Rock River and is 10.6 miles long.
- The corridor is a two-lane highway with three (3) different posted speeds: 30 MPH, 45 MPH, and 55 MPH.
- Traffic volumes combined with the roadway configuration and condition have negatively impacted the mobility and safety in the area leading IDOT to initiate this study.

4. Recap of Previous CAG Meetings:

- BMcD provided a summary of the each of the previous six (6) CAG Meetings that have been held on the project.
- CAG Meeting No. 1 Summary:
 - The first CAG Meeting was held in June 2014 and the Public Meeting was also held in May of 2014.
 - The following items were discussed at the first CAG Meeting:
 - ✓ The IL 2 corridor roadway deficiencies include: narrow shoulders throughout with minimal opportunities for stopped vehicles, poor sight distance with sharp curves and obstacles in sight lines, minimal passing Opportunities with no shoulder or no passing lanes and numerous roadside hazards with fixed object crashes being the most common crash type.
 - ✓ The CAG developed a Problem Statement which stated “IL 2 is a valued environmental corridor with an inadequate roadway and insufficient clear zone which contributes to crashes and does not allow for the development of recreational facilities or provide access to the scenic features of the corridor.”
- CAG Meeting No. 2 Summary:
 - The following items were discussed at the second CAG Meeting:
 - ✓ The CAG came up with the project logo.
 - ✓ IDOT shared commonly language and terms that are utilized in roadway design and is summarized below:
 - ✚ BMcD discussed terms used in the illustration of a typical section and cross section.
 - ✚ A vertical alignment refers to the profile of the roadway indicating tangent or straight section of the profile, crest curves or hills and sags curves or valleys. Poor designs have steep grades and sharp curves while good designs consider vehicle sight distance and safety using less steep grades and softer vertical curves.
 - ✚ A horizontal alignment refers to the alignment looking down on the roadway. Horizontal alignments, like vertical alignments include tangent or straight section and curved sections. Poor designs have short tangent sections and sharp curves while good designs again consider vehicle sight distance, driver comfort and safety using longer tangent or straight sections and softer curves.

- ✚ There are several types of sight distance that an engineer must analyze in developing a roadway alignment: stopping sight distance, decision sight distance, passing sight distance, and intersection sight distance. Stopping sight distance is the distance required for a vehicle to stop and is made up of the sum of two distances (1) the distance traveled during perception and reaction time and (2) the distance to stop the vehicle. Passing sight distance is the minimum sight distance that is required to will allow a driver to pass another vehicle without colliding with a vehicle in the opposing lane. Passing sight distance has three main distance components: (1) distance traveled during perception-reaction time and acceleration into the opposing lane, (2) distance required to pass in the opposing lane, (3) distance necessary to clear the slower vehicle. Decision sight distance is defined as the distance at which drivers can detect a hazard or its potential threat, select an appropriate speed and path, and perform the required action safely and efficiently. Intersection sight distance is typically defined as the distance a motorist can see approaching vehicles before their line of sight is blocked by an obstruction near the intersection.
- ✚ A roadway's design speed is the maximum speed that a motor vehicle can be safely operated on that road under optimum driving conditions. Design speed is not the same as posted speed. The posted speed of a roadway is typically 5 mph lower than the design speed.
- ✚ The purpose of channelization is to separate traffic movements like left and right turn lanes from the main or thru movements. BMcD provided two (2) examples. Intersection A showed an intersection without channelization and Intersection B showed an intersection with medians separating traffic flows.
- ✚ Engineers utilize a number of IDOT and national guidelines to determine design criteria or "rules" when developing alternatives. Many of these guidelines were shown to the CAG on slides.
- ✓ IDOT shared common language and terms that are utilized in environmental studies and is summarized below:
 - ✚ IDOT Project Process will follow the National Environmental Policy Act or NEPA process which is required for all federally funded projects. The NEPA process requires projects to examine, avoid or minimize impacts to the social and natural environmentally sensitive areas when approving transportation projects.
 - ✚ The next few bullets describe various environment considerations that may be involved in the IL Route 2 Project.
 - ✚ Floodplains - The Rock River runs parallel to IL Route 2 and numerous tributaries cross IL 2. These features commonly involve floodplain which are areas adjacent to a body of water that store floodwater during flood events.
 - ✚ Threatened and Endangered Species - Given the proximity of the Rock River the corridor may involve the disturbance of threatened and endangered species or their habitats. Threatened and endangered species can be plants and animals. The primary goal for a project involving threatened and endangered species is to prevent the extinction of plant and animal life, and secondly, to recover and maintain those populations by removing or lessening threats to their survival.
 - ✚ Agricultural Lands - Agricultural lands are land used to produce crops and/or raise livestock. There are agricultural lands along the IL 2 corridor. It is the goal to avoid or minimize impacts to the land and operations of agricultural property. Special consideration is given to centennial and sesquicentennial farms.

- ✚ Section 4(f) - Section 4(f) lands include publicly-owned parks/recreation areas, nature preserves, land/water reserves, wildlife/waterfowl refuges, public or privately-owned historic sites and places of traditional religious & cultural importance to an American Indian Tribes.
- ✚ Section 106 – Section 106 historic properties may include buildings, bridges, landmarks, historic districts, archaeological sites that are at least 50 years old which are of historical, architectural, pre-historic, or archaeological significance.
- ✚ Public Facilities - Public facilities include libraries, museums, schools, or places of worship.
- ✚ Environmental Resource Management - All environmental sensitive areas need to be identified along the IL 2 corridor. The first goal when evaluating alternatives is to attempt to avoid impacts, if this is not possible impacts should be minimized and the last step if impacts are not avoidable is to mitigate for the impacts.
- ✓ Next the group reviewed the IL Route 2 Project corridor for these environmental sensitive areas. Below is a summary of this discussion.
 - ✚ There are numerous potential natural resources along IL route 2 that include the Rock River running along the east side of IL 2 for most of the length of the project, Lake Louise which is located on the west of IL 2 north of Byron, wetlands along both sides of IL Route 2 and threatened and endangered species and habitats which are often found in and near bodies of water.
 - ✚ We also have numerous of potential cultural resources along IL route 2 which include effigy mounds, historic structures and prehistoric or historic remains or indicator of past human activity.
 - ✚ BMcD shared a map of the environmentally sensitive areas along the project corridor. These areas complicate the evaluation of alternatives when considering avoiding, minimizing, and mitigating these areas. In some areas it will be necessary to balance impacts to one environmentally sensitive area with impacts to another environmentally sensitive area.
- CAG Meeting No. 3 Summary:
 - The following items were discussed at the third CAG Meeting:
 - ✓ The purpose and need statement was finalized at the third CAG Meeting. The intent of a purpose and need statement is to clarify what is to be accomplished and why it is necessary. The Purpose and Need Statement states: “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.”
 - ✓ Past crash history was evaluated from 2008 to 2012 and included 267 Crashes with 18% of crashes occurring on wet pavement and 109 crashes occurring at intersection and 158 crashes occurring at non-intersection.
 - ✓ Recently, crash history was re-evaluated up to 2019 and included the following trends:
 - ✚ Crash percentages along the corridor from 2012 – 2019 were compared to the averages crash types in the 2019 Illinois Crash Facts and Statistics.

- ✦ Predominant crash types in the corridor included animal, fixed object, other object, and overturned crashes.
- ✓ Proposed crash mitigation measures to improve safety include straightening alignment and flattening horizontal curves, adding 2 northbound and 2 southbound passing lanes, adding paved shoulders, reducing number of obstacles within the clearzone and constructing a new pavement surface.
- ✓ Animal collisions at intersections do not include any trends while trends/clusters of animal collisions are occurring at non-intersection locations. Countermeasures that increase visibility of wildlife, increase distance between roadside vegetation and the travel way, and restrict wildlife access to roadway include widened shoulders and the installation of exclusionary fencing.
- ✓ The proposed design will extend the 45 MPH design speed from the current limits at Luther Drive to Lake Louise. This will allow various design features such as curb and gutter to be installed to reduce impacts to residences and commercial properties.
- ✓ The CAG identified the following consideration, in the south section of the corridor from IL Route 72 to the Guardhouse, as part of a brainstorming session:
 - ✦ Add TWLTL from Exelon RR to Luther Drive.
 - ✦ Join Old State Rd with proposed exit for subdivision.
 - ✦ Add northbound passing lane between Kennedy Hill and the Guard House.
 - ✦ Extend 45 mph speed limit to Lake Louise.
 - ✦ Connect IL 72 bridge bike path to Exelon RR bridge running along the river through the park.
 - ✦ Add right turn lanes at Kysor Drive and Ashelford Drive.
 - ✦ Expand RR overpasses to accommodate bike path.
 - ✦ Realign IL 2 to the east from CP RR to north of Ashelford.
 - ✦ Realign River Dr to line up with Lake Louise entrance.
 - ✦ Realign IL 2 from Kennedy Hill Road to Guard House and include passing lanes.
 - ✦ Shift alignment from Exelon RR to curve at Old State Road to flatten curve and allow room for bike path.
 - ✦ Add right turn lane at Kennedy Hill Road.
 - ✦ Shoulders (10-foot wide) or bike path through town on south side of IL 72 and continue through the project.
 - ✦ Connect IL 72 bridge bike path to IL 2 bike path by running adjacent to Rock River and connect at Exelon RR.

These ideas were used for the development of the alternatives that were later discussed during CAG meetings #5 and 6.

- CAG Meeting No. 4 Summary:
 - The following items were discussed at the fourth CAG Meeting:
 - ✓ The CAG identified the following consideration, in the central section of the corridor from the Guardhouse to Meridian Road, as part of a brainstorming session:

- ✚ Widen shoulders for accident locations.
- ✚ Realign IL 2 south of Meridian Road.
- ✚ Fix tight curve and add passing lane south of the Blue Star Memorial rest area; expand multi-use recreational area to south and make access to recreational site safe; check sight distance.
- ✚ Add right turn lane onto Meridian Road.

These ideas were used for the development of the alternatives that were later discussed during CAG meetings #5 and 6.

- ✓ The CAG identified the following consideration, in the north section of the corridor from Meridian Road to Beltline Road, as part of a brainstorming session:

- ✚ Add right turn at Blue Lake Avenue.
- ✚ Fix curve and add left turn lanes at Prairie Road.
- ✚ 8' shoulders for entire section.
- ✚ Add TWLTL near Silver Creek Road.
- ✚ Need better sight distance (remove trees) north of Prairie Road.
- ✚ Smooth curve at Ruhl Farm; increase radii to 3,000 feet.
- ✚ Add passing lane south of Beltline Road.
- ✚ Shave off underpass hill south of Beltline Road.
- ✚ Add turns lanes at North Silver Creek intersection.
- ✚ Prairie Rd intersection: improve curve; add turn lanes; address drop off and drainage issues.
- ✚ Open up or straighten road at Smith Farm; add shoulders.
- ✚ Adjust driveway at Patton Industries to south, may require home to be removed to accommodate longer turn lanes.
- ✚ 2 dedicated left turn lanes with a thru right turn lane at Beltline Rd intersection.
- ✚ Right and left turn lanes at Gold River Avenue and Silver Creek North.

These ideas were used for the development of the alternatives that were later discussed during CAG meetings #5 and 6.

- CAG Meeting Nos. 5 and 6 Summary:
 - The following items were discussed at the fifth and sixth CAG Meetings:
 - ✓ IDOT presented 2 alternatives and 4 typical section options between Byron and Lake Louise. The CAG preferred the typical section with curb and gutter, a 12-foot lane in each direction, a 14-foot flush median and a 10-foot multi-use path.
 - ✓ Other Improvements from Byron to Lake Louise that were discussed included:
 - ✚ A two-way-left-turn-lane (TWLTL) from 72 to Peru Street.
 - ✚ Left and right turn lanes will be considered at many intersections.
 - ✚ Extending Old State Road up to IL Route 2.
 - ✚ Realignment of intersection of River Drive with the entrance to Lake Louise

The alternatives were evaluated verse the Purpose and Need Statement and all options meet the Purpose and Need Statement while the No-Build options did not meet the Purpose and Need Statement. The CAG expressed the following concerns within this section:

- ✚ Concern regarding the private boat launch at Ashelford Drive.
- ✚ Exelon RR underpass bridge condition.
- ✚ Concern w/private property impacts.
- ✚ Need for business owner coordination.
- ✚ Determine if there is a need for 2 entrances to River Drive.
- ✚ Desire for an off-road bike path.
- ✚ Add TWLTL between Kysor Drive and River Drive. It is noted a median was added in lieu of TWLTL.
- ✚ Remove CPRR Overpass and make a bike path. It is noted that providing a bike path along the CP Railroad is out of scope of the IL 2 project.
- ✓ The section of IL Route from Lake Louise to Beltline Road was also discussed. Alternative discussed included:
 - ✚ Minimal flattening of the horizontal curve north of Lake Louise are possible because it is adjacent to Federally Protected Forest Land.
 - ✚ Extended NB Left Turn Lane at Kennedy Hill Road Intersection.
 - ✚ Added NB and SB Passing Lanes north of Kennedy Hill Road.
 - ✚ Guard House is impacted to accommodate the widened roadway.
 - ✚ Flattening of curves north of Kennedy Hill Road/Away moving the roadway away from the Rock River.
 - ✚ Added a NB Passing Lane South of the rest area.
 - ✚ Left and right turn lanes added at numerous intersections along the corridor including dual left turn lanes at Beltline Road.

The alternatives were evaluated verse the Purpose and Need Statement and all options meet the Purpose and Need Statement while the No-Build options did not meet the Purpose and Need Statement. The CAG expressed the following concerns within this section:

- ✚ Utilize Curb and Gutter at the Guard House to reduce impacts.
- ✚ Suggested more fill in the River to avoid Impacts to properties.
- ✚ Increase area between IL 2 and the Rock River is preferred and provides opportunity for recreational areas.
- ✚ CAG suggested the construction of right turn lanes even if not warranted.

BMcD noted that the meeting minutes were sent to the CAG Group a week ago, to review prior to this CAG Meeting. The CAG approved the meeting minutes from CAG Meetings 5 and 6 following a short discussion.

5. Design Status Update:

- BMcD provided a summary of efforts the design team has been working on since the fall of 2020 and they include:

- Conducted field visits to evaluate changes along the corridor over the last 6 years. This included the development of a drone video and ground survey efforts.
 - Confirmed the project design criteria.
 - Developed alternatives based on ideas from previous CAG Meetings and by the design team.
 - Evaluating impacts to driveways and how access to adjacent properties may impact alternatives.
 - Evaluated the section of IL Route 2 from Oregon to Byron to see what has worked well and what can be improved from that project.
 - Evaluated crash history from recent years to determine if the trends are consistent with past crash reports.
 - Compared recent Traffic Data to past traffic data.
 - Conducted Bridge Condition surveys for the bridges along the corridor to determine if any rehabilitation of the bridges are necessary as part of this project.
 - Evaluated the warrants for Right-Turn Lanes along the corridor.
 - Identified Animal Crash mitigation options.
 - Evaluated where flush medians might improve safety along the corridor.
 - Reviewed passing lanes to determine if they can be extended from the previous alternatives.
 - BMcD discussed the project schedule including the plan to obtain design approval for the Phase I in the Spring of 2022 and an approximate date for the next CAG Meeting in June of this year. The next CAG Meeting will include discussion on the status of the design including the evaluations of previously discussed alternatives. IDOT will also conduct a “Land Acquisition 101” Summary.
6. The following items were discussed after the presentation:
- IDOT indicated there are plans to award a construction contract that included guardrail improvements along the corridor this summer. This is a project to improve safety prior to the reconstruction project is constructed.
 - IDOT did perform a culvert maintenance project a few years back just north of Lake Louise. This project included extending the culvert and minor shoulder widening and guardrail improvements. This improvement is an interim improvement prior to the reconstruction project. The CAG expressed concerns with the number of crashes at this location and IDOT clarified the intent of the improvements. IDOT will meet with Robert Moreland of the CAG to discuss the area.
 - The CAG asked about the exclusionary fence and suggested that IDOT consider the installation of a water source on the west side of the road, so wildlife does not need to cross the river to access a water source.
 - The CAG inquired on the approach to traffic management during the construction of the proposed improvements. It was indicated that this is not certain at this point and will be developed following a better understanding of the proposed improvements. It was noted, traffic will always be maintained to all residents and businesses along the corridor throughout construction.
 - The CAG asked if IDOT would install signage indicating that business are open during

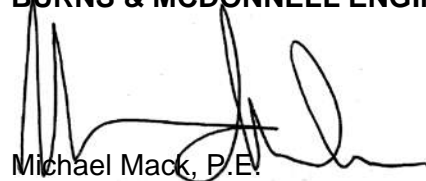
construction. IDOT indicated that this has been done on some projects in the past and will consider in the analysis.

- IDOT indicated that the construction of the improvements was several years in the future but that construction funding for the project is included in the multi-year program with IDOT.

This represents our understanding of the discussion. Please contact our office with additions or corrections.

Respectfully submitted,

BURNS & MCDONNELL ENGINEERING COMPANY, INC.

A handwritten signature in black ink, appearing to read 'Michael Mack', written over a horizontal line.

Michael Mack, P.E.
Project Manager

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Community Advisory Group Meeting #7

IL 2 (Byron to Rockford); CN 64158

Thursday, March 25, 2021



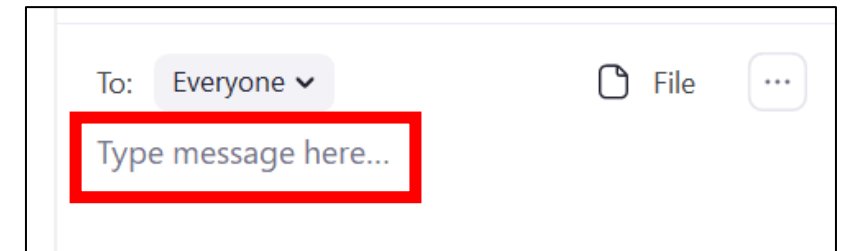
Illinois Department
of Transportation












Virtual Meeting Housekeeping

- Utilize the chat feature to ask questions and provide feedback
- Will pause to answer questions asked via chat throughout the presentation and to open the floor for additional questions
- Please “mute” your microphones unless speaking



Agenda

-  Welcome & Introductions
-  Meeting Goals
-  IDOT Project Process
-  Project Location/Limits
-  Previous CAG Meetings
-  Design Status
-  Next Steps

Welcome & Introductions

IDOT Project Team Introductions



Chad Spreeman
S&P Senior Squad
Leader



Faith Duncan
S&P Project Engineer



Michael Kuehn
S&P Engineer/
Geometric Engineer



Becky Marruffo
Engineer of Program
Development

Mark Nardini
Environmental Studies
Supervisor

Rich Guise
Hydraulics Engineer

Consultant Project Team Introductions



Mike Mack
Consultant Project
Manager



Katie Leska
Consultant Project
Engineer



Camden Bender
Public Involvement
Coordinator

Community Advisory Group Introductions



Name



Affiliation (if applicable)








Icebreaker



Facilitated Discussion

Meeting Goals

Meeting Goals

-  Reestablish IDOT Process and CAG's Role
-  Reacquaint CAG with Project
-  Recap Previous CAG Meetings
-  Summarize the Current Project Status
-  Share Next Steps

IDOT Project Process

IDOT's Project Implementation Process



IDOT's Phase I Study Process

PHASE I

ROADWAY &
TRAFFIC

TESTING

ANY STRUCTURAL
ELEMENTS



DATA
COLLECTION



PURPOSE &
NEED



DEVELOP
RANGE OF
ALTERNATIVES



DEVELOP
ALTERNATIVES
TO BE
CARRIED
FORWARD



REFINE
PREFERRED
ALTERNATIVE



APPROVAL OF
PREFERRED
ALTERNATIVE



PUBLIC & AGENCY COORDINATION

National Environmental Policy Act (NEPA)

- 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

Context Sensitive Solutions (CSS)

“...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

Context Sensitive Solutions (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

Community Advisory Group



CAG Purpose

- Membership
 - Stakeholder representatives with broad range of community interests
- 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

CAG Role

- 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

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.

CAG Meeting Ground Rules

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.

CAG Meeting Ground Rules Cont.

- 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.

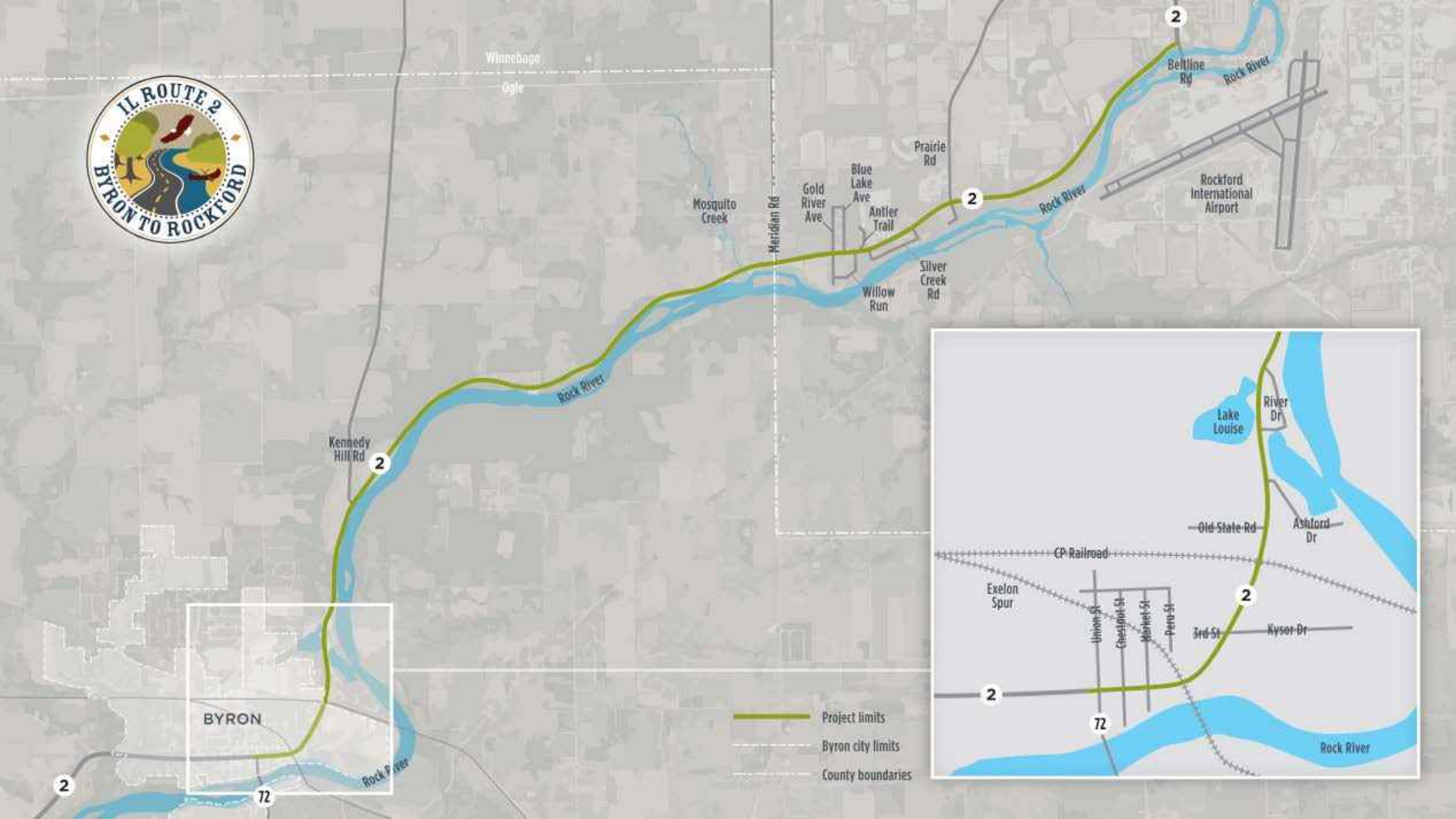
CAG Meeting Ground Rules Cont.

- 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.

Questions?



Project Location/Limits



- Project limits
- Byron city limits
- County boundaries

Recap of Previous CAG Meetings

CAG Meeting #1

CAG Meeting #1

- Public meeting review
- CSS process
- Roadway deficiencies
- Development of problem statement

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)



Problem Statement

IL 2 is a valued environmental corridor with an inadequate roadway and insufficient clear zone which contributes to crashes and does not allow for the development of recreational facilities or provide access to the scenic features of the corridor.

CAG Meeting #2

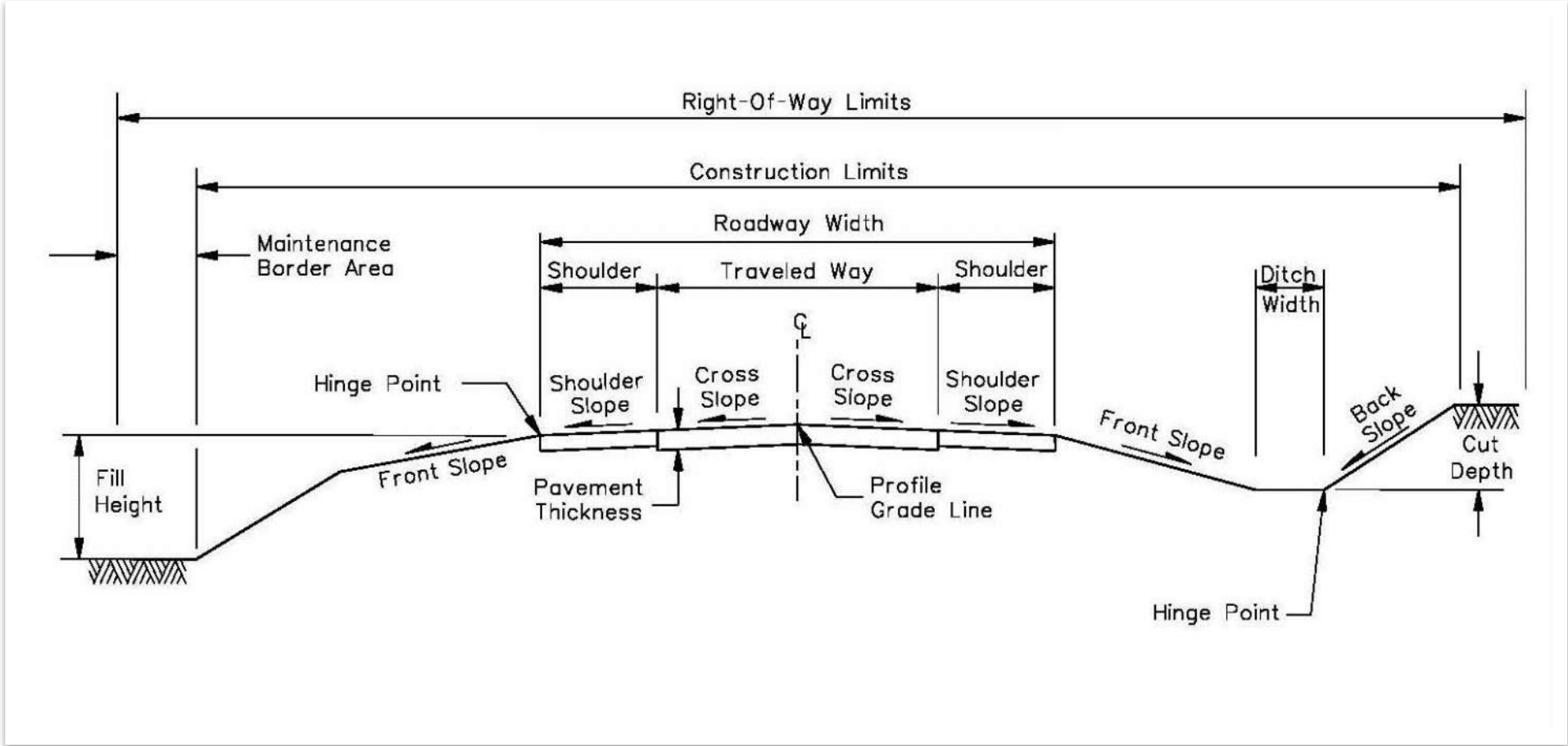
Project Branding



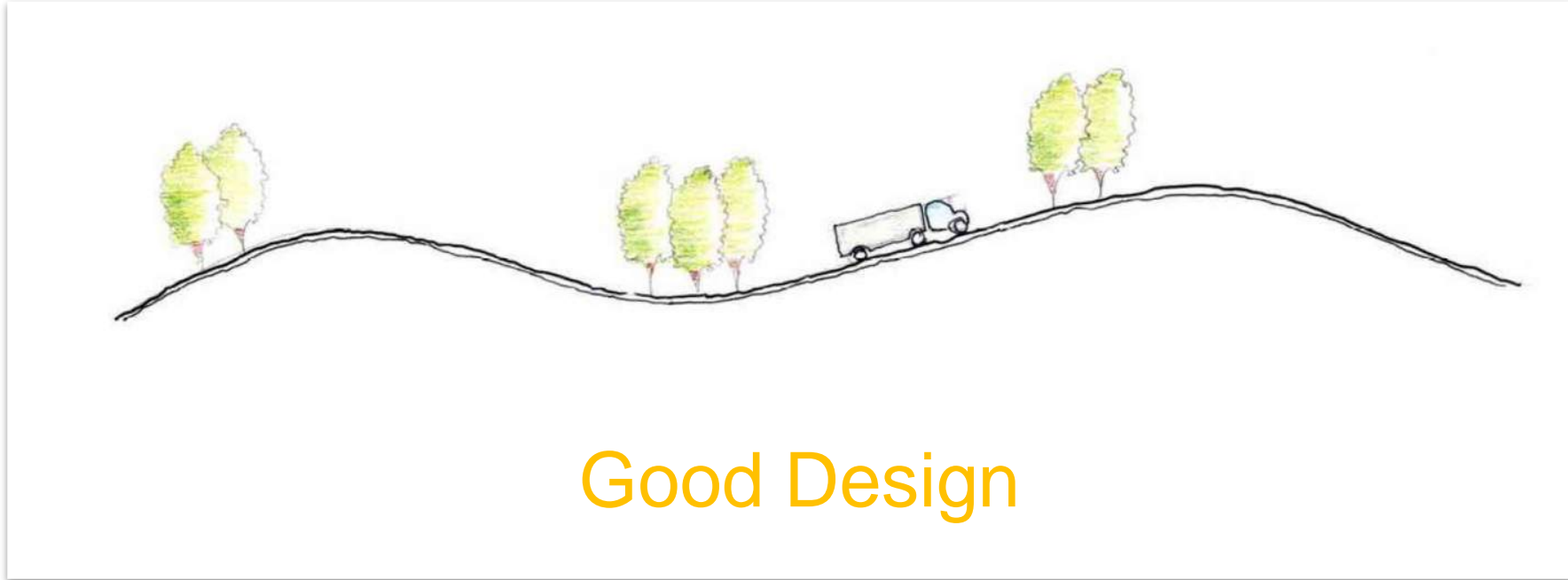
Engineering Terminology 101

Summary

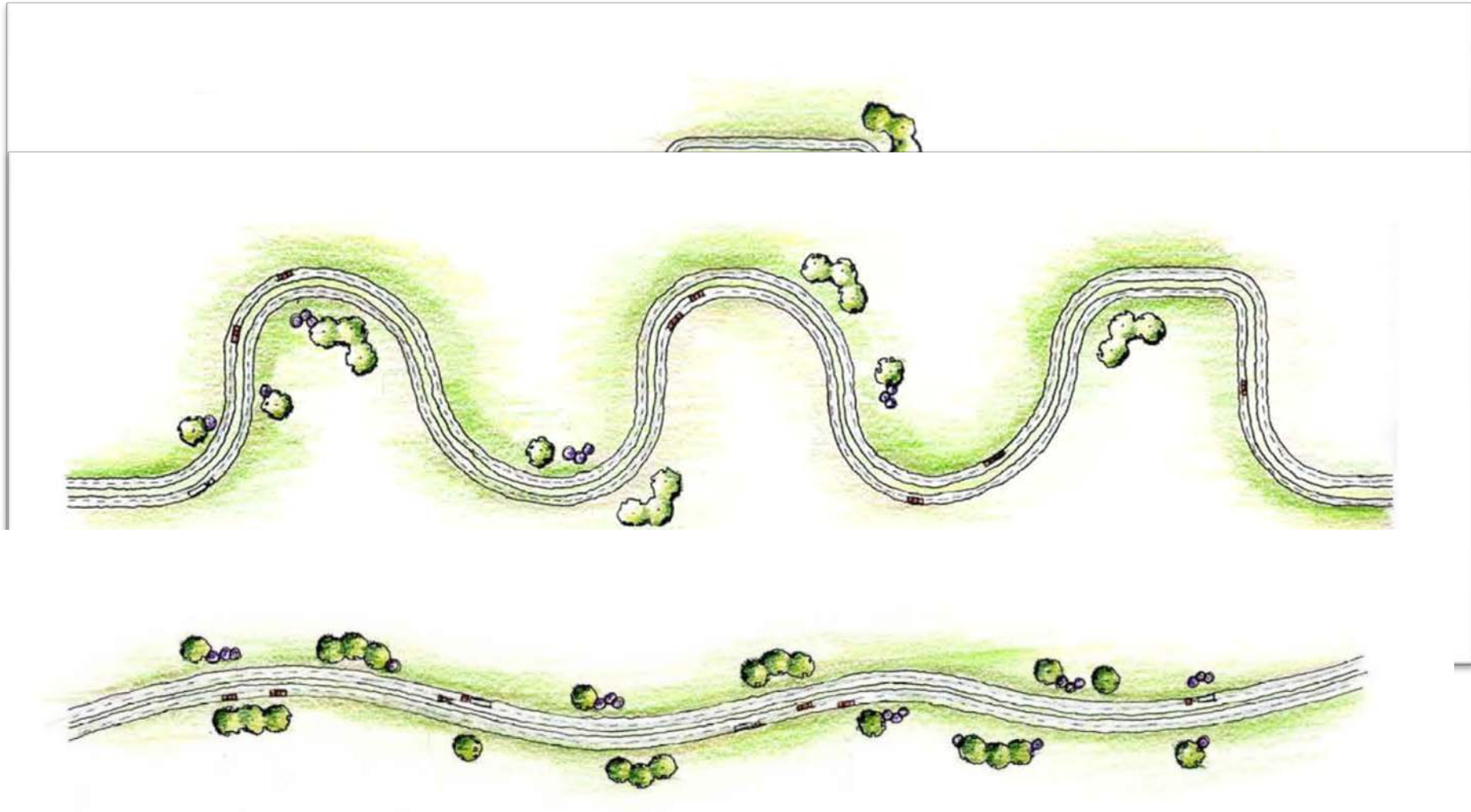
Facility Type



Vertical Alignment

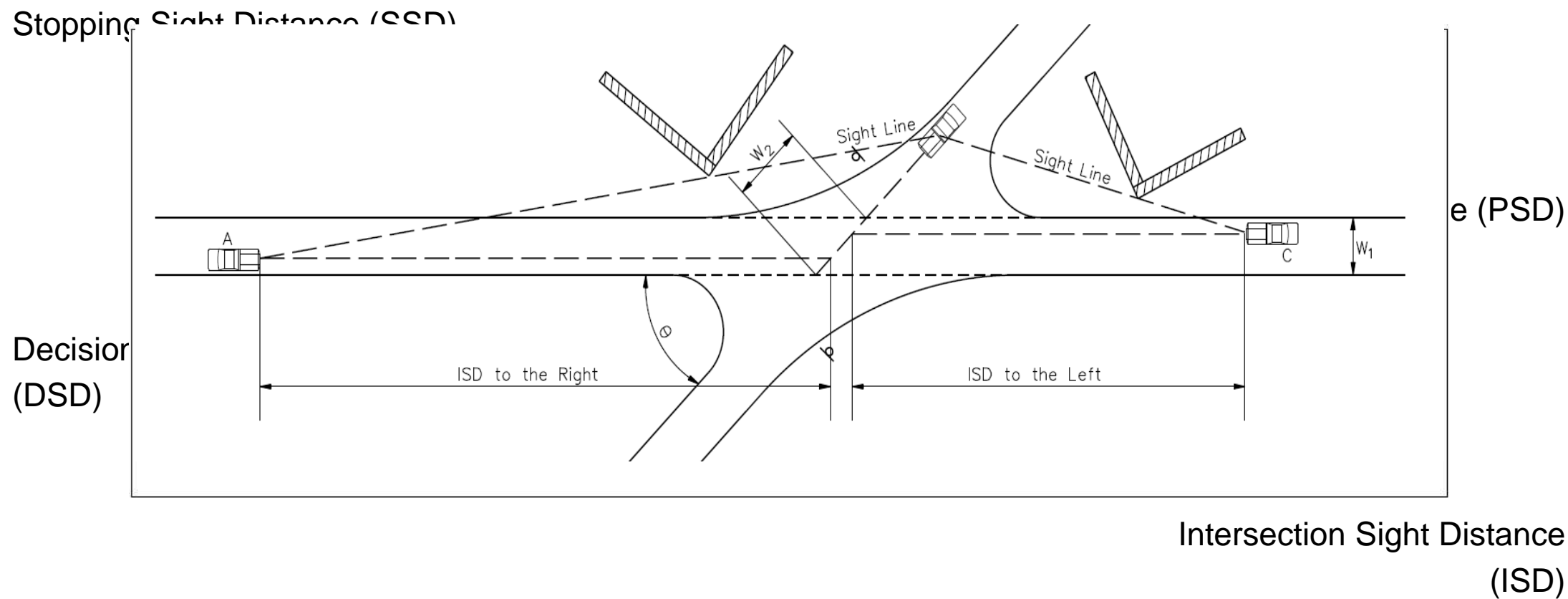


Horizontal Alignment



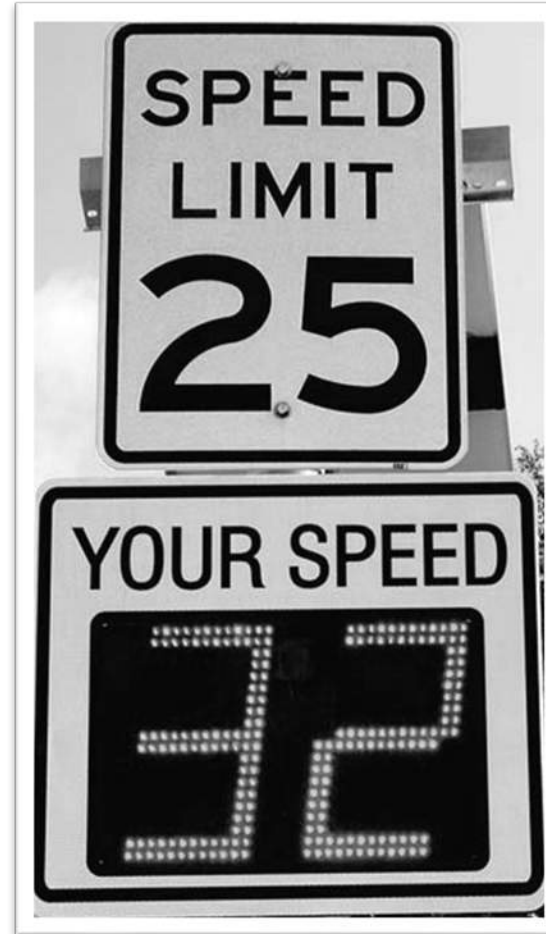
Good Design

Sight Distance

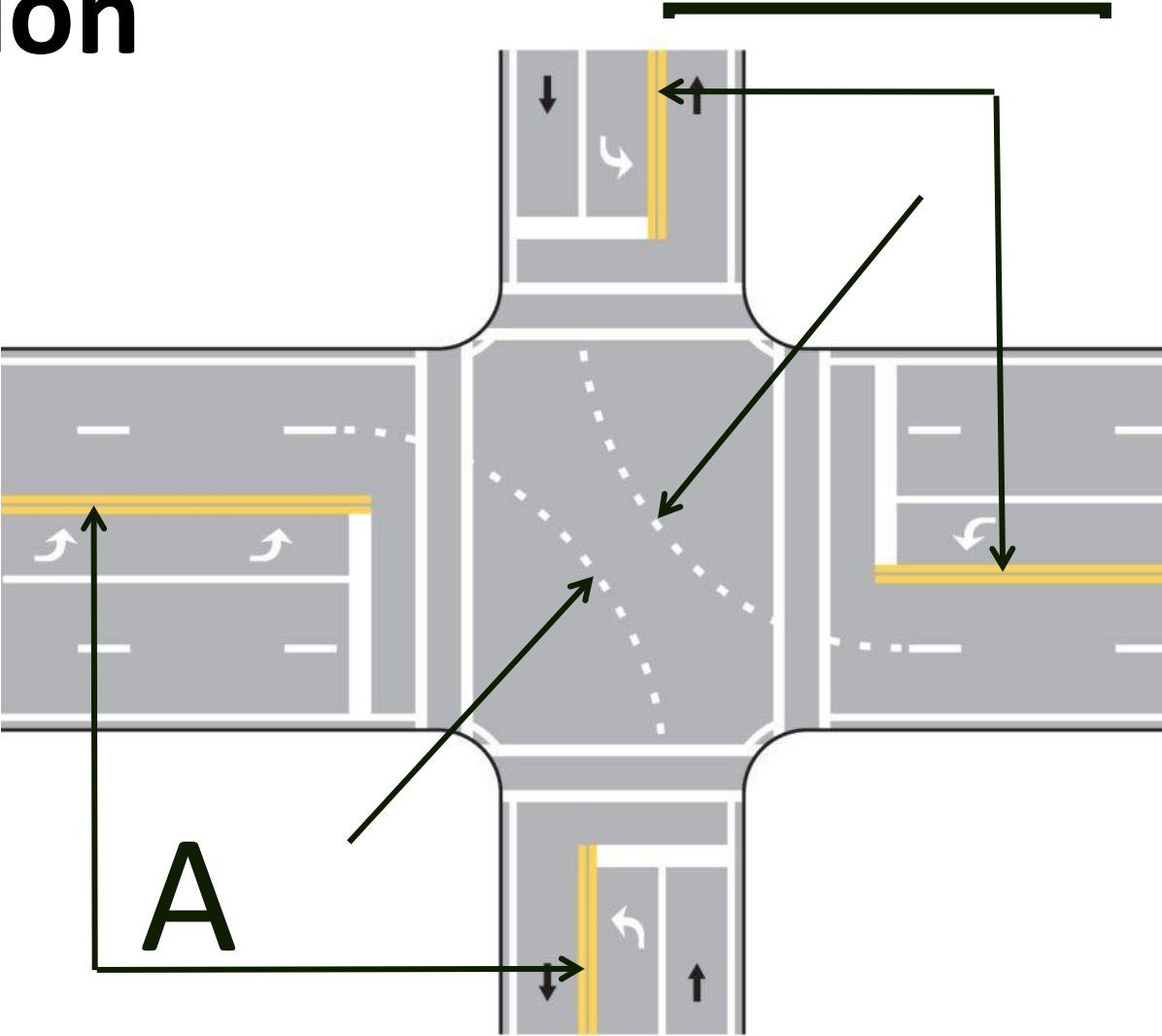


Design Speed

- Design speed 60 MPH; Posted Speed 55 MPH



Channelization



Guidelines

AMERICAN

TRANSPORTATION

Handbook

OF

THE

Manual on Uniform
Traffic Control Devices
for Streets and Highways
2009 Edition



U.S. Department of Transportation
Federal Highway Administration

MANUAL OF
TRAFFIC CONTROL DEVICES

Handbook

OF

THE

Questions?



Environmental 101 Summary

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 minimize/avoid potential impacts to the social and natural environment when considering approval of proposed transportation projects.

NEPA Considerations



**ENGINEERING
ANALYSIS**



**TRAFFIC
ANALYSIS**



**SAFETY AND
CRASH DATA**



**RIGHT-OF- WAY
REQUIREMENTS**



**EXISTING AND
PLANNED RESIDENTIAL
AND COMMERCIAL
DEVELOPMENTS**



**EXISTING AND
PLANNED UTILITIES**



**COST AND
ECONOMIC IMPACT**



**OTHER PLANNING
EFFORTS**



**NATURAL AND
CULTURAL
RESOURCES**



**ENDANGERED
SPECIES**



**LAND USE AND
PARKLAND**



**WATER RESOURCES
AND FLOOD PLAINS**



**HAZARDOUS
MATERIALS**



**SOCIAL AND
COMMUNITY
IMPACTS**



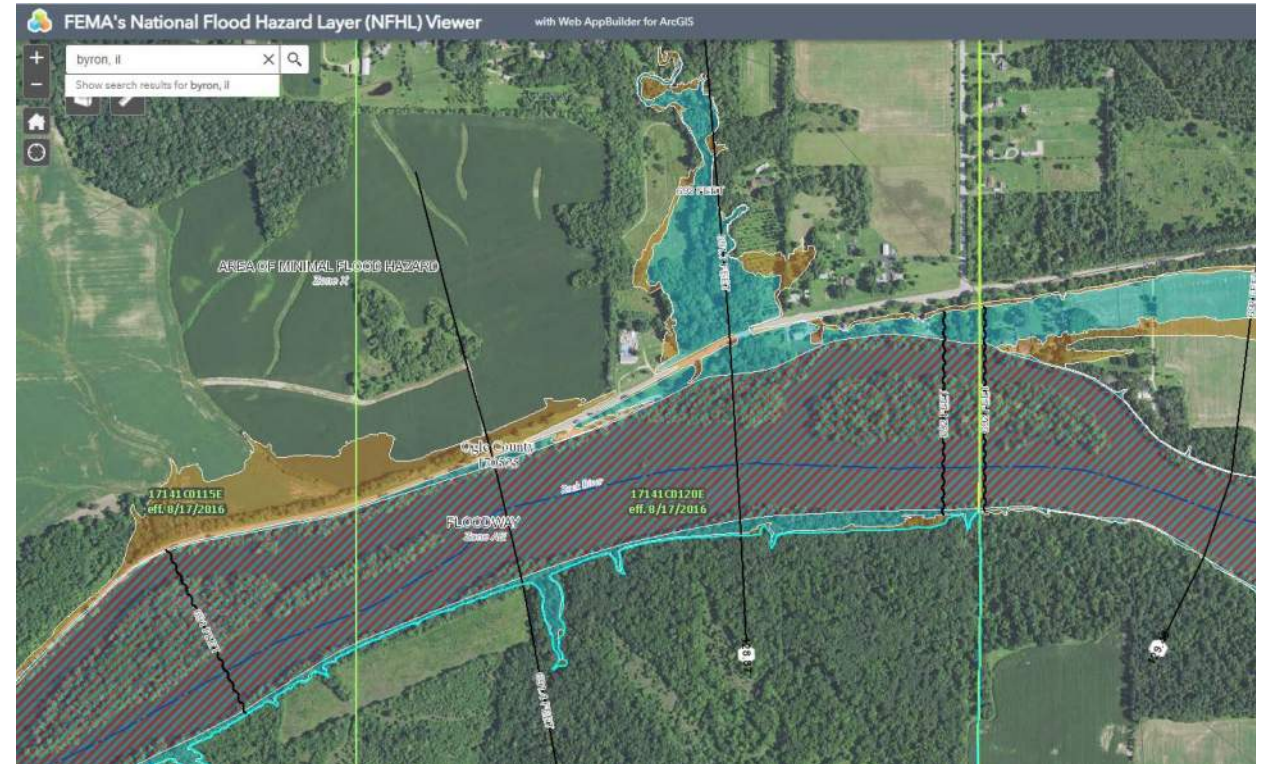
**STAKEHOLDER AND
PUBLIC INPUT**

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

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.



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



Agricultural Lands

- Land used to produce 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



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 & historic districts, sites, buildings, structures or objects listed in, or eligible for, the National Register of Historic Places)
- Places of traditional religious & cultural importance to an Indian tribe or Native Hawaiian organization that meet the National Register criteria



Section 106 (Historic)

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



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



Environmental Resource Management

- Goal 1: Avoid
- Goal 2: Minimize
- Goal 3: Mitigate

Questions?



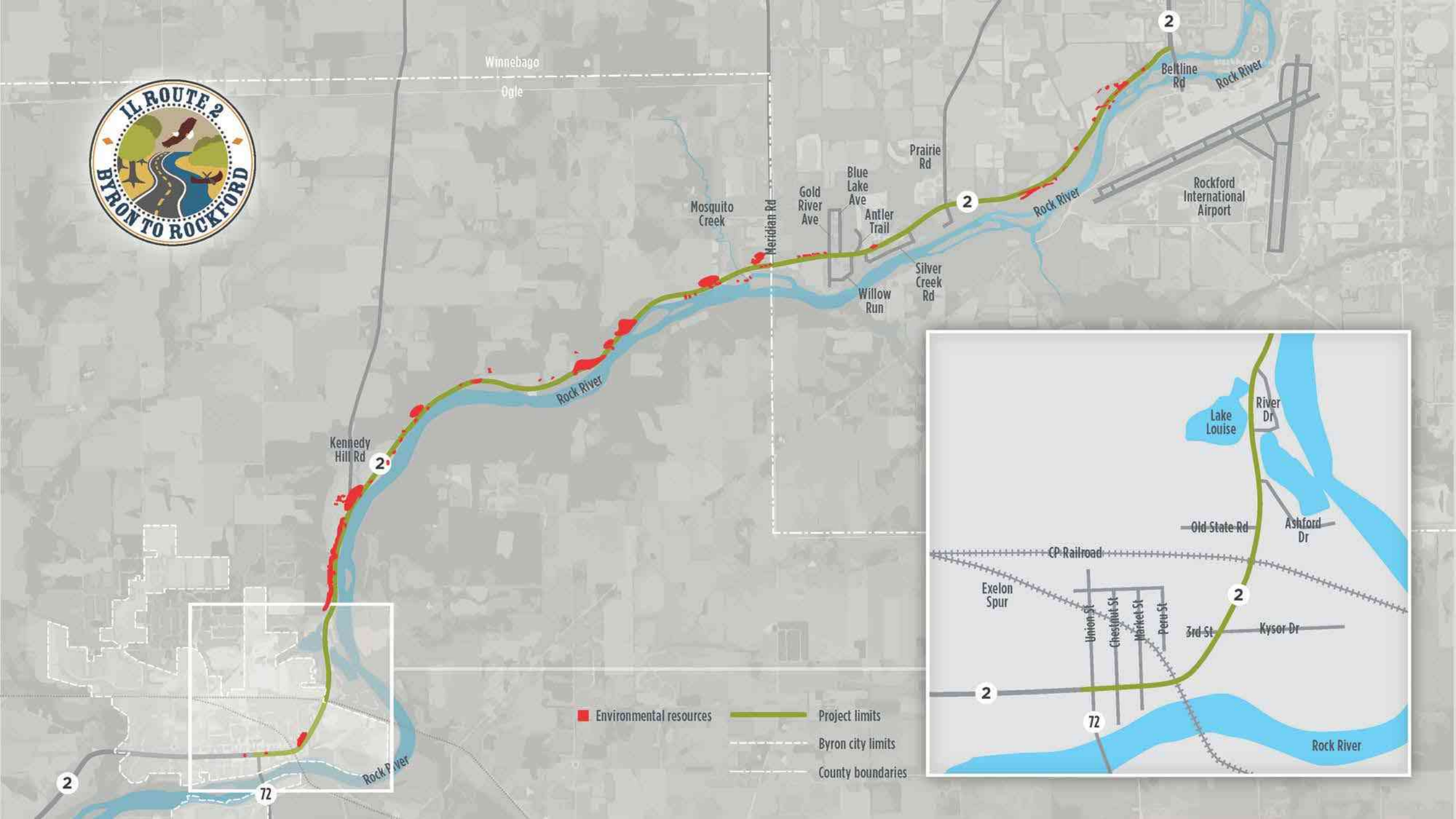
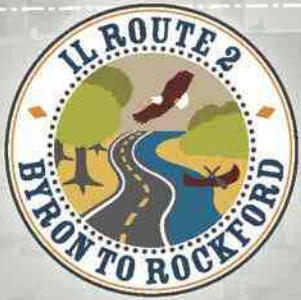
IL Route 2 Corridor

Environmental Resources: Natural Resources

- Known resources
 - Rock River
 - Lake Louise
- Potential resources
 - Wetlands
 - T&E species
 - Habitats

Environmental Resources: Cultural Resources

- Known resources
 - Effigy Mounds
- Potential resources
 - Historic Structures
 - Prehistoric or historic remains or indicator of past human Activity



- Environmental resources
- Project limits
- Byron city limits
- County boundaries

Geometric Design Criteria

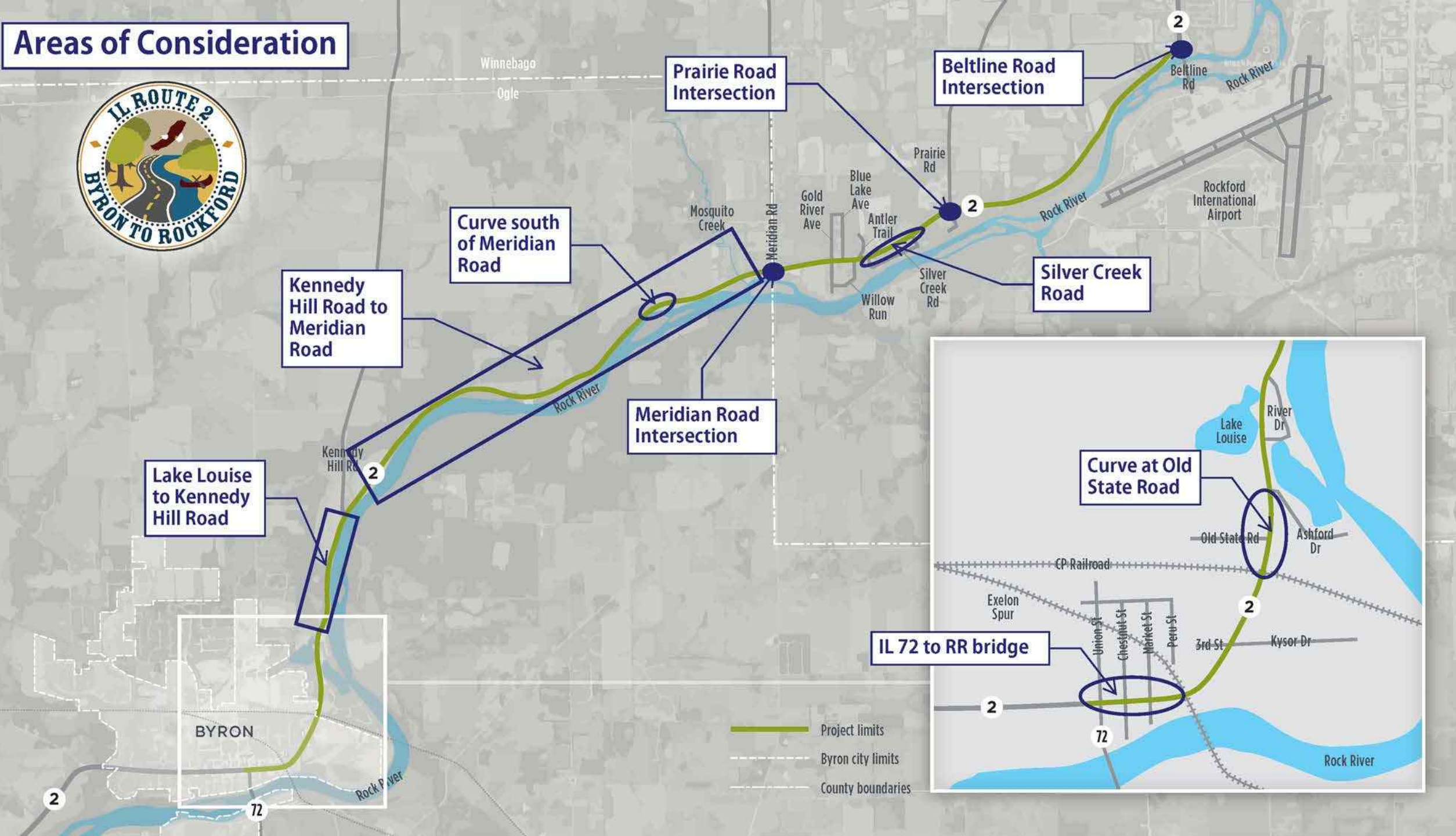
- Functional classification
- Design speed
- Lane widths
- Turn lane length
- Curvature
- Sight distance

Design Element		Manual Section	Minimum Criteria			
Design speed		-	30 mph	45 mph	60 mph	
3. Vertical Alignment	i. Is superelevation transition length located off of bridges and bridge approach pavements?	BDE 32-3.07	400' from back of abutment	400' from back of abutment	400' from back of abutment	
	j. Horizontal stopping sight distance on inside of horizontal curves (Level SSD for passenger cars)	BDE Fig 31-3.A	200'	360'	570'	
	a. Maximum grades (in percent)	BDE Fig 48-6.C/ Fig 47-2.M	8%	6%	3%	
	b. SSD at crest vertical curves (level SSD for passenger cars)	BDE Fig 33-4.A	K=19	K=61	K=151	
	c. SSD at sag vertical curves (level SSD for passenger cars)	BDE Fig 33-4.E	K=37	K=79	K=136	
	d. Minimum grades (in percent) considering drainage	Curbed roadway	BDE 33-2.03	0.3%	0.3%	0.3%
		Uncurbed roadway		N/A	0.5%	0.5%
	e. Critical length of grade	BDE Fig 33-2.A	750' (7%@10mph)	750' (7%@10mph)	750' (7%@10mph)	
	f. Truck-climbing lanes/critical grade analysis	N/A	N/A	N/A	N/A	
	g. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width)	N/A	N/A	N/A	N/A	
h. Minimum length of vertical curves for selected design speed	BDE 33-4.01(a)	L= 3V =90'	L= 3V =135'	L= 3V =180'		
i. Maximum length of vertical curves (drainage of curbed facilities and bridges)	BDE 33-4.01(d)	K=167	K=167	K=167		
4. Cross Section Elements	a. Lane widths	BDE Fig 48-6.A/ Fig 47-2.J	12'	12'	12'	
	b. Traveled way widening	BDE 34-2.01(a)	12'	12'	12'	
	c. Cross-slopes on through lanes (in percent):	Inside lane	BDE 34-2.01(b)	2%	2%	1.5%
		Outside lane	BDE 34-2.01(b).2/.6C	2%	2%	2.0%
	d. Shoulder widths	Inside	N/A	N/A	N/A	
		Outside	BDE 34-2.02	N/A	N/A	10'
	e. Design of parking lanes:	Cross Slope	N/A	N/A	N/A	
		Width	N/A	N/A	N/A	
	f. Type of curb and gutter used on median	BDE 34-2.04	N/A	N/A	B-6	
	g. Drainage of raised curb medians	Direction of flow of median surface or pavement	BDE 34-2.01(b)	2% away from CL	2% away from CL	1.5% away from CL
		Direction of cross-slope on gutter	BDE 34-2.04(d)	6% away from roadway	6% away from roadway	6% away from roadway
	h. Type of curb and gutter used along outside edges of pavement	BDE 34-2.04	B-6.24	B-6.24	M-4	
	i. Two Way Left Turn Lane (TWLTL) width	Flush type	BDE 34-3.03(a)	14'	14'	14'
Traversable type		N/A		N/A	N/A	
j. Median widths	Urban	BDE 34-3.04	12'	12'	N/A	
	Suburban		18'	18'	N/A	
	Rural		N/A	N/A	18'	

General Geometric Considerations

- Bicycle facilities
- Passing lanes
- Turning lanes
- Alignment adjustments

Areas of Consideration



Questions?



CAG Meeting #3

Project Purpose & 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.

Past Crash History (Previously Shared)

- 5 years (2008-2012)
- 267 Crashes
- 18% wet pavement
- 109 intersection
- 158 non-intersection

Recent Crash History

- Evaluated crash percentages along the corridor from 2012 – 2019 vs the averages in the 2019 Illinois Crash Facts and Statistics
- Predominant crash types in the corridor included animal, fixed object, other object, and overturned crashes

Crash Type	2018 Illinois Statewide Crash Percentages	IL Route 2 Percentages
Angle	10%	4%
Animal	5%	19%
Fixed Object	10%	30%
Head On	1%	2%
Other Non-Collision	1%	2%
Other Object	1%	5%
Overturned	1%	3%
Rear End	29%	21%
Sideswipe Opposite Direction	1%	3%
Sideswipe Same Direction	11%	1%
Turning	16%	10%
Pedestrian	2%	0%
Train	<1%	0%
Pedalcyclist	1%	0%
Parked	11%	0%

Crash Mitigation Measures

- Proposed measure to improve safety include:
 - Straightening alignment and flattening horizontal curves
 - Adding 2 northbound and 2 southbound passing lanes
 - Adding paved shoulders
 - Reducing number of obstacles with clearzone
 - New pavement surface

Animal Crash History

- Animal collision at intersections are single occurrences
- Clusters and trends of animal collisions occurred at non-intersection locations
- Two countermeasures will increase visibility of wildlife, increase distance between roadside vegetation and the travel way, and restrict wildlife access to roadway
 - Shoulder
 - Exclusionary fencing



Proposed Design Speed

Existing Design Speed

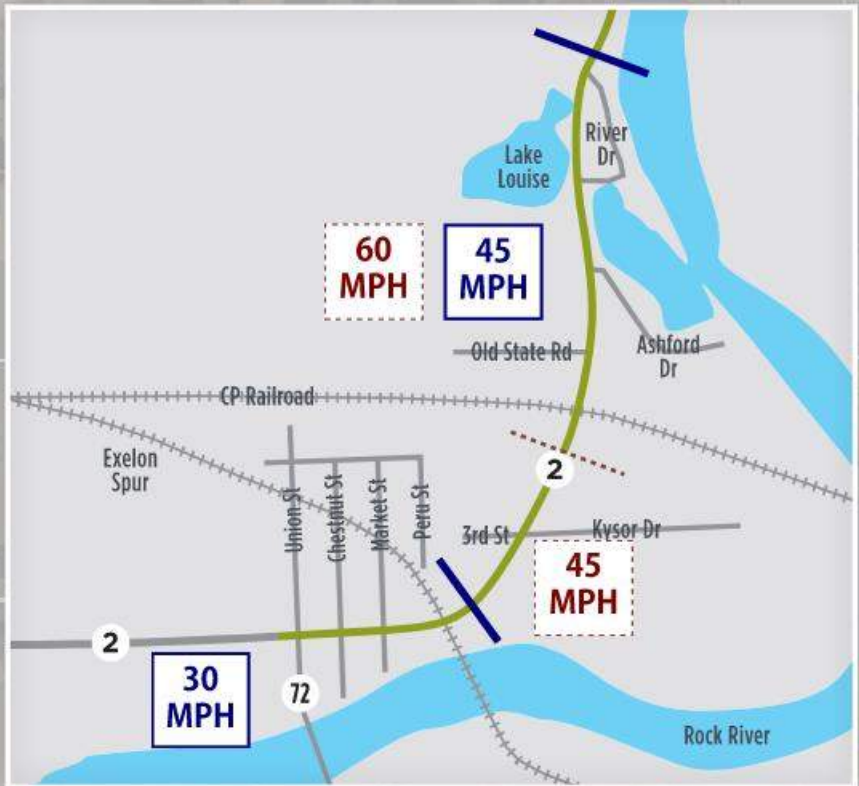
Winnebago
Ogle

60 MPH

60 MPH

45 MPH

30 MPH



- Project limits
- Byron city limits
- County boundaries

Alternative Ideas in South Section



IL 72 to the Guard House

Alternative Ideas in South Section

- Add TWLTL from Exelon RR to Luther Dr
- Join Old State Rd with proposed exit for subdivision
- Add northbound passing lane between Kennedy Hill and the Guard House
- Extend 45 mph speed limit to Lake Louise
- Connect IL 72 bridge bike path to Exelon RR bridge running along the river through the park
- Add right turn lanes at Kysor Dr and Ashelford Dr
- Expand RR overpasses to accommodate bike path
- Realign IL 2 to the east from CP RR to north of Ashelford

Alternative Ideas in South Section Cont.

- Realign River Dr to line up with Lake Louise entrance
- Realign IL 2 from Kennedy Hill Rd to Guard House and include passing lanes
- Shift alignment from Exelon RR to curve at Old State Rd to flatten curve and allow room for bike path
- Add right turn lane at Kennedy Hill Rd
- 10' shoulders or bike path through town on south side of IL 72 and continue through the project
- Connect IL 72 bridge bike path to IL 2 bike path by running adjacent to Rock river and connect at Exelon RR

CAG Meeting #4

Alternative Development in Central



The Guard House to Meridian Road

Alternative Development in Central

- Widen shoulders for accident locations
- Realign IL 2 south of Meridian Road
- Fix tight curve and add passing lane south of the Blue Star Memorial rest area; expand multi-use recreational area to south and make access to recreational site safe; check sight distance
- Add right turn lane onto Meridian Road

Alternative Development in North Sections



Meridian Road to Beltline Road

Alternative Development in North Sections

- Add right turn at Blue Lake Ave
- Fix curve and add left turn lanes at Prairie Rd
- 8' shoulders for entire section
- Add TWLTL near Silver Creek Road
- Need better sight distance (remove trees) north of Prairie Road
- Smooth curve at Ruhl Farm; increase radii to 3,000 ft
- Add passing lane south of Beltline Road
- Shave off underpass hill south of Beltline Road

Alternative Development in North Sections Cont.

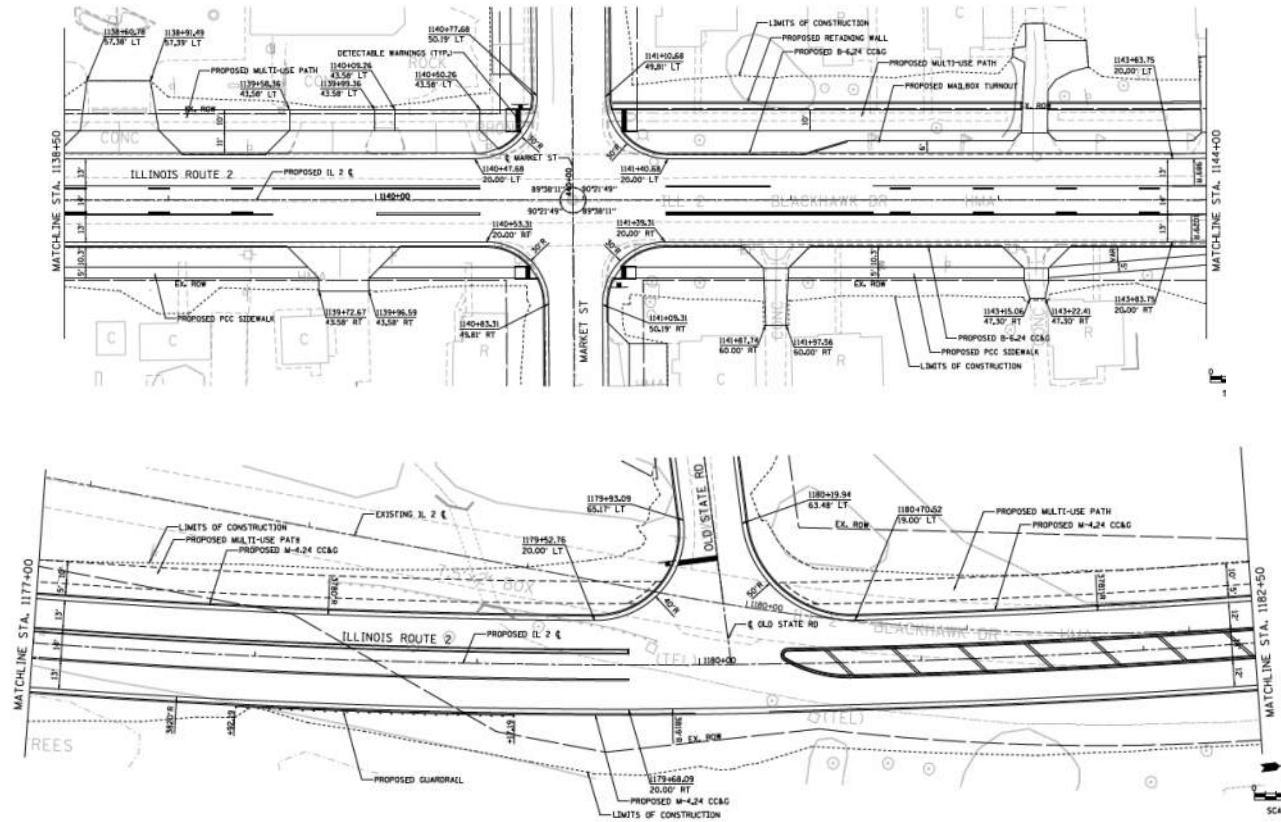
- Add turns lanes at North Silver Creek intersection
- Prairie Rd intersection: improve curve; add turn lanes; address drop off and drainage issues
- Open up or straighten road at Smith Farm; add shoulders
- Adjust driveway at Patton Industries to south, may require home to be removed to accommodate longer turn lanes
- 2 dedicated left turn lanes with a thru right turn lane at Beltline Rd intersection
- Right and left turn lanes at Gold River Ave and Silver Creek North

CAG Meetings 5 & 6

* Minutes sent to CAG in advance of this meeting

CAG 5/6 Alternatives - Byron to Lake Louise

- IDOT presented 2 Alternatives and 4 Typical Sections
 - Preferred Typical Section
 - ✓ Curb & Gutter
 - ✓ 12' lanes w/14' center median
 - ✓ 10' bike path



CAG 5/6 Alternatives - Byron to Lake Louise

- Purpose and Need Screening:
 - No Build Alternative - Did not address the Purpose and Need Statement, therefore improvements were warranted.
 - Build Alternatives #1 and #2 – Met Purpose and Need Statement

CAG 5/6 Alternatives - Byron to Lake Louise

- CAG Comments Received :
 - Concern regarding the private boat launch at Ashelford Drive
 - Exelon RR underpass bridge condition
 - Concern w/private property impacts
 - Need for business owner coordination
 - Determine if there is a need for 2 entrances to River Drive
 - Desire for an off-road bike path
 - Add TWLTL between Kysor Drive and River Drive – Median was added in lieu of TWLTL
 - Remove CPRR Overpass and make a bike path

CAG 5/6 Alternatives – Lake Louise to Beltline Road

- Alternatives included:
 - Minimal flattening of the horizontal curve north of Lake Louise is possible because it is adjacent to Federally Protected Forest Land
 - Extended NB Left Turn Lane at Kennedy Hill Road Intersection
 - Added NB and SB Passing Lanes north of Kennedy Hill Road
 - Guard House is impacted to accommodate the widened roadway
 - Flattening of curves north of Kennedy Hill Road/Away from River
 - Added a NB Passing Lane South of Rest Area
 - Left and Right Turn Lanes added at Numerous Intersections along the corridor including Dual Left Turn Lanes at Beltline

CAG 5/6 Alternatives – Lake Louise to Beltline Road

- Purpose and Need Screening:
 - Build Alternatives Met Purpose and Need Statement

CAG 5/6 Alternatives – Lake Louise to Beltline Road

- CAG Comments Received :
 - Utilize Curb and Gutter at the Guard House to reduce Impacts
 - Suggested more fill in the River to avoid Impacts to properties
 - Increase area between IL 2 and the Rock River is preferred and provides opportunity for recreational areas
 - CAG suggested the construction of right turn lanes even if not warranted

**Approve Meeting Minutes from
CAG Meeting 5 & 6**

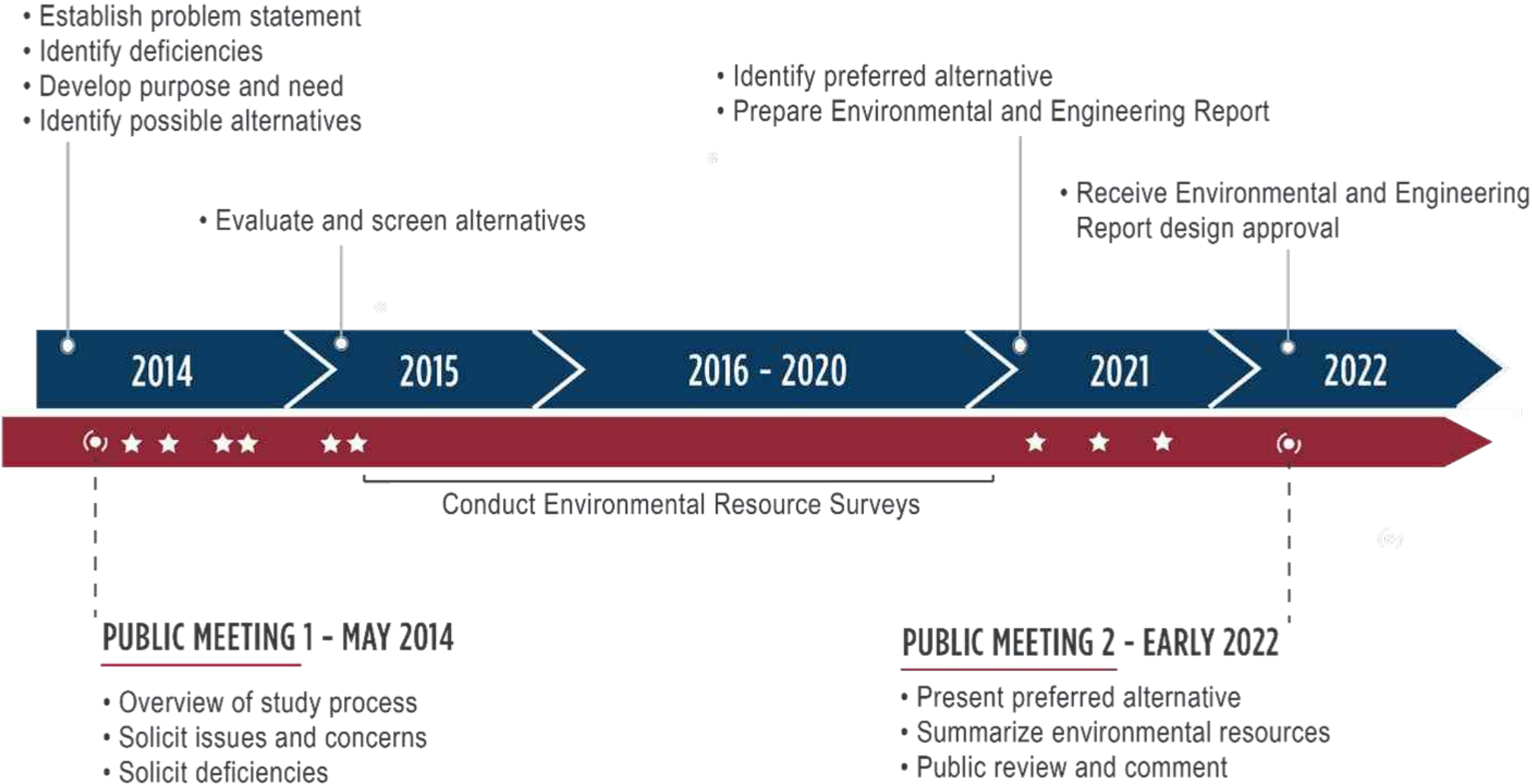
Design Status

Design Review

- Field Visit
- Design Criteria
- Geometric Evaluation
- Driveway Evaluation
- IL Route 2: Oregon to Byron Review
- Crash Report Review
- Traffic Data Review
- Bridge Condition Reports
- Right-Turn Lane Warrants
- Animal Crash Review
- Flush Median Study
- Passing Lane Review

Prepare High-Level Schedule

PROJECT MILESTONES








PUBLIC INPUT OPPORTUNITIES

 Community Advisory Group (CAG) Meeting

Goal Review

Goals Review

-  Reestablish IDOT Process and CAG's Role
-  Reacquaint CAG with Project
-  Recap Previous CAG Meetings
-  Summarize the Current Project Status
-  Share Next Steps

Next Steps

Next Steps



CAG #8 Anticipated in June 2021

- Discuss Status of Design
- Land Acquisition 101



Meeting minutes to be distributed following this meeting and approved at next CAG

THANK YOU

