
MEETING MINUTES

Subject: IL 2 (Byron to Rockford) CAG Meeting #8

BMcD Project No.: 127815

Meeting Date: June 24, 2021

Time: 6:00 p.m.

Location: Zoom Call

Attendees:

Gregory A. Beitel, CAG	Tom Eighmy, CAG
Jeremy Ciesiel, CAG	Faith Duncan, IDOT D2
Becky Dietrich, CAG	Jon Estrem, IDOT D2
Rod Kramer, CAG	Mike Kuehn, IDOT D2
Robert Moreland, CAG	Becky Marruffo, IDOT D2
Carolyn Moreland, CAG	Mark Nardini, IDOT D2
Jerry Paulson, CAG	Chad Spreeman, IDOT D2
Barb Smith, CAG	Camden Bender, BMcD
Alan Smith, CAG	Katie Leska, BMcD
Tammy Eighmy, CAG	Michael Mack, BMcD

Copies:

Attendees	Mark Schwendau, CAG
Non-Attendees:	Kim Smeja, CAG
Elizabeth Chelinsky, CAG	Jill Smeja Gnesda, CAG
Tom Dall'Osto, CAG	Bryant Vangness, CAG
Don Dietrich, CAG	Aaron Vincer, CAG
Sarah Downs, CAG	Orhan Ulgar, 2IM
Erin Folk, CAG	John Leary, GF
Gerald Follmar, CAG	Desiree James, BMcD
Nancy Follmar, CAG	Meghan Jansen, BMcD
Ron Gibson, CAG	Gerry Koylass, BMcD
Mike Hollan, CAG	Dan Wierzbicki, BMcD
David A. Nelson, CAG	Project File 127815
Paul Nelson, CAG	

DISCUSSION ITEMS

The purpose of the meeting was provide the CAG an update on the ideas the CAG developed in CAG Meetings 5 and 6, summarize the status of the design and walk through the IDOT Land Acquisition Process. 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 8th CAG Meeting for the IL Route 2 Project, indicating it has been 3 months since the last CAG Meeting. The last meeting was March 25th of 2021.

BMcD inquired if the CAG had seen field crews working on the survey, soil boring and environmental due diligence over the past several months.

The approach to the Zoom Meeting was provided along with discussing the voting process that would be used to obtain input from the CAG throughout the meeting. 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
 - Jon Estrem – Condemnation and Acquisition Service 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
- A role call was conducted to verify the members of the CAG that were present on the call. The attendees list at the beginning of the minutes summarizes the CAG members that participated on the call.

2. Approval of Meeting Minutes from CAG Meeting No. 7:

- BMcD summarized the minutes from the last CAG Meeting and indicated copies of the minutes were sent the CAG directly following the last meeting and a few weeks ago as a refresher. The CAG approved the minutes from CAG Meeting No. 7.

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.

4. Status of CAG Ideas from CAG Meetings 5 and 6:

The bullet points under this item in these meeting minutes summarize the idea/statement that the CAG provided to the Design Team with a description of the status of the idea which was discussed at the meeting. If the idea was not incorporated into the design a summary of the reasoning was provided. Additionally, the slides associated with each item are included in the back of these minutes.

- Add TWLTL from Exelon RR to Luther Drive - A two way left-turn lane was not provided in this location but a flush median and left-turn lanes are included. Given that there are only a handful of driveways through this stretch the flush median is believed to provide better channelization through this area along with the provided turn lanes.
- Join Old State Road with new subdivision exit – The east leg of the intersection will not be under IDOT jurisdiction, therefore will require the Township of Byron to take ownership of the improvements and maintain it in the future. The Design Team met with the Township and they have decided to not include the connection as part of this project. So public

access will be added from IL 2 at Old State Road with a left turn lane from IL 2, but the extension to Lawnside Dr will not be included.

- Extend 45 MPH speed limit to Lake Louise – As discussed at the last CAG meeting, the 45 MPH speed limit has been extended through Lake Louise. The area is more of a suburban/urban setting with residential and commercial development through Lake Louise which better aligns with the slower design speed. This design speed provides the opportunity to include curb and gutter which will help to reduce the impacts to the surrounding properties.
- IL 2 Multi-Modal Comments (1. Connect IL 72 bridge bike path to Exelon Railroad bridge running along the river through the park; 2. Expand railroad overpass to accommodate bike path; 3. 10' shoulders or bike path through Byron on the south side of IL 72 and continue through the project; 4. Connect IL 72 bridge bike path to IL 2 bike path by running adjacent to Rock River and connect at Exelon Railroad) – Pedestrian improvements will include the construction of a 10-foot wide multi-use path on the north side of IL 2 from IL 72 to Luther Drive. A shelf for a future multi-use path will be constructed from Luther Drive to Lake Louise. Lastly, in the less populated section from Lake Louise to Bellline Road 8-foot paved shoulders will be constructed for bike and pedestrian usage. Additionally, on-street striping will be placed on Market Street to connect the existing multi-use path along the Rock River to the proposed multi-use path along IL 2.
- Add Right Turn Lane at Kysor Drive – A NB right turn lane has been added at the intersection to provide a safer area for turning vehicles to decelerate outside the thru-lane. Additionally, a SB left turn lane has been added at the intersection.
- Add Right Turn Lane at Ashelford Drive – A NB right turn lane has been added at the intersection to provide a safer area for turning vehicles to decelerate outside the thru-lane. Additionally, a SB left turn lane has been added at the intersection and the intersection has been moved to the south to improve the sight distance for vehicles approaching IL 2 from the east.
- Realign IL 2 to the east from Canadian Pacific Railroad to north of Ashelford Drive and shift alignment from Exelon Railroad to curve at Old State Road to flatten curve and allow room for bike path – The horizontal geometry for IL 2 has been modified between the underpasses to improve the sight distance/safety and better accommodate the construction of the new CPRR bridge. The new alignment will also accommodate a multi-use path being constructed to Luther Drive and an earthen shelf being constructed to accommodate a future multi-use path north of Luther Drive.
- Realign River Drive to line up with Lake Louise entrance – This consolidates the two closely spaced offset access points so there is only one location that drivers along IL 2 can expect vehicles to be turning. It also give the opportunity to improve the intersection angle between River Drive and IL 2. Skewed intersections such as the existing condition can result in sight distance concerns so this will also improve access onto IL 2 safer and easier. The concept shown was one concept the Design Team is looking at for the River Drive alignment, we are evaluating several configurations at this location. All include the realignment of River Drive to line up with the Lake Louise entrance.
- Add right turn lane at Kennedy Hill Road – The addition of a right turn lane at Kennedy Hill has not been included. The large-hatched area that is show in the image represents an environmentally sensitive area. There are a number of criteria that IDOT utilizes to determine if a right turn lane is warranted including traffic volumes and crash history. A review of the traffic data and crash history confirmed that a right-turn lane is not warranted based on the turning volumes or a history of safety concerns at this location. A right turn

lane has not been included to reduce the construction limits and minimize impacts to the environmental area. A left-turn lane has been provided from northbound IL 2 and the 8-foot shoulders will still provide an improvement to intersection compared to the existing.

- Realign IL 2 south of Meridian Road and fix tight curve and add passing lane south of the Blue Star Memorial rest area – The green shape on the exhibit indicates how the IL 2 alignment has been realigned to flatten the existing curve and eliminate the deficient curve. Shoulders and a northbound passing lane has also been added in this area which will improve safety.
- 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 recreations site safe and check sight distance - There were additional comments in this area to expand the multi-use recreational area and improve safety of the access to this site, including checking the sight distance. Improvements to the Blue Star Memorial Rest Area have not been laid out at this time. A study of this site will be conducted as part of this project which will review the driveway and parking geometrics, landscaping and recreational areas, lighting requirements, and ADA accommodations among other improvements.
- Add right turn lanes at Meridian Road – A SB right turn lane has been added at the intersection to provide a safer area for turning vehicles to decelerate outside the thru-lane. Additionally, a NB left turn lane has been added at the intersection.
- Add right turn lanes at Blue Lake Avenue – A NB right turn lane has been added at the intersection to provide a safer area for turning vehicles to decelerate outside the thru-lane. Additionally, a NB left turn lane has been added at the intersection.
- Fix curve and add left turn lanes at Prairie Road and improve curve, add turn lanes, and address drop off and drainage issues at Prairie Road intersection – The horizontal curve through the intersection has been improved to improve safety and sight distance through the intersection. Left turn lanes have also been added in the NB and SB direction. Shoulders, 8-feet wide, and less steep embankment slide slopes of 1-foot vertical to 4-foot horizontal have been incorporated in the design. The drainage design is still in progress.
- Right and left turn lanes at Gold River Avenue - A NB and SB left and right turn lane has been added at the intersection to provide a safer area for turning vehicles to decelerate outside the thru-lane.
- Add turn lanes at North Silver Creek intersection and add TWLTL near Silver Creek Road – The exhibits show a left turn lane has been provided to Silver Creek Road. Design guidelines restrict the use of two way left turn lanes in area with a design speed greater than 45 MPH. This section of IL Route 2 has a 60 MPH design speed so a two way left turn lane has not been incorporated; however, a flush striped median is provided which will provide space for those turning into the numerous driveways in this area.
- Open up or straighten road at Smith Farm and add shoulders – 8-foot shoulders have been provided throughout the entire 60 MPH design speed section of IL Route 2. The tight curve has been flattened out in this area to make it easier to navigate at the design speed and improve sight distance.
- Adjust driveway at Patton Industries to south and dedicated left turn lanes with thru right turn lane at Beltline Road - The driveway at Patton Industries has been realigned to the south. This provides additional space between the entrance and the Beltline Intersection which allows for the development of a separate turn lane to the property. The intersection with Beltline will provide two left turn lanes. One left turn lane and a shared through/left turn lane as well as a dedicated right turn lane which will optimize the operations at this

intersection based on the review of turning volumes.

Polling was conducted every few items to obtain input from the CAG members and verify their voices were heard and either incorporated into the design or a reasonable explanation was provided to justify the item not being incorporated. The following yes or no question was provided to the CAG each time:

“Do you agree that we have sufficiently incorporated the suggested alternative into the project design? Or, a sufficient explanation was shared as to why it was excluded?”

The CAG members agreed with the statement on each window of items.

5. Design Status Update:

- The Design Team walked through the proposed typical sections for the length of IL 2 from south to north. The typical sections are provided in the exhibits for the presentation with these minutes. It was noted the 1' shelf behind the back of shoulder has been removed in the current design to reduce impacts to environmentally sensitive areas.
- Profile Adjustments (Freeboard Updates) - There are several areas where the profile has been adjusted. One reason for adjustments is to provide the required freeboard or clearance above the 50-year flood elevation to help alleviate flooding concerns along IL 2. The profile has been adjusted to ensure that the edge of pavement is 3-feet above the 50-year flood elevation and does not drop below the 100-year flood elevation. The exhibits show a “blue” profile as the updated profile from the original profile which is shown in “red”. The cross-section view shows the area the freeboard area that the pavement needs to be above in “red”.
- Profile Adjustments (Canadian Pacific Railroad) - The profile also needed to be adjusted near the crossing under the Canadian Pacific Railroad to provide adequate vertical clearance. Based on the roadway classification in this area, 15-feet of vertical clearance is required at the crossing. The “blue” line indicates the revisions to the original “red” profile which shifts the curve and low point below the bridge to get the additional needed vertical clearance with minimal impacts to the surrounding areas.
- Plan Adjustments (Passing Lane Extension) - The passing lanes were also reviewed to ensure that all available space for passing lanes is utilized in the design. There are 4 passing lanes: 2 northbound and 2 southbound. The recommendations for passing lanes are lengths from 0.5 to 1 mile long with 3 to 10 miles between them. Given the number of environmental resources in the area, the recommended values cannot always be provided. After looking at all location in detail, it was found that there was one passing lane that can be extended to meet the recommendation without significantly impacting the surrounding properties or environmental resources.
- Plan Adjustments (Retaining Wall Limits) - The retaining wall that is needed at the rock bluffs just north of the guard house has reduced due to adjusting the profile in this area. Additionally, the retaining wall was reduced over 500' due to updating the profile north of the Blackhawk Trail Lodge and south of Meridian Road.
- Guardhouse - The roadway alignment at the guardhouse was not able to be modified to avoid impacts to the guardhouse due to environmental constraints which eliminated the ability to adjust the alignment of the roadway.
- Blackhawk Trail Lodge Area – To avoid impacts to environmentally sensitive areas, the pumpkin farm and due to CAG opposition IL 2 will not be realigned in this area. IL 2 will remain on the same alignment with widened shoulders to improve safety.
- Tree Removal – A CAG member inquired about the ability for IDOT to remove trees that

overhang IL 2. The Design Team explained why this will not occur at this time. Reasoning included that tree removal is limited to trees which are an imminent, very likely, safety concern and tree removal is seasonal to minimize impacts to the Indiana Bat habitat. Additionally, tree removal is a polarizing topic within communities with many residents preferring to avoid tree removal. The next steps in the project related to trees includes a tree survey being conducted during the next phase of the project to determine tree types, size, quality and health and that tree removal for proposed improvements will be determined during the next phase of the project.

6. Jon Estrem of IDOT led the Land Acquisition 101 Discussion. The following is a summary of the discussion:

- Laws and Regulations:

- Overview of the Uniform Act (URA) - The Uniform Act, passed by Congress in 1970, is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.

- What are the URA's objectives?

- ✓ To provide uniform, fair and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects
- ✓ To ensure relocation assistance is provided to displaced persons to lessen the emotional and financial impact of displacement
- ✓ To ensure that no individual or family is displaced unless decent, safe, and sanitary (DSS) housing is available within the displaced person's financial means
- ✓ To help improve the housing conditions of displaced persons living in substandard housing
- ✓ To encourage and expedite acquisition by agreement and without coercion

The steps shown here are the approved procedures established that meet the goals of the URA.

- Right-of-Way Selection - This is the step that the IL 2 project is at, Phase I Preliminary Engineering. We are reviewing improvement alternatives, having public meetings, and establishing a preferred alternative. During Phase I, potentially impacted property owners will be informed of the project and the intent to obtain property from the owner. After we complete the Phase I documentation and obtain NEPA concurrence, the land acquisition process can begin. Right-of-way needs are typically identified during Phase I, but at times preparation of Phase II detailed design plans is necessary to clearly define the right-of-way needs.

- Establishing a Property Value - Based on the needs established in step 2, right-of-way plats are prepared. An appraiser and review appraiser then will get involved. (review steps on slide). An appraisal inspection is a physical review of the property and the uses of the property. Does the owner run a business from home? Are there access needs based on equipment used? Are there unique landscaping features that need to be restored or avoided? All these factors as well as the age and features of the property are taken into consideration. The appraiser and review appraiser only discuss with the owner the land use and aspects of the property. The appraisal value is not known at this time. Only after the appraiser has digested this information, considered how the property compares to other

recent property sales, and performed countless other steps will the appraiser's opinion of value be established. At that time the review appraiser examines the appraiser's report and ultimately certifies it.

- Informing Property Owners - Negotiators will be the next point of contact for the property owner. The negotiator will review with the property owner the planned improvement and the need to acquire a specific amount of land from the owner. The owner will be aware of how the project will impact their property.
- Making an Offer to Purchase - The negotiator also presents the owner with a written offer as well as various pieces of information including the appraisal. The offer represents 100% of the appraiser's opinion of value and is fully explained. Questions regarding the project, its impacts to the property, and the basis for compensation can and should be asked at this point.
- Deciding on the Offer - The owner has a minimum 60 days to review and accept the offer. Additional time can be provided depending upon the issues involved/the project timetable. This is the time in which a counteroffer can be made by the owner, with justification. If the owner rejects any offer or does not respond in the allotted time frame, then IDOT can move to condemnation/quick take. There is an approved process for this action too.
- Receiving Relocation Assistance - If displaced, the occupant may be eligible to receive relocation assistance and payments.
- Relocations - Note that the relocation assistance provided depends on whether the property is occupied by the owner or a tenant, whether the property is used for residential purposes, and how long the premises has been occupied.
 - For Residential Displacements - URA requires the acquiring agency to:
 - ✓ Provide relocation advisory services to displaced occupants regardless of whether the property is owner or tenant occupied
 - ✓ Provide a minimum 90 days written notice to vacate prior to requiring possession
 - ✓ Reimburse for actual moving expenses or, alternatively, on a fixed move schedule
 - ✓ Provide payments for the added cost of renting or purchasing comparable replacement housing
 - ✓ Provide other supplemental assistance if eligible
 - For Nonresidential Displacements (businesses, farms, and nonprofit organizations)
 - ✓ Provide relocation advisory services
 - ✓ Provide a minimum 90 days written notice to vacate prior to requiring possession
 - ✓ Reimburse for moving and reestablishment expenses

7. Next Steps:

- Schedule - 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 December of this year. The next CAG Meeting will be to walk thru the entire project to discuss the improvements and to prepare the CAG to be advocates for the project at the public meeting.
- Meeting minutes from this meeting will be prepared and sent to the CAG to be approved at the next CAG Meeting.

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

CAG Meeting Date: 06/24/2021



corrections.

Respectfully submitted,

BURNS & MCDONNELL ENGINEERING COMPANY, INC.

A handwritten signature in black ink, appearing to read "Michael Mack". The signature is fluid and cursive, with a large initial "M" and "M".

Michael Mack, P.E.

Project Manager

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Community Advisory Group Meeting #8

IL 2 (Byron to Rockford); CN 64158

Thursday, June 24, 2021



Illinois Department
of Transportation





Virtual Meeting Housekeeping

- Live polling feature to gather feedback
 - If possible, please use a computer or download the Zoom App
- 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

- ④ Welcome & Introductions
- ④ Meeting Goals
- ④ Approve Minutes from CAG Meeting #7
- ④ Status of CAG Ideas from CAG Meetings 5 and 6
- ④ Design Status
- ④ Land Acquisition 101
- ④ 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

Jon Estrem
Condemnation &
Acquisitions Services
Engineer

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

Meeting Goals

Meeting Goals

-  Approve CAG Meeting #7 Minutes
-  Review Alternative Suggestions and Approve Alternative Decisions
-  Recap Design Status
-  Share Next Steps

**Approve Meeting Minutes from
CAG Meeting 7**



LIVE POLLING TEST

Project Location/Limits

Status of CAG Ideas from CAG Meetings 5 and 6

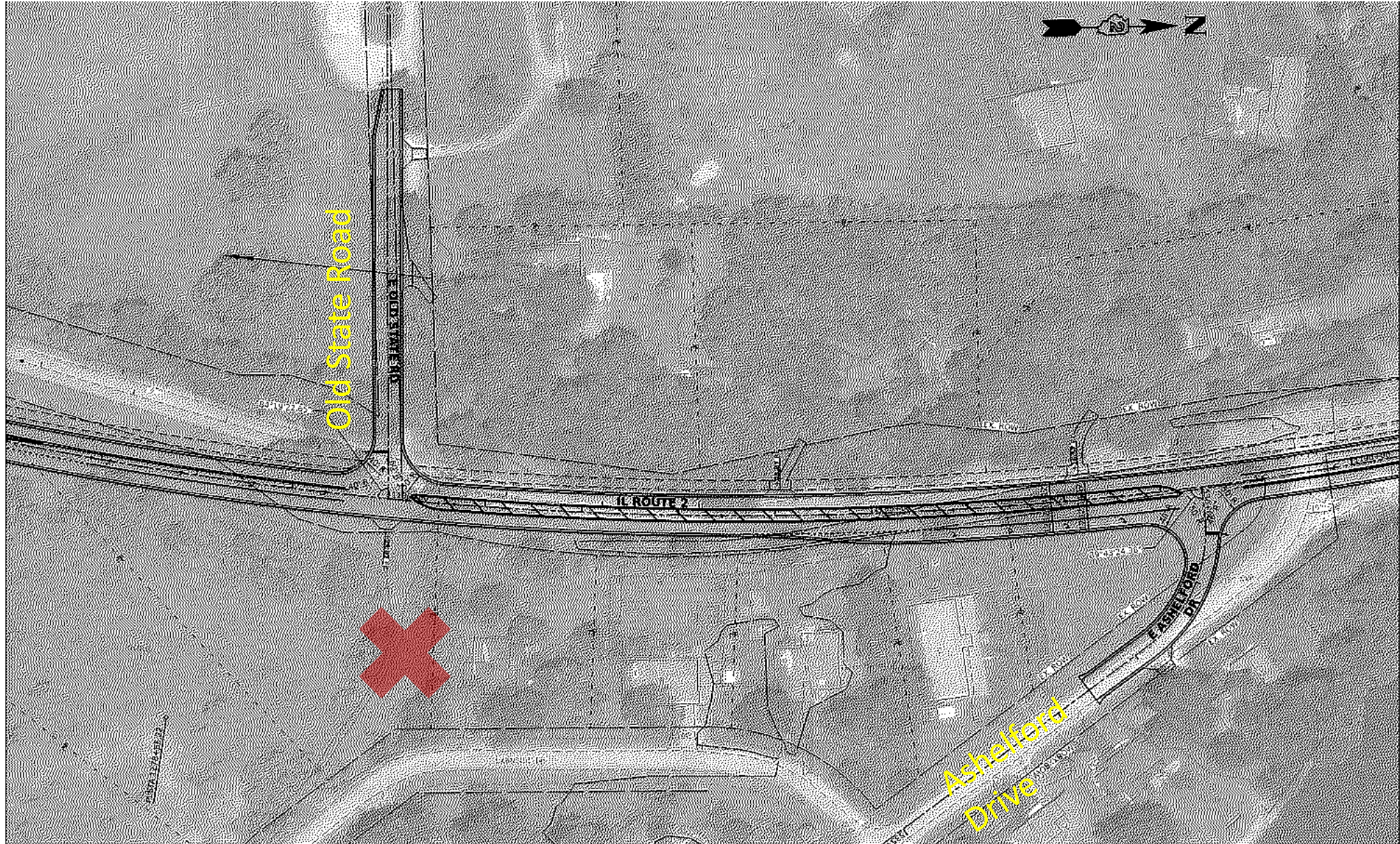


Add TWLTL from Exelon RR to Luther DR



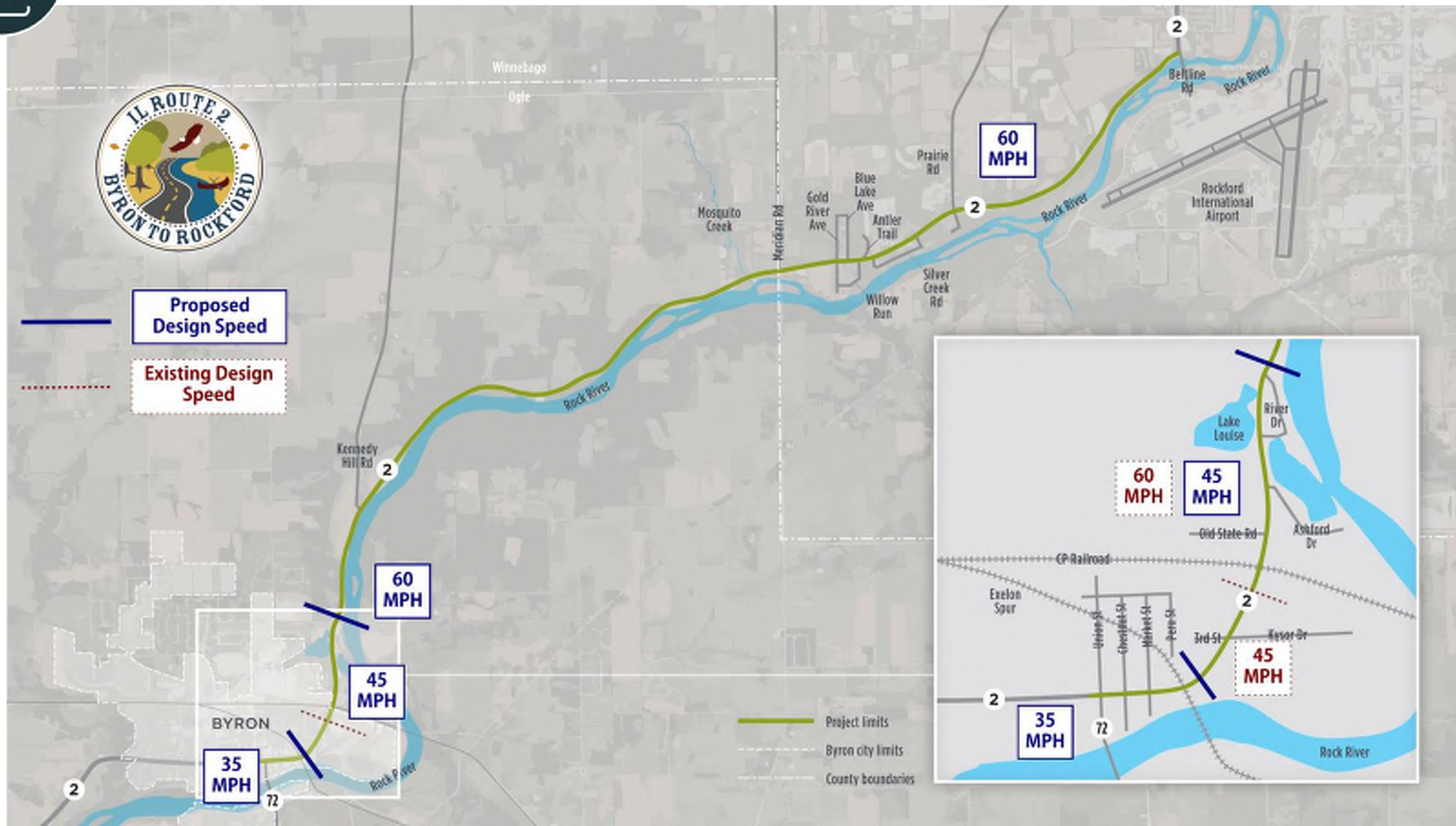


Join Old State Road with new subdivision exit





Extend 45 MPH speed limit to Lake Louise





LIVE POLLING



IL 2 Multi-Modal Comments

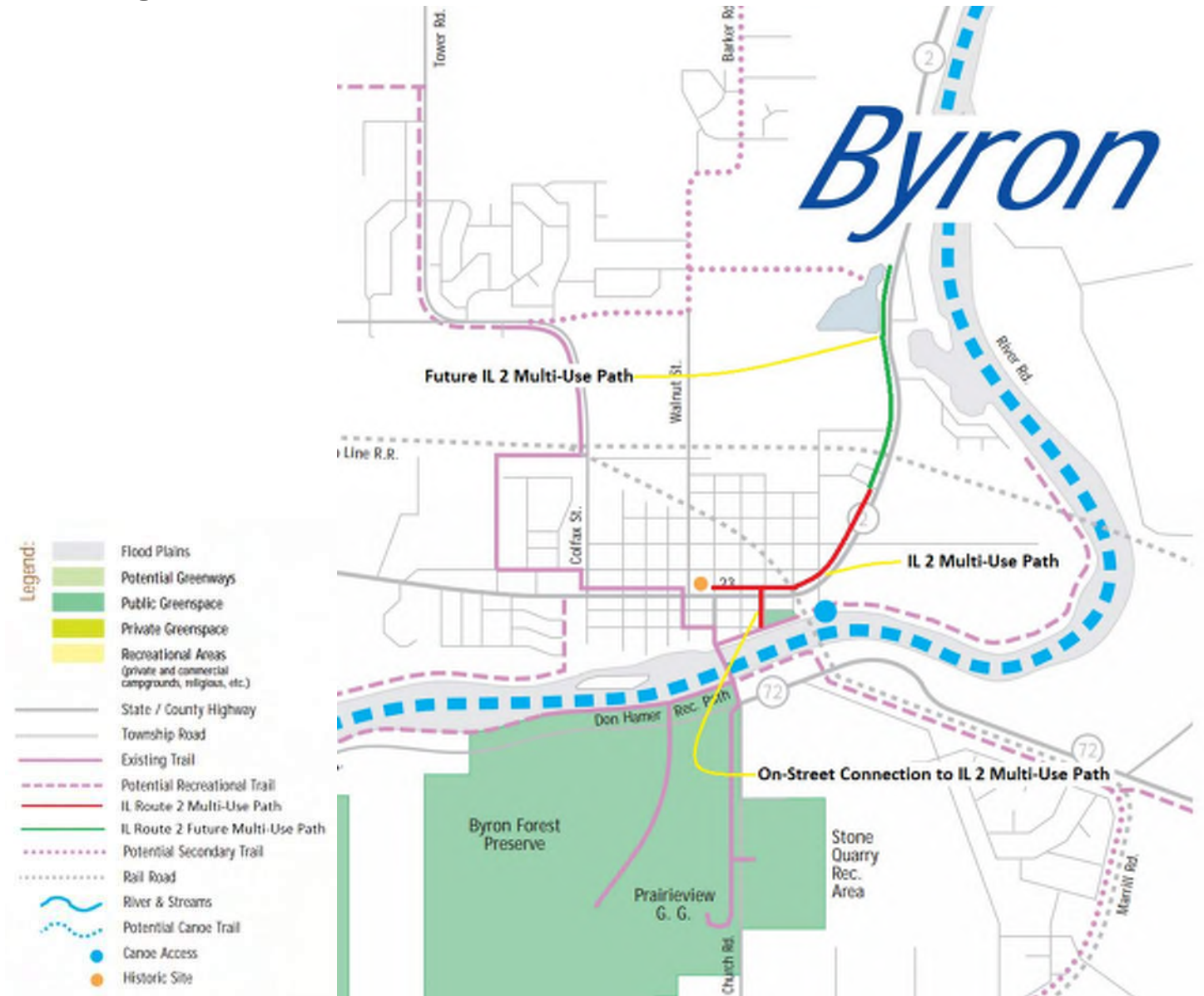
- Connect IL 72 bridge bike path to Exelon Railroad bridge running along the river through the park
- Expand railroad overpass to accommodate bike path
- 10' shoulders or bike path through Byron on the south side of IL 72 and continue through the project
- Connect IL 72 bridge bike path to IL 2 bike path by running adjacent to Rock River and connect at Exelon Railroad





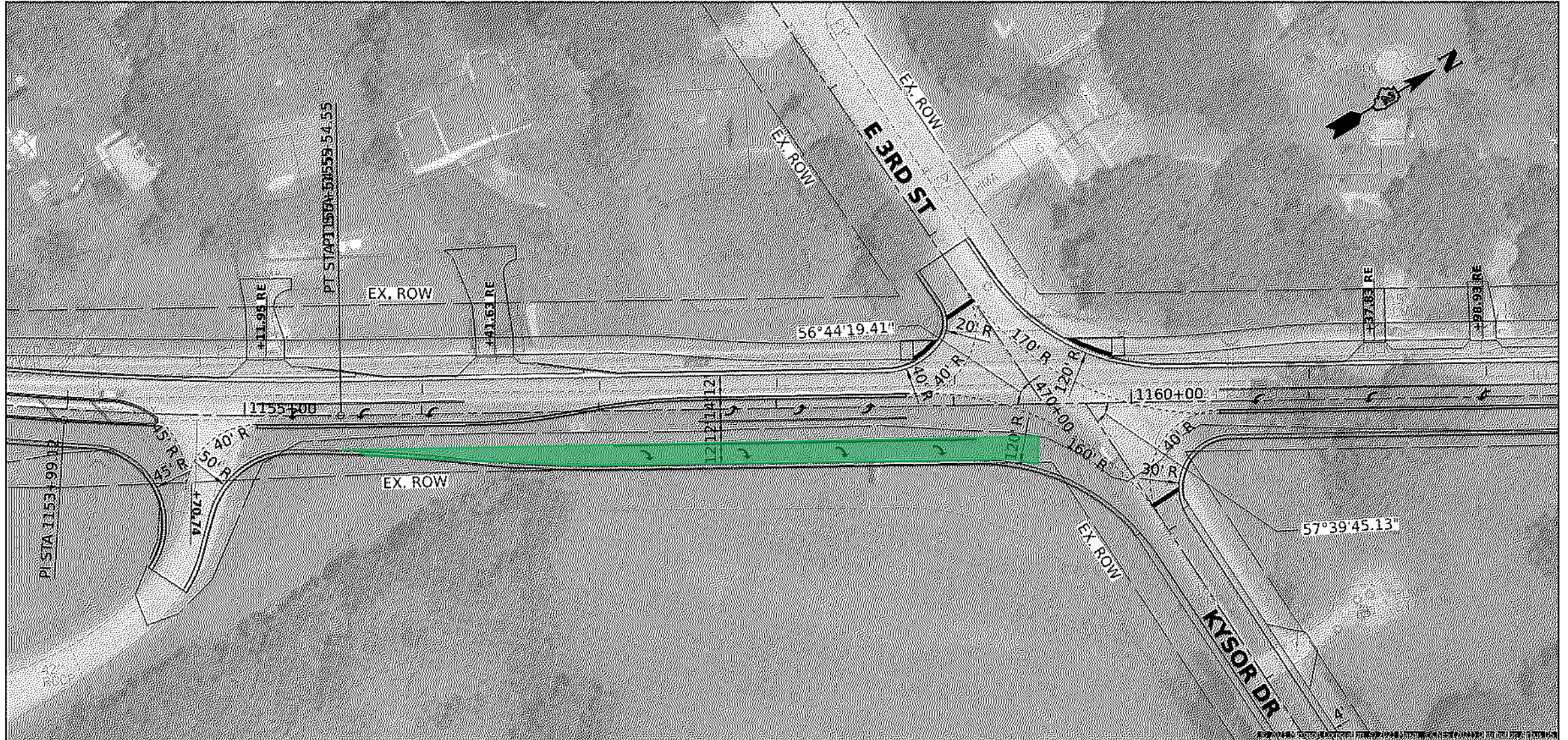
IL 2 Multi-Modal Improvements

- Multi-Use Path from IL 72 to Luther Drive
- Construct Bench for Future Multi-Use Path from Luther Drive to Lake Louise
- Paved Shoulder Construction along IL 2 from Old State Road to Beltline Road
- On Street Connection to Existing Trail Network in Byron



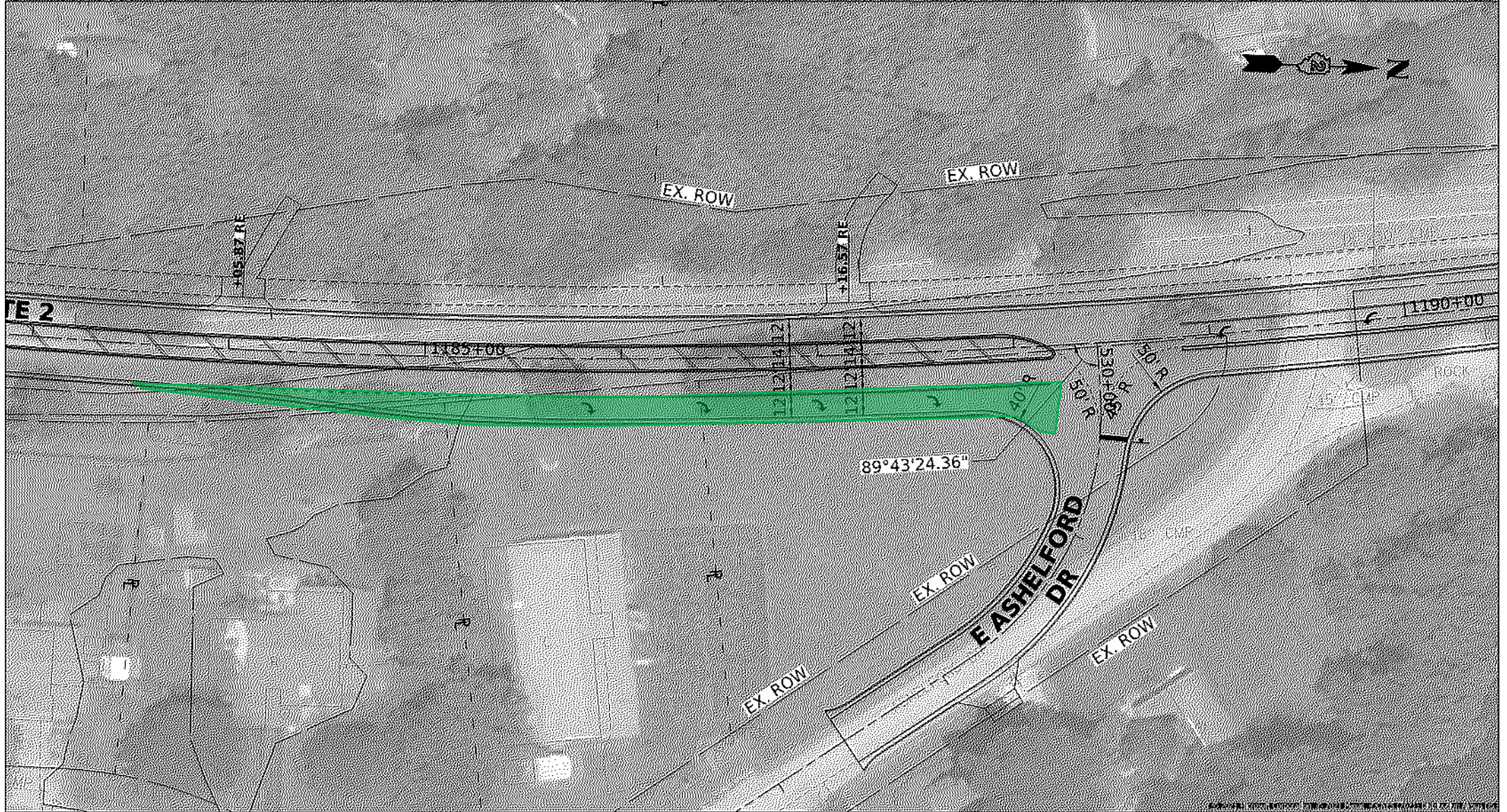


Add Right Turn Lane at Kysor Drive



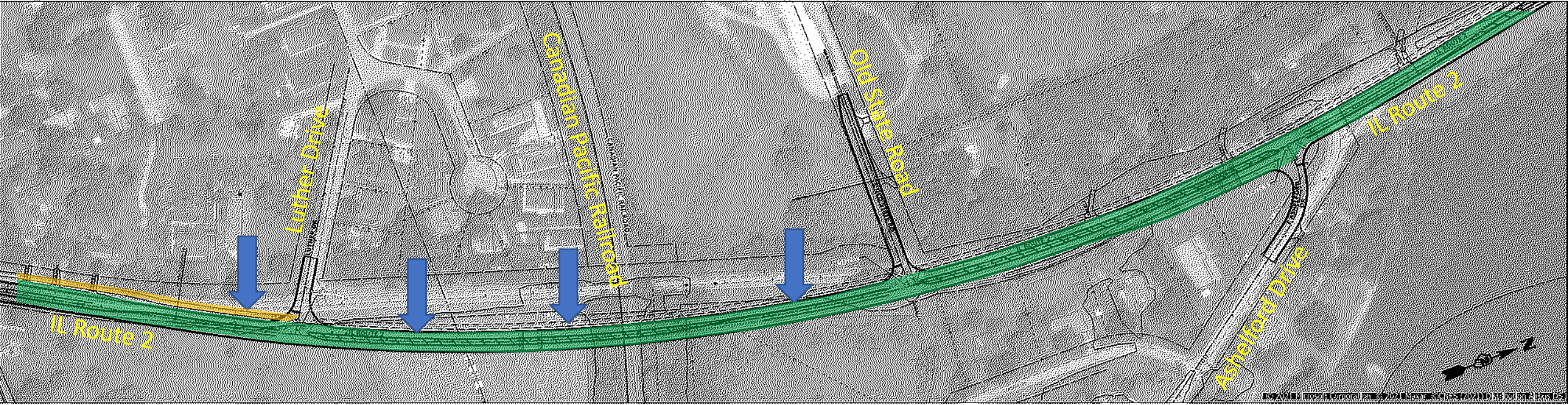


Add Right Turn Lane at Ashelford Drive





- Realign IL 2 to the east from Canadian Pacific Railroad to north of Ashelford Drive
- Shift alignment from Exelon Railroad to curve at Old State Road to flatten curve and allow room for bike path

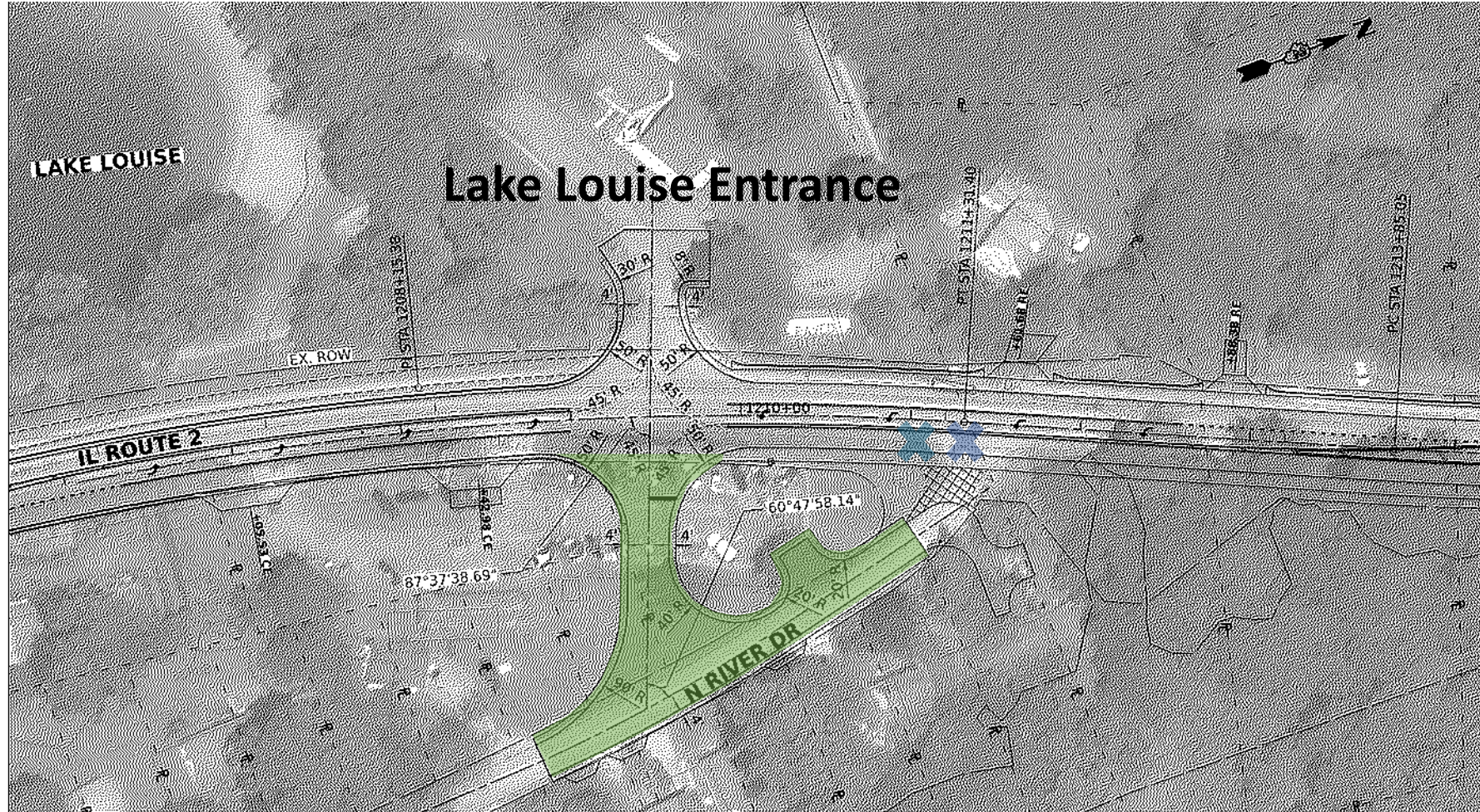




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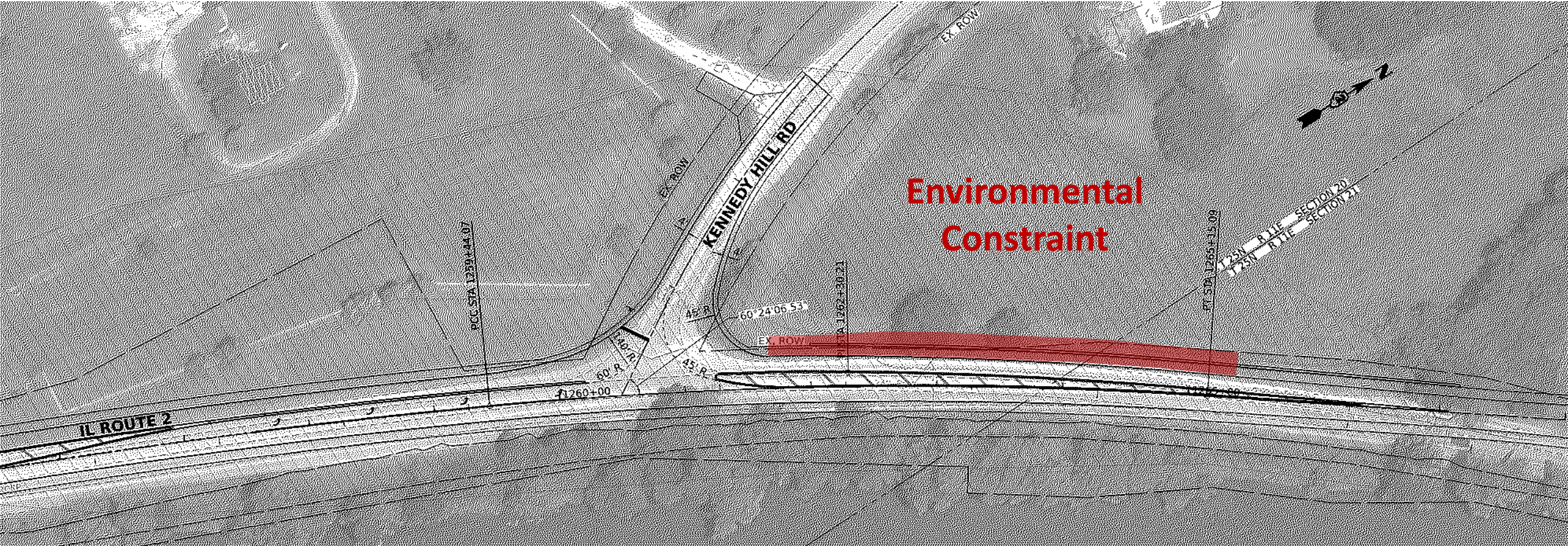


Realign River Dr to line up with Lake Louise entrance





Add right turn lane at Kennedy Hill Rd



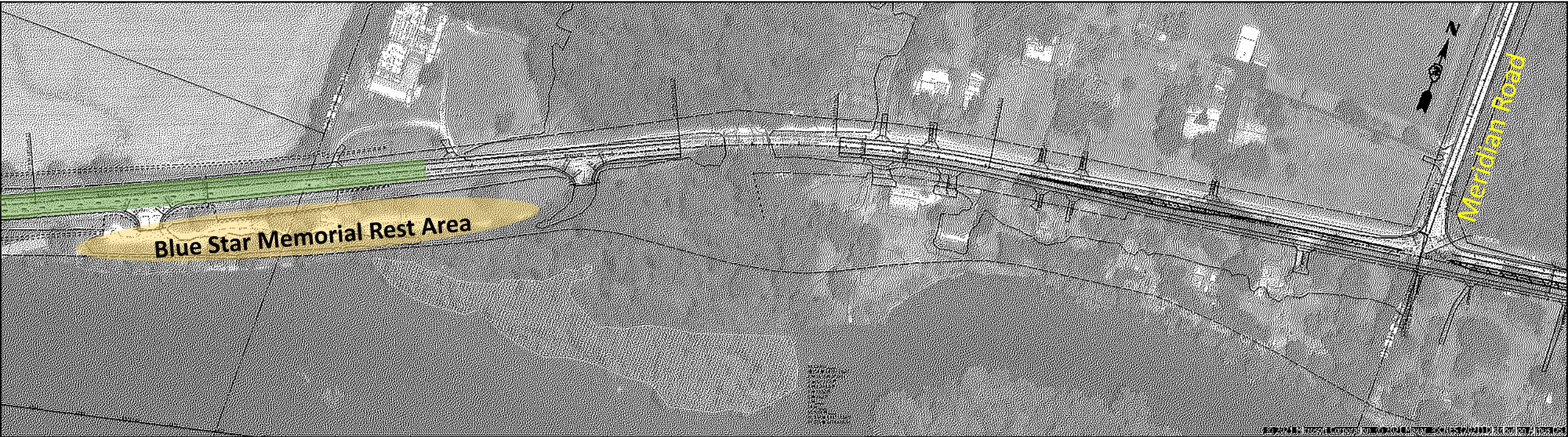


- **Realign I 2 south of Meridian Road**
- **Fix tight curve and add passing lane south of the Blue Star Memorial rest area**





- 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 recreations site safe
- Check sight distance

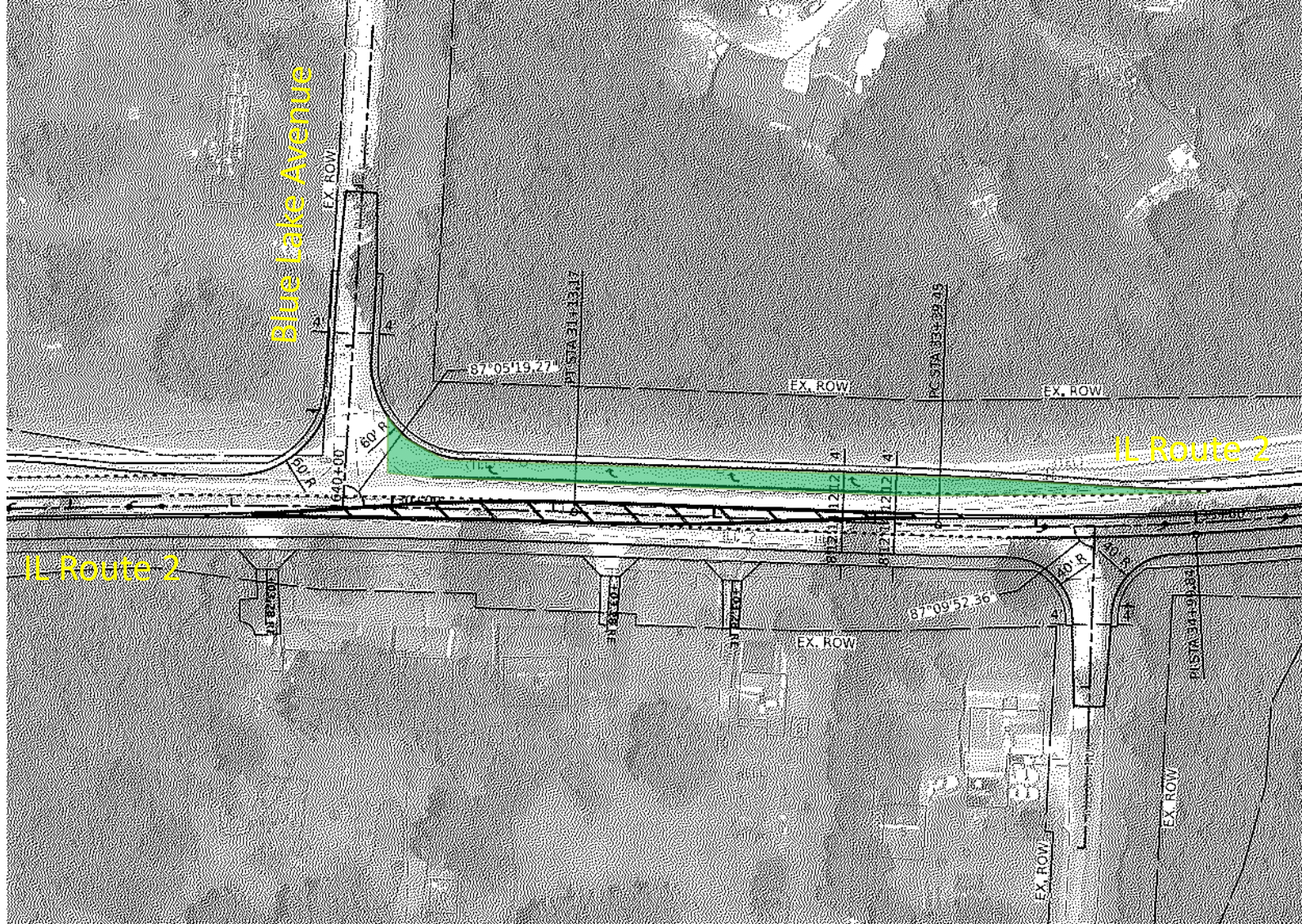




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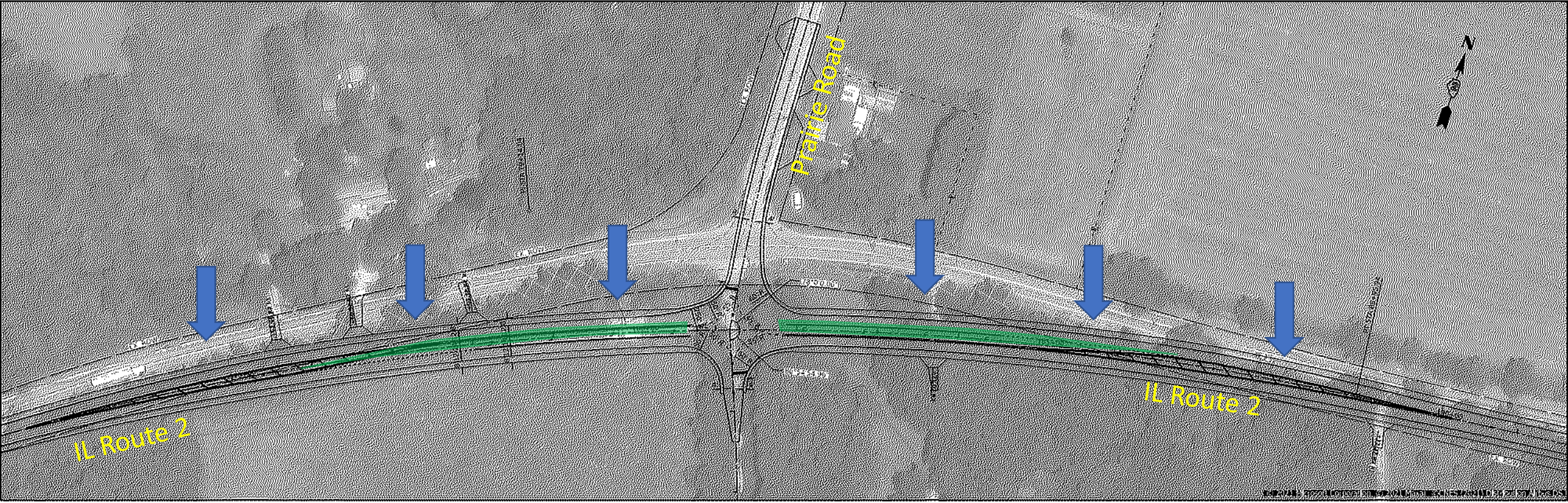


Add right turn lanes at Blue Lake Avenue



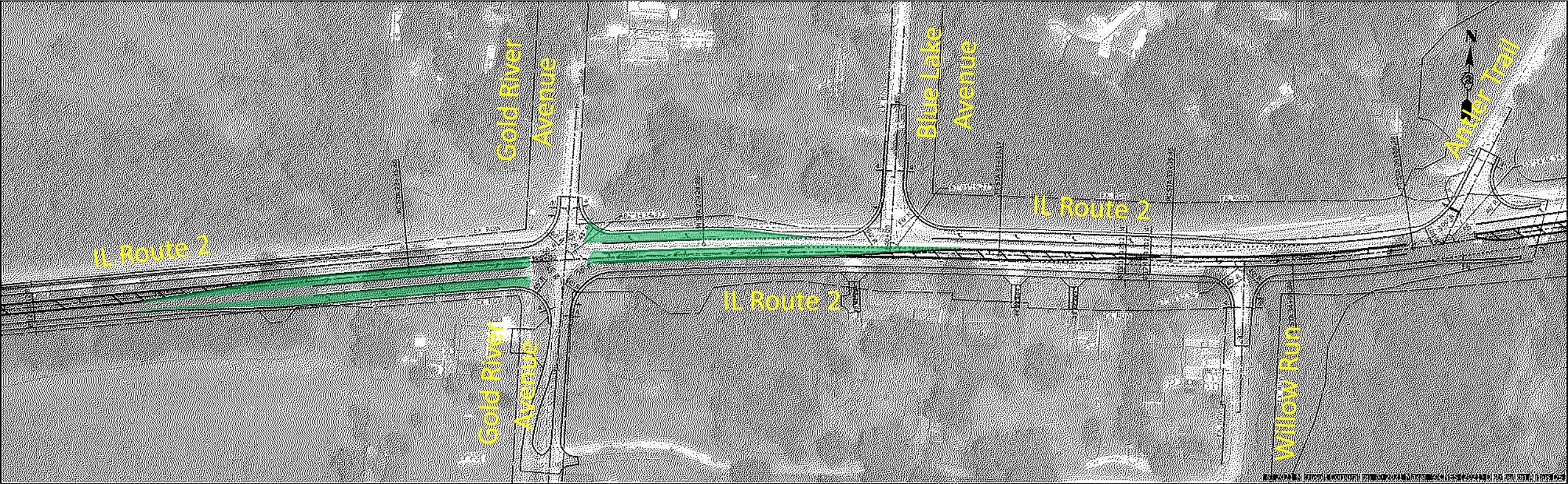


- Fix curve and add left turn lanes at Prairie Road
- Improve curve, add turn lanes, and address drop off and drainage issues at Prairie Road intersection





Right and left turn lanes at Gold River Avenue

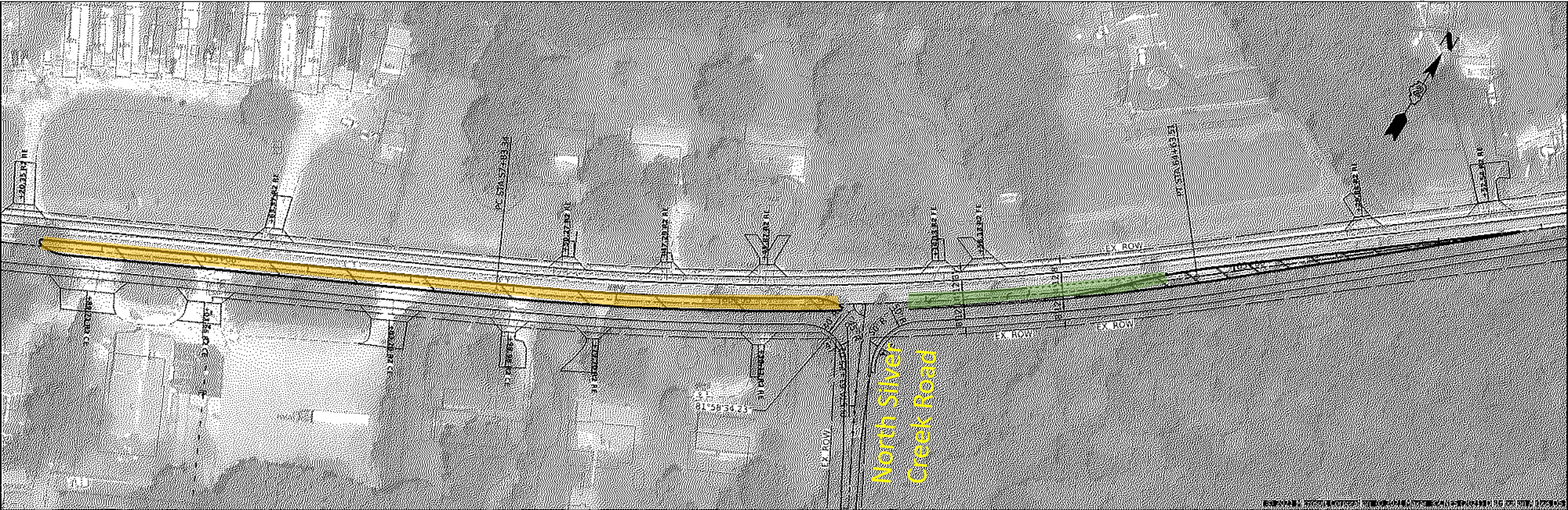




LIVE POLLING



- Add turn lanes at North Silver Creek intersection
- Add TWLTL near Silver Creek Road



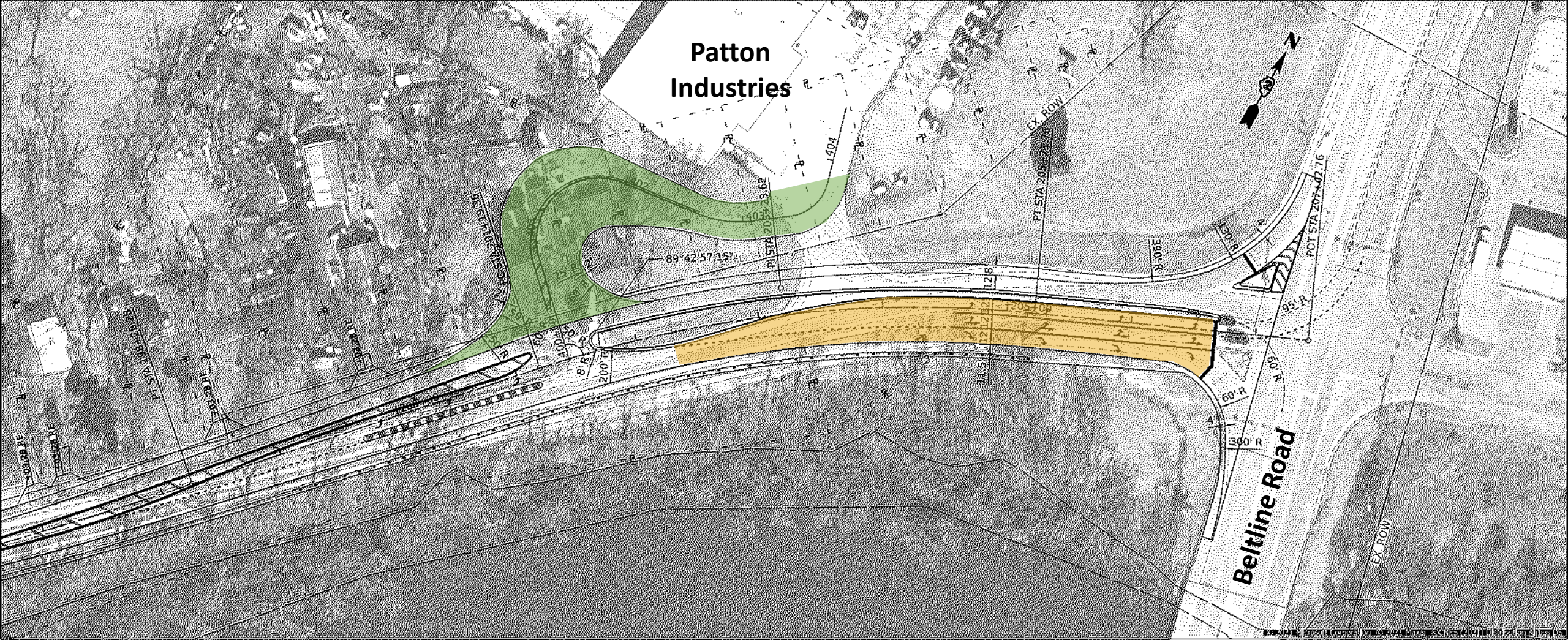


Open up or straighten road at Smith Farm and add shoulders





- Adjust driveway at Patton Industries to south
- Dedicated left turn lanes with through right turn lane at Beltline Rod

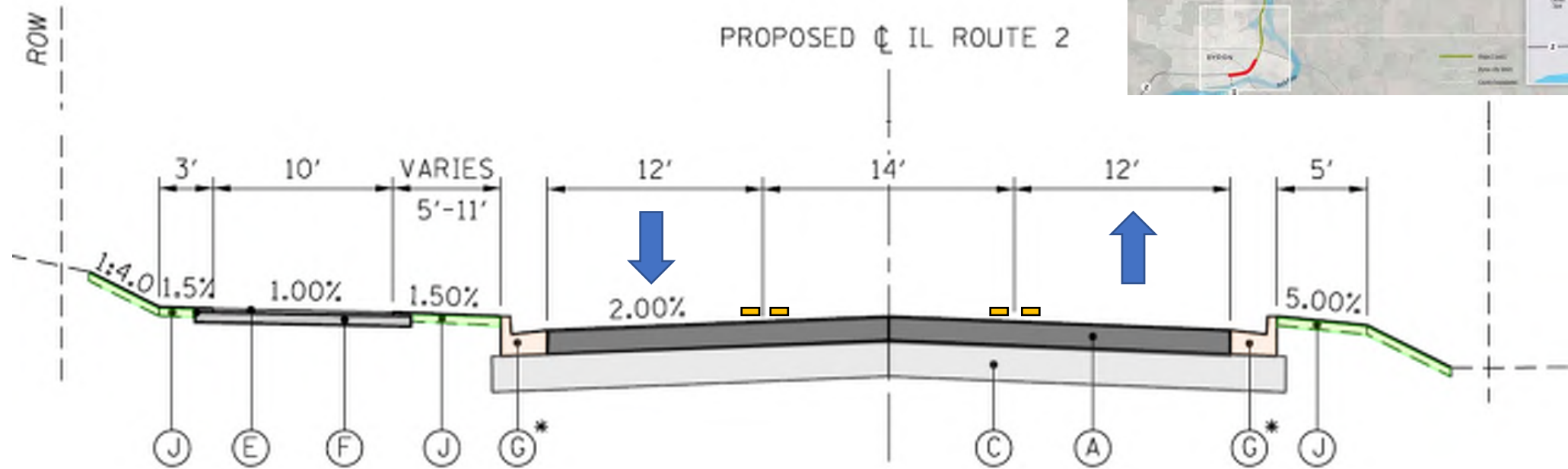




LIVE POLLING

Design Status

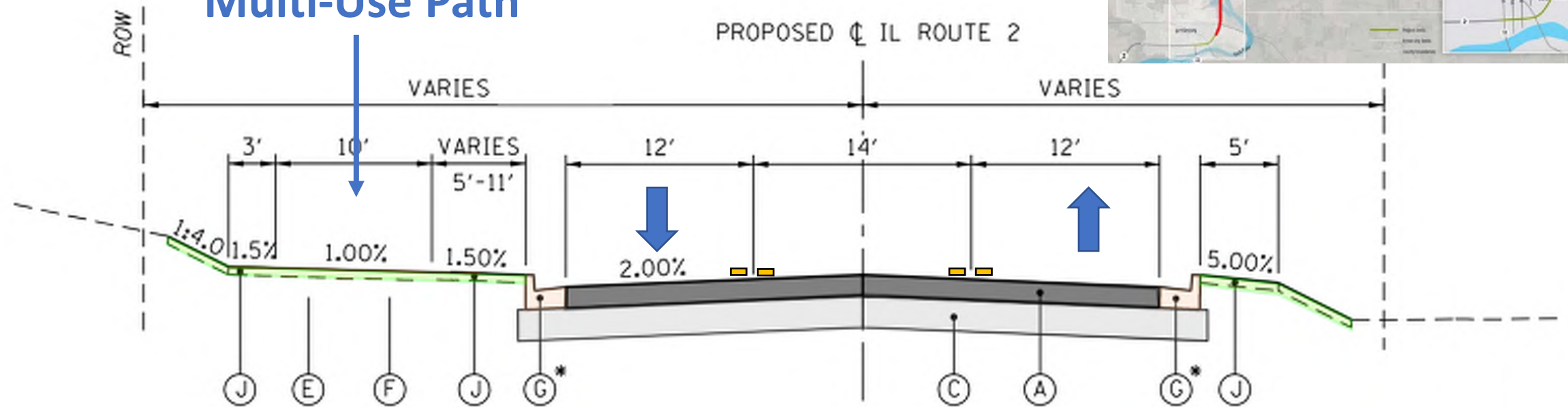
Typical Sections



**IL Route 2 - Between IL Route 72 (Union St.) and Luther Drive
(Looking North)**

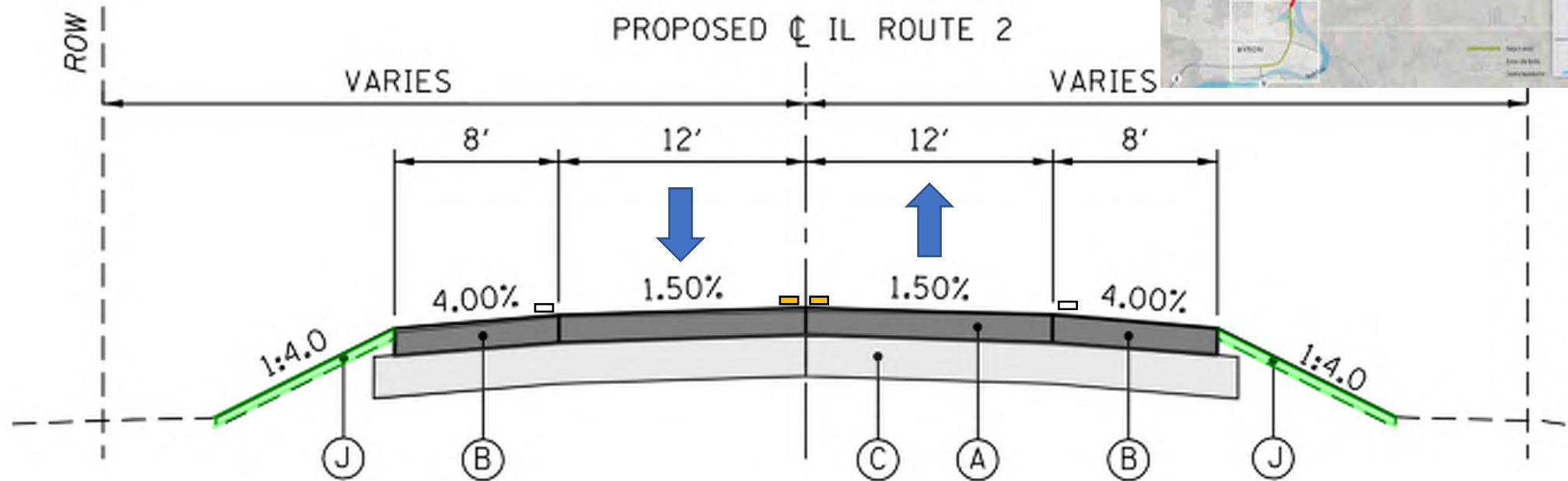
Typical Sections

Future
Multi-Use Path

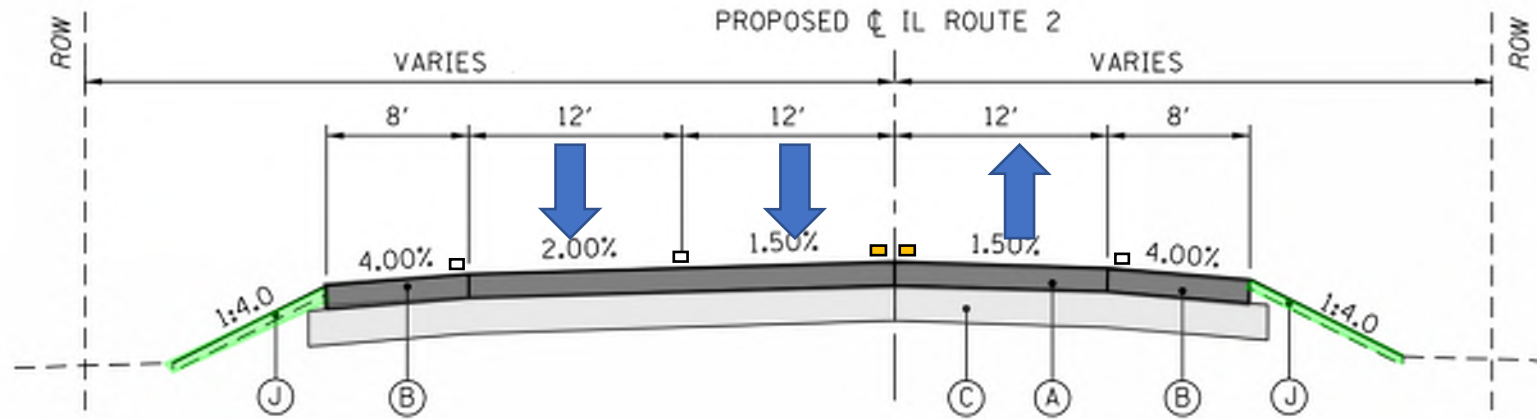
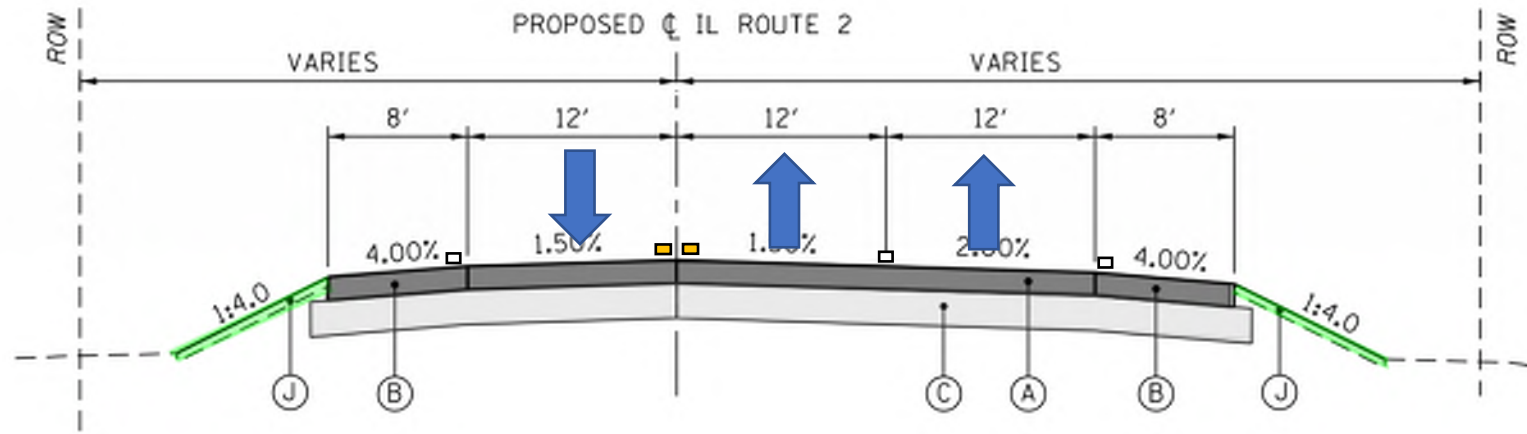


IL Route 2 - Between Luther Drive and Lake Louise
(Looking North)

Typical Sections

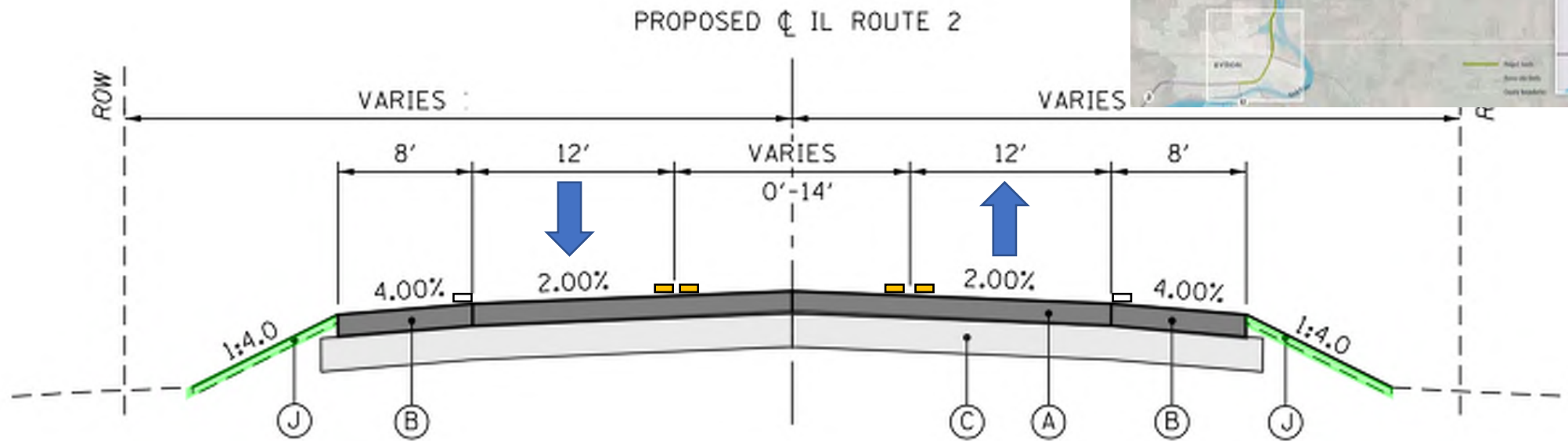


**IL Route 2 - Between Lake Louise and Meridian Road
(Looking North)**



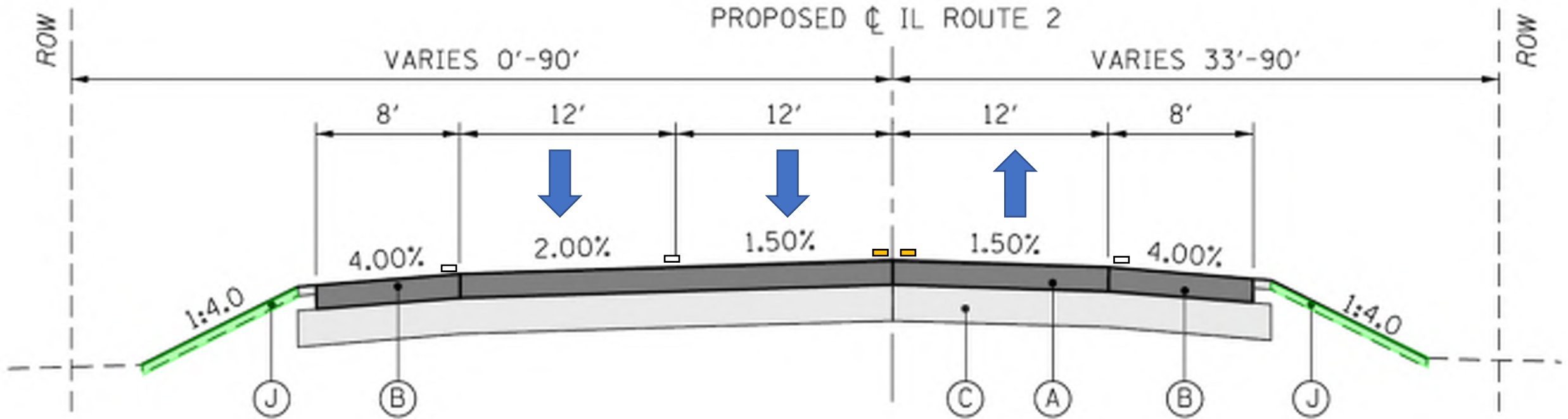
**IL Route 2 - Between Lake Louise and Meridian Road w/ Passing Lane
(Looking North)**

Typical Sections



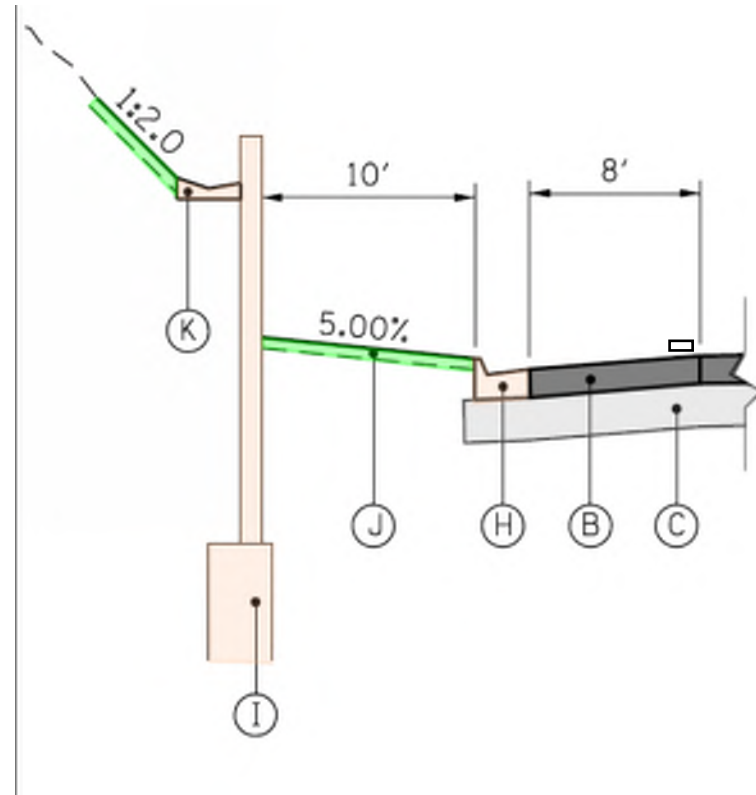
**IL Route 2 - Between Meridian Road and Prairie Road
(Looking North)**

Typical Sections



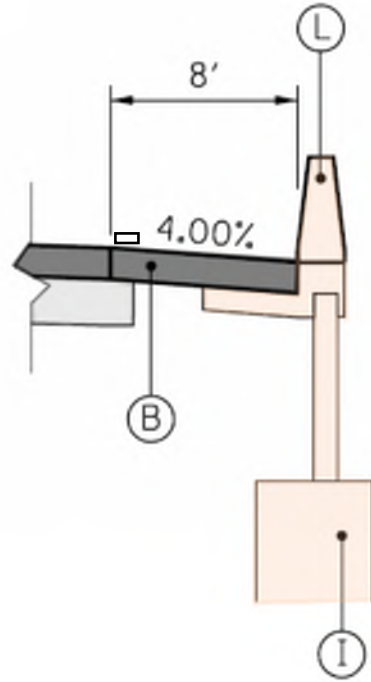
**IL Route 2 - Between Prairie Road and Beltline Road w/ Passing Lane
(Looking North)**

Typical Sections



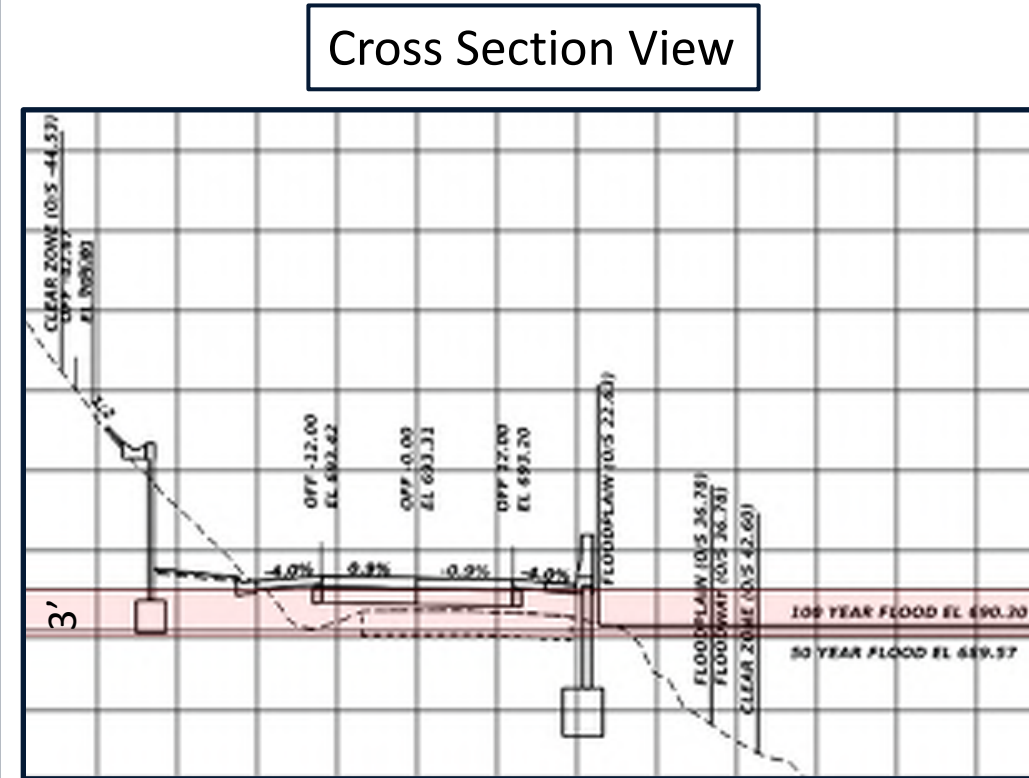
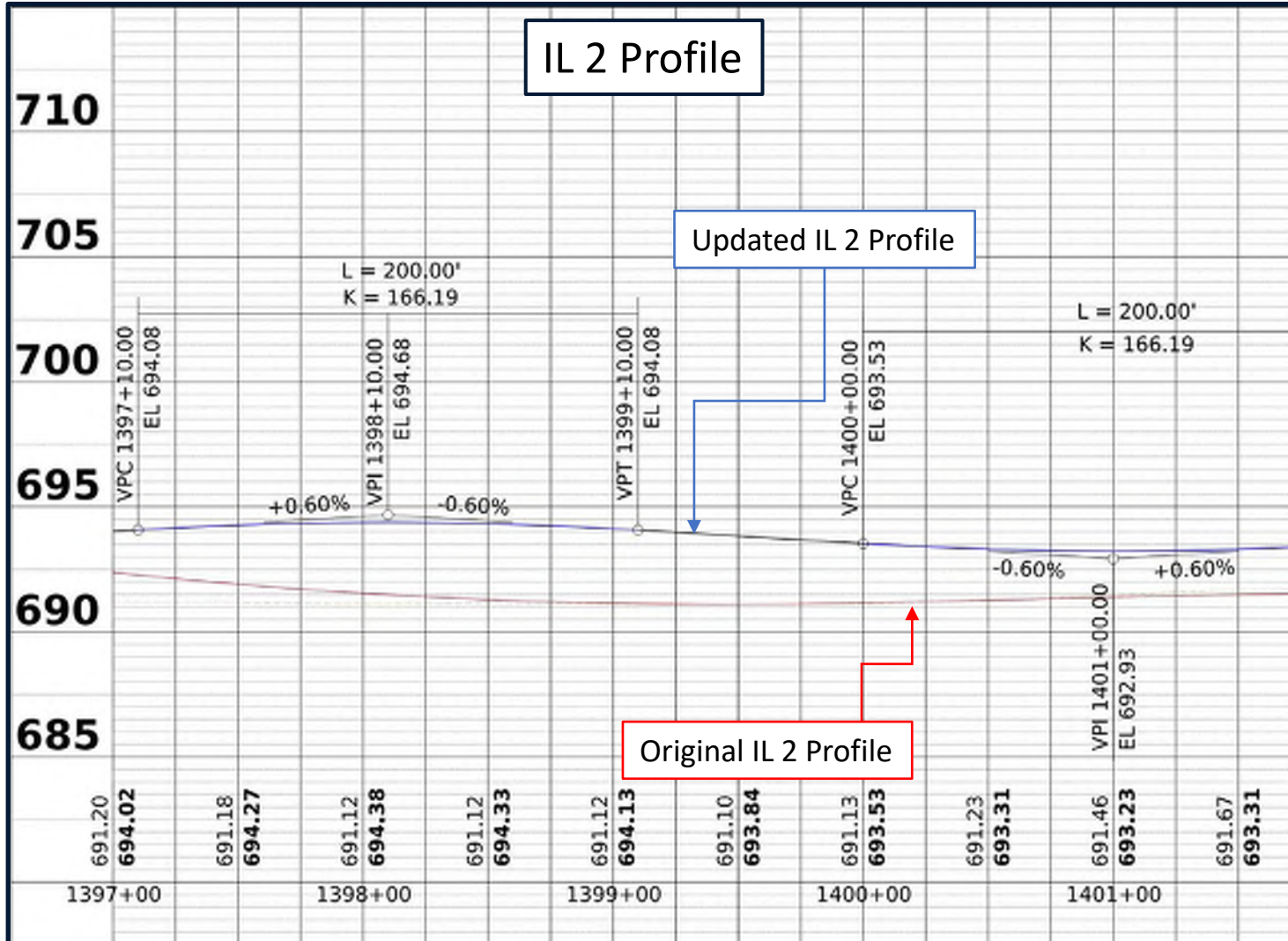
**IL Route 2 - Special Sections
(Looking North)**

Typical Sections

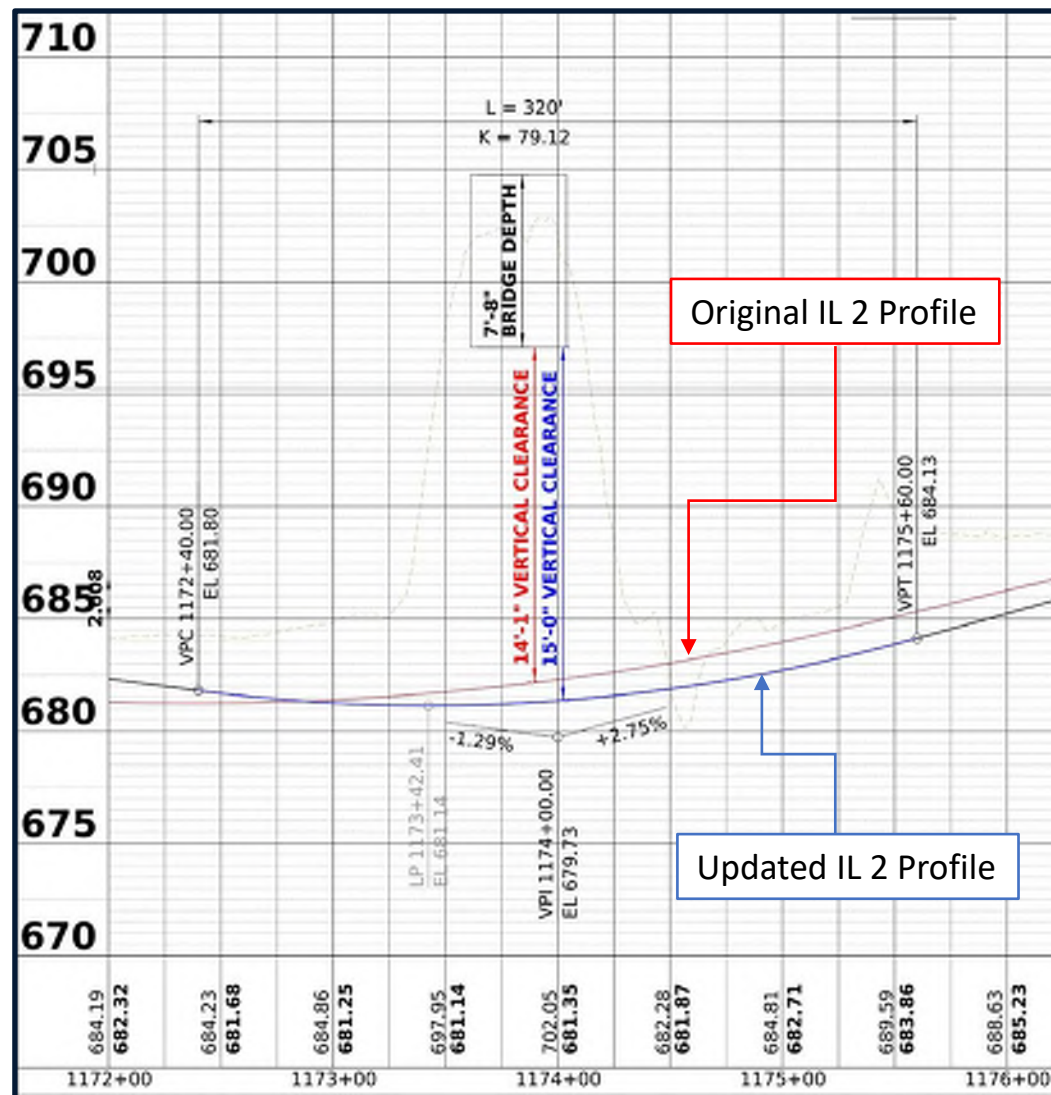


**IL Route 2 - Special Sections
(Looking North)**

Profile Adjustments – Freeboard Updates



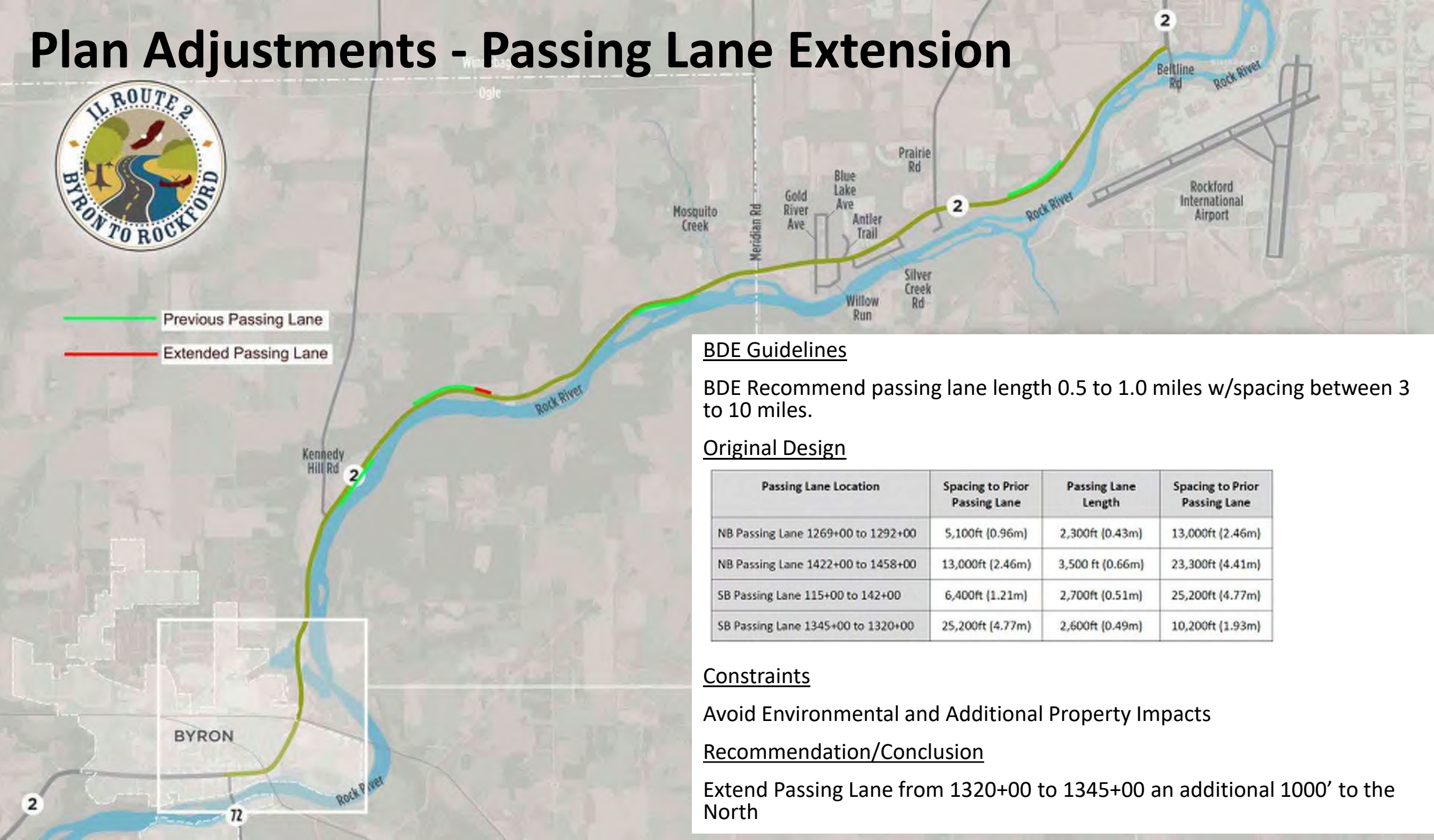
Profile Adjustments – Canadian Pacific RR



Plan Adjustments - Passing Lane Extension



- Previous Passing Lane
- Extended Passing Lane



BDE Guidelines

BDE Recommend passing lane length 0.5 to 1.0 miles w/spacing between 3 to 10 miles.

Original Design

Passing Lane Location	Spacing to Prior Passing Lane	Passing Lane Length	Spacing to Prior Passing Lane
NB Passing Lane 1269+00 to 1292+00	5,100ft (0.96m)	2,300ft (0.43m)	13,000ft (2.46m)
NB Passing Lane 1422+00 to 1458+00	13,000ft (2.46m)	3,500 ft (0.66m)	23,300ft (4.41m)
SB Passing Lane 115+00 to 142+00	6,400ft (1.21m)	2,700ft (0.51m)	25,200ft (4.77m)
SB Passing Lane 1345+00 to 1320+00	25,200ft (4.77m)	2,600ft (0.49m)	10,200ft (1.93m)

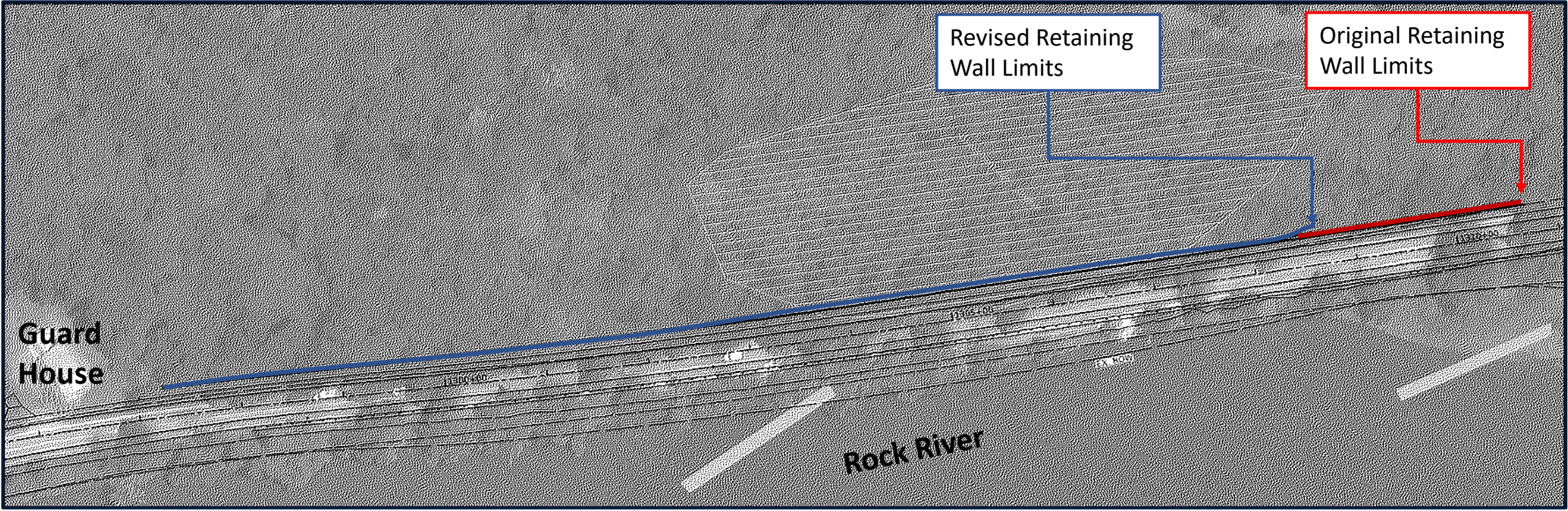
Constraints

Avoid Environmental and Additional Property Impacts

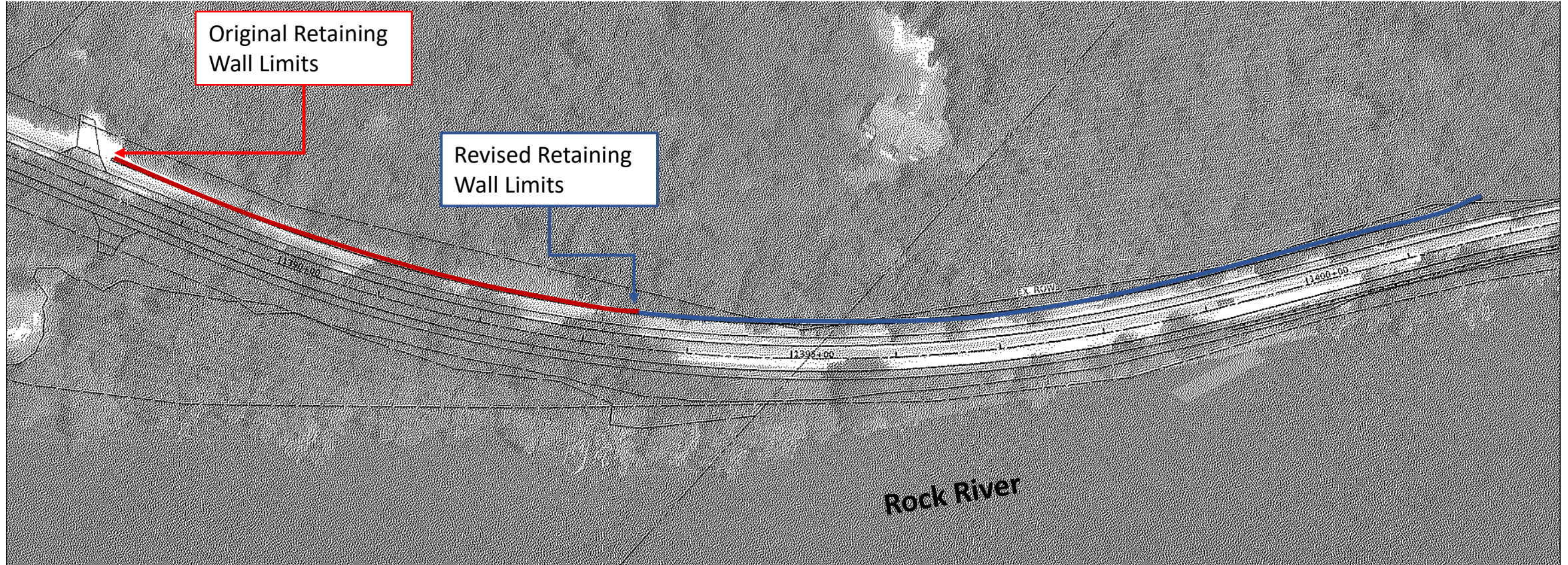
Recommendation/Conclusion

Extend Passing Lane from 1320+00 to 1345+00 an additional 1000' to the North

Plan Adjustments - Retaining Wall Limits

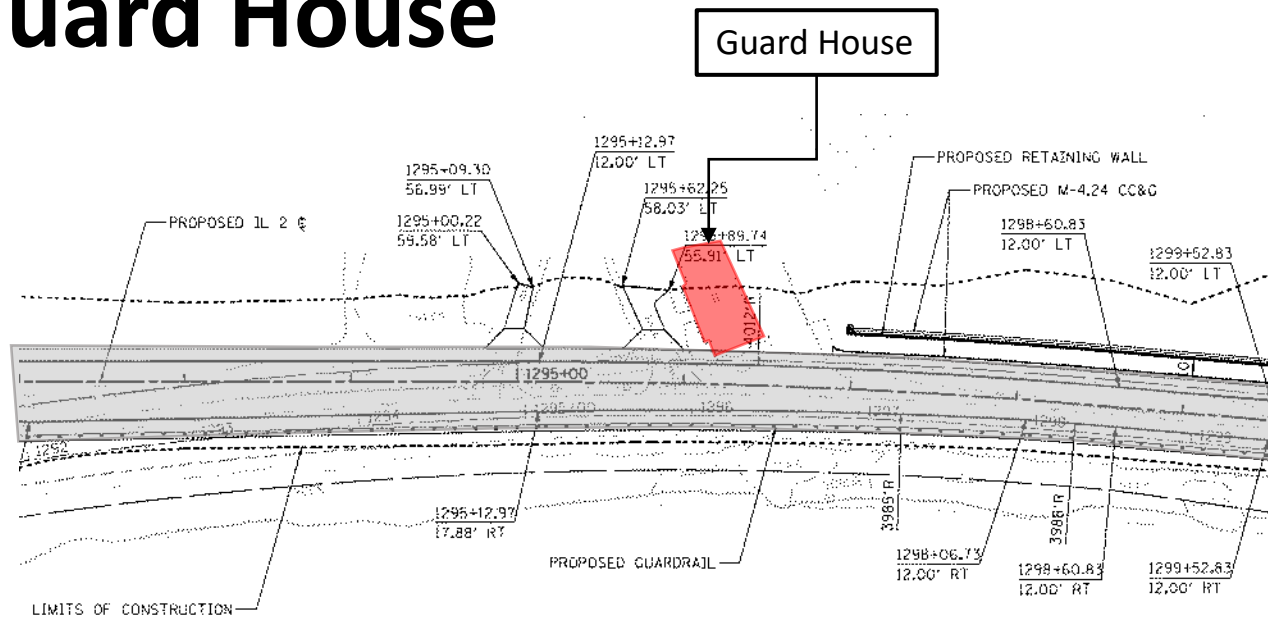


Plan Adjustments - Retaining Wall Limits

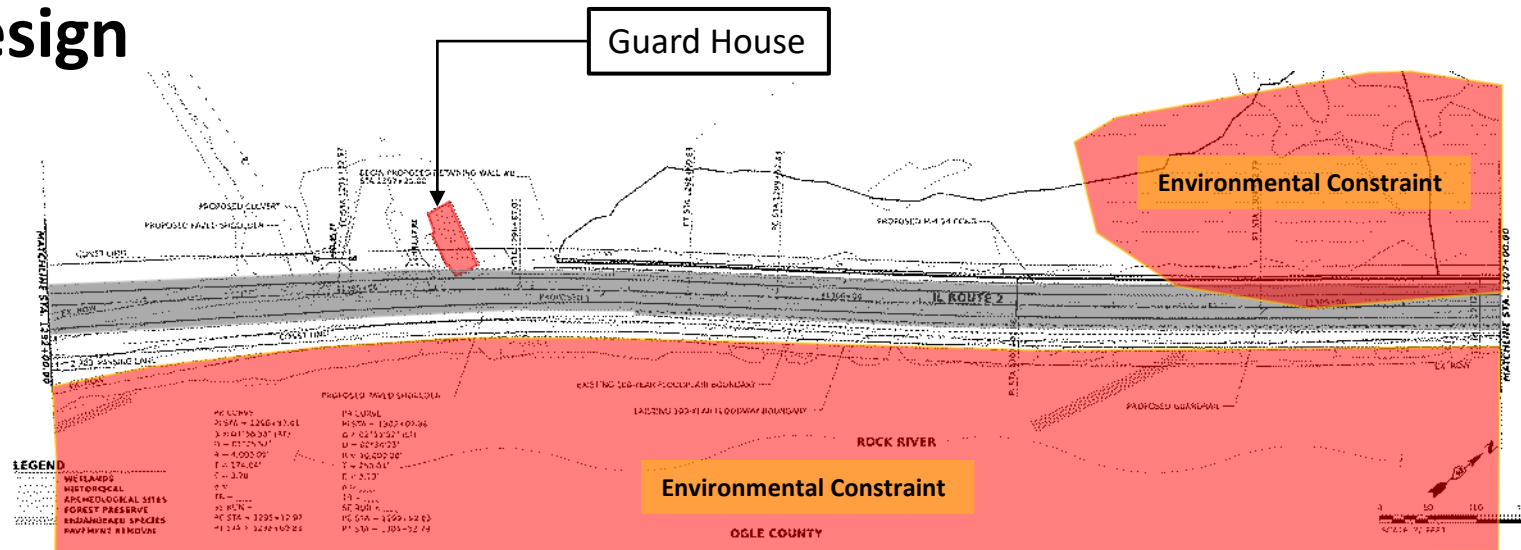


Other Changes to Note

Guard House

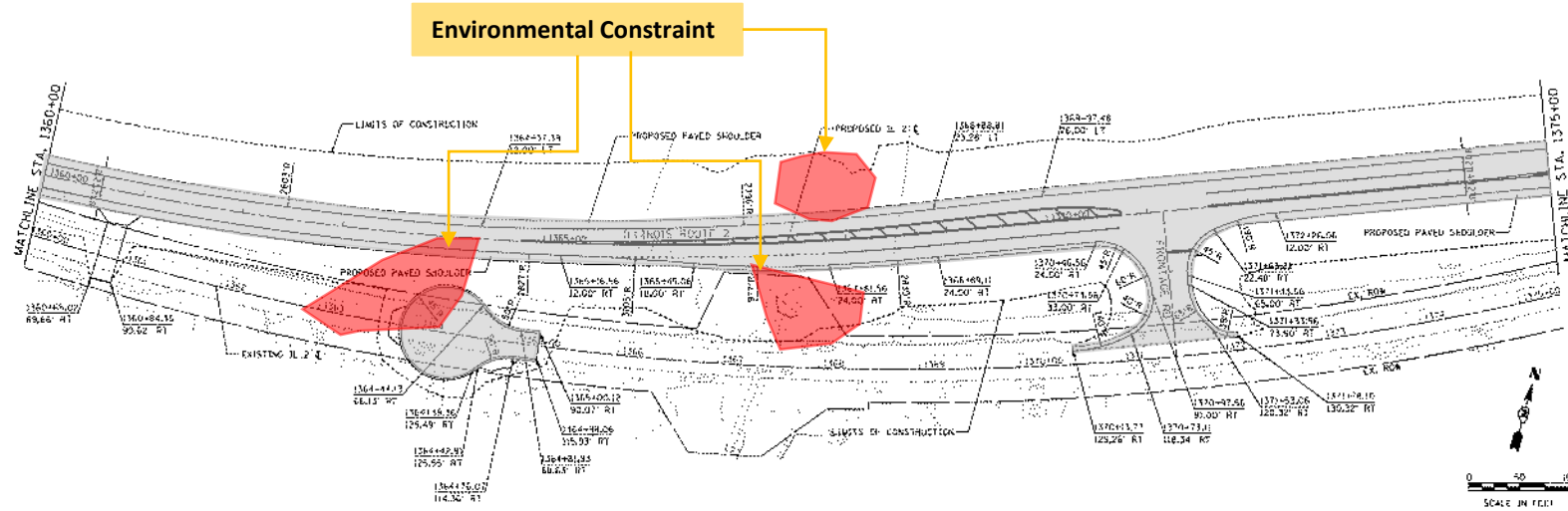


“Old” Proposed Design

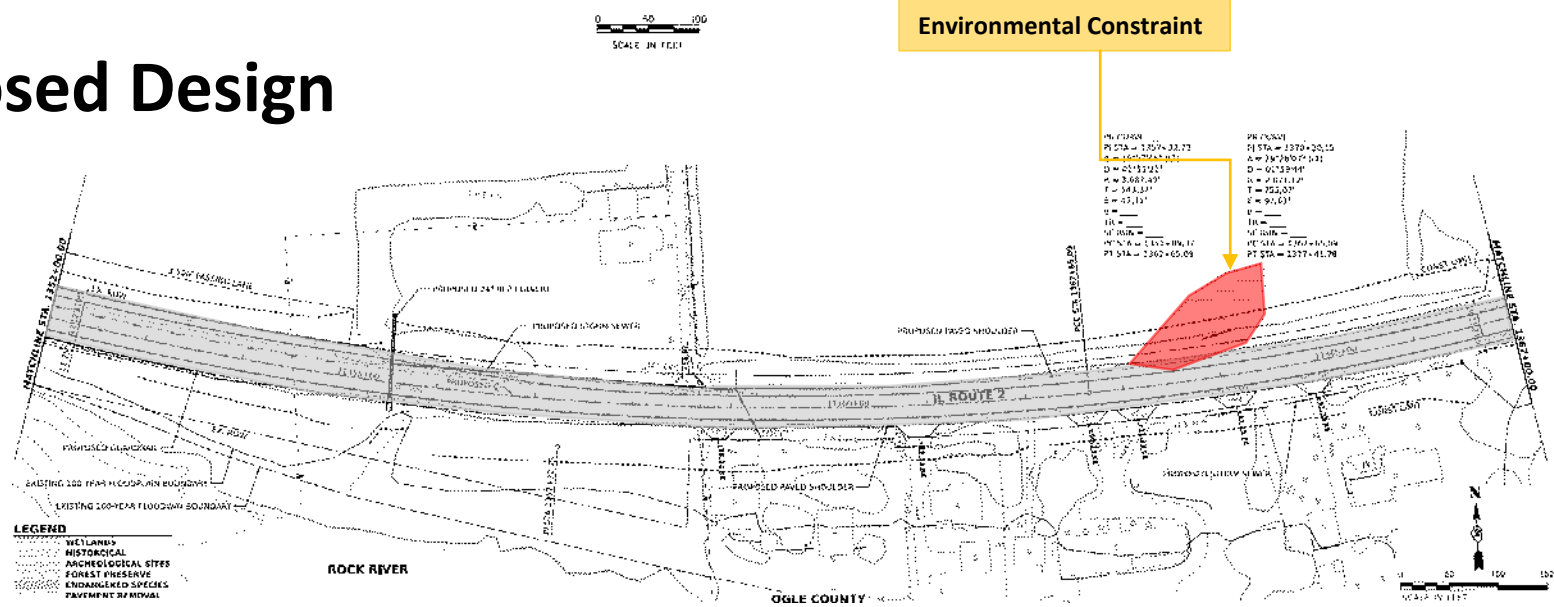


“New” Proposed Design

Blackhawk Trail Lodge Area



“Old” Proposed Design



“New” Proposed Design

Tree Removal

- Limited to trees which are an imminent safety concern
- Seasonal to minimize impacts to the Indiana Bat habitat
- Polarizing topic within communities with many residents preferring to avoid tree removal
- A tree survey will be conducted during the next phase of the project to determine tree types, size, quality and health
- Tree removal for proposed improvements will be determined during the next phase



Land Acquisition 101

Laws and Regulations

- Fifth Amendment of the United States Constitution
 - Private property shall not be taken for public use without payment of just compensation.
- Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act)
 - Requires the DOT to establish procedures to assure the public of their rights.



Right of Way Selection



Alternatives are studied

Public meeting is held

Route location is established

=



Right of Way plans are completed based on construction requirements

Establishing a Property Value

- Appraiser
 - Invites owner to attend appraisal inspection
 - Investigates Sales Comparison, Income, and Cost Approaches
 - Identifies damages to remainder property
- Review Appraiser
 - Verifies use of acceptable valuation principles
 - Ensures consistency of values throughout project



Appraisers work with IDOT to determine compensation based off of current market value

Review Appraisers in each district assess all appraisals



Informing Property Owners

Negotiators communicate with property owners regarding in depth information for real estate being acquired and finishing improvements.

Negotiators become property owners point of contact for questions and answers.



Making and Offer to Purchase



Negotiators provide written purchase offer on behalf of IDOT (compensation offered is based on value established in appraisal)

Negotiators and IDOT representatives are available to answer questions



Deciding on the Offer



Property Owners are given a minimum of **60 days** to consider offer
Owners may present counteroffers that are validly supported



Upon agreement, legal documents are signed and IDOT coordinates closing (title clearing, document recording, check delivery to owner)



* Owner rejects offer

Owner Rejects Offer

- IDOT files for condemnation
- IDOT uses Quick Take Authority
- Owner gets initial payment called "preliminary just compensation"
- Further negotiation or trial determines "final just compensation"

Receiving Relocation Assistance



If displaced, the occupant may be eligible to receive relocation assistance and payments.

Relocations

Advisory Services

- Assistance with identifying and qualifying for financial support

Financial Support

Residential	Business
Moving and related expenses Fixed Move Schedule (room count)	Actual move In-lieu payment Re-establishment
Replacement Housing Payments	
Price Supplement Assistance; Down Payment Assistance; Rental Assistance; Incidental/Closing Costs; Mortgage Interest Payment Assistance	

Project Schedule Review

PROJECT MILESTONES

- Establish problem statement
- Identify deficiencies
- Develop purpose and need
- Identify possible alternatives

- Evaluate and screen alternatives

- Identify preferred alternative
- Prepare Environmental and Engineering Report

- Receive Environmental and Engineering Report design approval



Conduct Environmental Resource Surveys

WE ARE HERE

PUBLIC MEETING 1 - MAY 2014

- Overview of study process
- Solicit issues and concerns
- Solicit deficiencies

PUBLIC MEETING 2 - EARLY 2022

- Present preferred alternative
- Summarize environmental resources
- Public review and comment

PUBLIC INPUT OPPORTUNITIES



Community Advisory Group (CAG) Meeting

Next Steps

Next Steps







CAG #9 tentatively anticipated in December 2021



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

Goal Review

Goals Review

-  Approve CAG Meeting #7 Minutes
-  Review Alternative Suggestions and Approve Alternative Decisions
-  Recap Design Status
-  Share Next Steps

THANK YOU

