MEETING MINUTES

Subject: IL 2 (Byron to Rockford) PSG Meeting #6

BMcD Project No.: 127815

Meeting Date: April 29, 2021

Time: 10:00 a.m.

Location: Teams Call

Attendees:

Tony Baratta, IDOT D2
Robert Bates, IDOT D2
Mat Dobie, IDOT D2
Faith Duncan, IDOT D2
Jon Estrem, IDOT D2
Amber Goldie, IDOT D2
Rich Guise, IDTO D2
Mike Kuehn, IDOT D2
Becky Marruffo, IDOT D2
Mark Nardini, IDOT D2
Shawn Ortgiesen,IDOT D2
Heather Rhodes, IDOT D2
Wendi Schafer, IDOT D2
Chad Spreeman, IDOT D2
Trisha Thompson,IDOT D2
Dave VonKaenel, IDOT D2
Felecia Hurley, IDOT
Stephen Letsky, IDOT
Vince Madonia, IDOT
Bill Milner, IDNR
Mike Dunn, Reg. Planning
Melisa Ribikawskis Reg. Planning
Camden Bender, BMcD
Katie Leska, BMcD
Michael Mack, BMcD

Copies:

Attendees
Non-Attendees:
Masood Ahmad, IDOT D2
Roger Inboden, IDOT D2
Derek Jones, IDOT D2
Dan Long, IDOT D2
Ali Mansour, IDOT D2
Doug Delille, IDOT
Mike Stagg, FHWA
Trevor Popkin, USACE
Justin Dillard, IDNR
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 reengage the Project Study Group (PSG) members with the IL Route 2 Project following a long delay in PSG meetings. Below is a summary of the items discussed. A copy of the slides from the PSG Meeting are attached at the end of these meeting minutes.

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

1. Welcome and Introductions:

- The BMcD personnel on the call were introduced to the PSG and included the following:
  - Mike Mack - Project Manager
  - Katie Leska - Project Engineer
  - Camden Bender - Public Involvement Coordinator
- Due to the large number of participating a role call was made to confirm the PSG members on the call.

2. Project Location and Limits:
   - The project limits along IL 2 extend from IL 72 on the south in Byron to Beltline Road on the north in Rockford. There are traffic signals at each end of the project. The project corridor is almost 11 miles long and includes numerous challenges including:
     - Floodplain and floodway for the Rock River
     - Numerous natural resources and cultural resource areas
     - Safety concerns based on the crash history along with recent fatalities
     - Tight areas with rock bluffs on one side and the Rock River on the other
     - Various horizontal, vertical and cross-sectional geometric issues
     - Two railroad grade separations with the Exelon and CPRR
3. Recap of Previous PG Meetings:
   - PSG #1 – Discussed the Context Sensitive Solution Process that will be utilized as part of the IL 2 Public Involvement Process. Also discussed were the guiding principles and the role of the Project Study Group. Additional details are provided in the attached presentation slides.
   - PSG #2 – Went through an overview of the Public Meeting in May of 2014 and the public concerns. The stakeholder involvement plan was discussed and the establishment of the CAG which included 23 members.
   - PSG #3 – Discussed the roadway deficiencies along the corridor, the problem statement was developed and the need for project branding.
   - PSG #4 – Summarized the discussion in CAG Meeting #2 which include the development of the purpose and need statement, project branding and project design criteria.
     - 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.
     - Purpose and Need Statement - 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.
   - PSG #5 - Discussed CAG Meetings 3, 4, 5 and 6 which included discussion on crash history along the corridor, design criteria, development of alternative options throughout the corridor including a purpose and need screening of alternatives, review the section of IL 2 between Oregon and Byron, and discussion on typical section options south of Lake Louise.

4. CAG Meeting Recap:
    - CAG Meeting #7 occurred on March 25, 2021 and was a virtual meeting. Thirteen of the twenty-three CAG Members participated. Discussions included an introduction of the project team, reacquaint CAG with their role and CSS process, recap CAG Meetings 1 through 6, provided an update on design status, confirmed the purpose and need statement was still valid, and went through an overview of next steps.
    - CAG Meeting #8 is tentatively scheduled for June of 2021 and will include discussion on identified improvements and Alternatives to be and not to be carried forward, improvements being implemented by the design team, and a Land Acquisition 101 session.
5. Design Criteria:
    - BMcD discussed the design speeds along the corridor along with the proposed changes to design speeds which include extending the 45mph design speed to Lake Louise.
    - The development and confirmation of the project design criteria was shared with the group and is included in a tech memo.
6. Tech Memos:
    - BMcD summarized the tech memos which have been completed on the project to date. A summary of the content of those tech memos are included in presentation slides at the end for the following tech memos: Geometric Evaluation of Proposed Design, Evaluation of Proposed Driveways, Review of IL 2 Byron to Oregon, IL Crash Report, IL 2 Traffic Data and Warrants, IL 2 Bridge Condition Reports, Animal Crash Mitigation, IL 2 Flush Median Study, Passing Lane/Extending Passing Lanes, and a summary of other studies being conducted.
7. Next Steps:
    - CAG Meeting #8 is anticipated in June of 2021 and PSG Meeting #7 in July of 2021.
    - A high-level project schedule was shared with a goal for the design approval in March of 2022. BMcD expressed concern with the potential for environmental unusual circumstances delaying the project and the need for the next step in the environmental due diligence to be initiated. The District is waiting for all the geometry to be finalized prior to starting this effort.
8. Questions/Comments:
    - Chad Spreeman asked if the IDNR had any plans along the corridor. Individuals from the IDNR on the call were not aware of any but indicated it was not their area of expertise.
    - A more detailed discussion on the need for animal crash mitigation was shared along with the potential mitigation measures which include wider shoulders and improved sight distance, exclusionary fence and motion sensory wildlife warning signs. BMcD will send information on the warnings signs to Trisha Thompson following the meeting for review. Trisha was concerns with the operation and future maintenance of the signs.
    - Trisha also asked about the status of the pump station at the CPRR underpass. BMcD indicated there was potential the pump station design may require modification if the low point at the underpass is modified to meet vertical clearance changes. BMcD has informed WBK of this potential change.
    - Dave Von Kaenel asked about the maintenance of traffic plans during construction. He indicated that the detouring of IL 2 thru-traffic during the construction of the section between Byron and Oregon was beneficial and allowed for safer work zones, reduction in schedule and higher quality. It was indicated a detour route was being explored along with the how

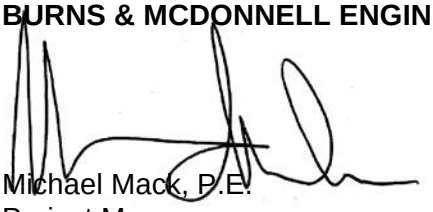
the project will be broken into contract packages.

- Steve Letsky reminded the group that House Bill 398 may change laws regarding adding bike facilities along the corridor. Currently, the design includes a separate multi-use path on the south end of the project and 8' shoulders for bike usage on the north end of the project. It is believed this will meet the intent of the House bill. The passing and implementation of the house bill will be monitored to determine if it impacts the direction of the design.

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

Respectfully submitted,

BURNS & MCDONNELL ENGINEERING COMPANY, INC.



Michael Mack, P.E.
Project Manager

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Project Study Group Meeting #6

IL 2 (Byron to Rockford); CN 64158

Thursday, April 29, 2021

Illinois Department of Transportation

IL ROUTE 2 BYRON TO ROCKFORD

Agenda

- Welcome & Introductions
- Project Location/Limits
- Recap of Previous PSG Meetings
- CAG Meeting #7 Recap
- Design Criteria
- Tech Memos
- Next Steps

Welcome & Introductions

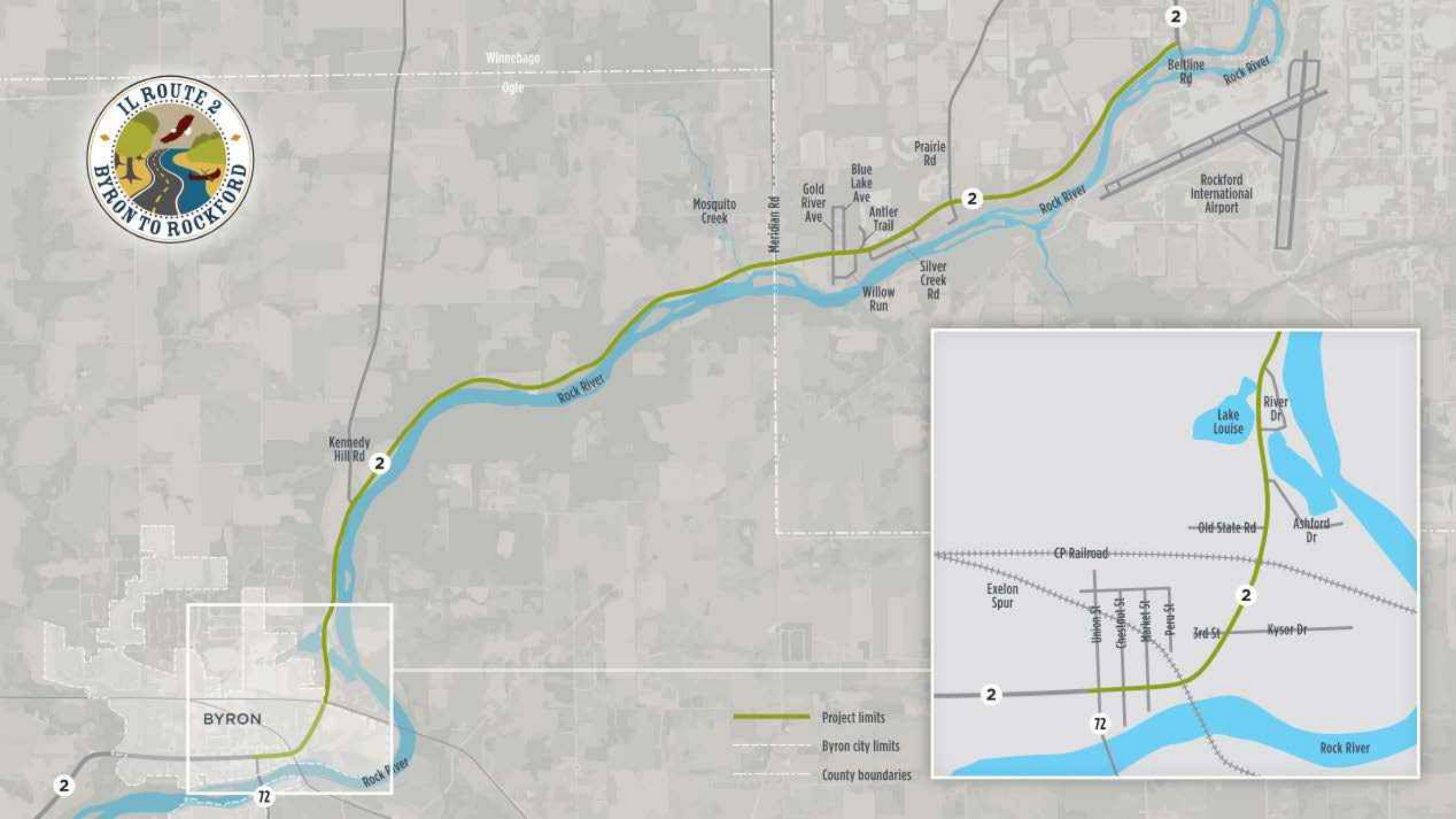
Consultant Project Team Introductions

Mike Mack
Consultant Project Manager

Katie Leska
Consultant Project Engineer

Camden Bender
Public Involvement Coordinator

Project Location/Limits


IL ROUTE 2
BYRON TO ROCKFORD
Winnebago
Ogle
Mosquito Creek
Meridian Rd
Gold River Ave
Blue Lake Ave
Antler Trail
Prairie Rd
Beltline Rd
Rock River
Rockford International Airport
Silver Creek Rd
Willow Run
Kennedy Hill Rd
BYRON
2
72
Project limits
Byron city limits
County boundaries
Lake Louise
River Dr
Old State Rd
Ashford Dr
CP Railroad
Exelon Spur
Union St
Chestnut St
Market St
Peru St
3rd St
Kysor Dr

Recap of Previous PSG Meetings

PSG Meeting #1

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

PSG Meeting # 1

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 general understanding of agreement among stakeholders

PSG Meeting #1

Project Study Group Role

- Plan activities and tasks for the successful completion of the project
- Ensure Stakeholder Involvement Plan (SIP) is prepared
- Move people in and out as the project needs different types of expertise
- Facilitate project team meetings
- Conflict resolution
- Provide technical and analytical input
- Review and comment on project documentation
- Attend project meetings
- Make sure concerns are raised and addressed
- Address issues and needs at an adequate level of detail

PSG Meeting #2

- Overview of Public Information Meeting #1
  - May 7, 2014
  - Public concerns along corridor
- Draft Stakeholder Involvement Plan
- Establishing the Community Advisory Group

PSG Meeting #3

- Roadway Deficiencies
- Development of Problem Statement
- Need of Project Branding

PSG Meeting #4

- Review of CAG Meeting #2
  - Project Branding
  - Problem Statement
  - Purpose & Need
- Project Design criteria

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.

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.

PSG Meeting #5

- CAG Meeting #3
  - Crash Summary
  - Design Criteria
  - Alternatives Development
- CAG Meeting #4
  - Alternatives Development
  - Section Summary (South/Middle/North)

PSG Meeting #5 Continued

- CAG Meeting #5
  - Review of IL 2: Oregon to Byron
  - Geometry
  - Crashes
  - Presented Alternatives
  - Screened Against Purpose and Need
- CAG Meeting #6
  - Presented Alternatives
  - Screened Against Purpose and Need
  - Typical Section Alternative

CAG Meeting Recap

CAG Meeting #7

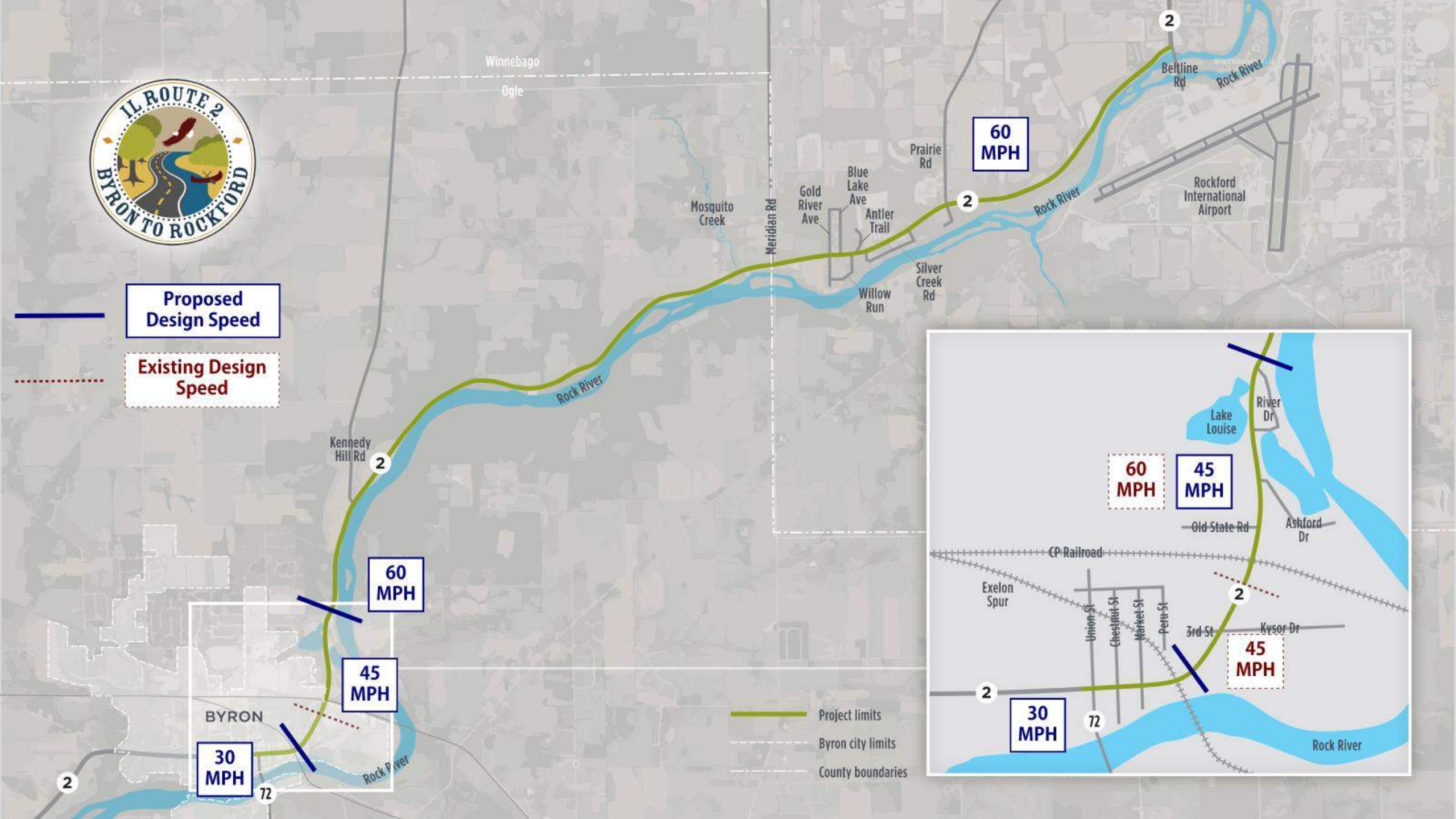
- Introduce project team
- Reacquaint CAG with role and CSS process
- Recap CAG Meetings 1-6
- Provide update on design status
- Confirmed P&N Statement Still Valid
- Overview of next steps

CAG Meeting #8

- CAG Identified Improvements and Alternatives
  - Ideas Implementation into the Proposed Design
  - Justification of Ideas that were not Carried Forward
- Other Proposed Improvements
- Modifications currently being Considered
- Land Acquisition 101

Questions

Design Criteria


IL ROUTE 2
BYRON TO ROCKFORD
Proposed Design Speed
Existing Design Speed
Winnebago
Ogle
Mosquito Creek
Meridian Rd
Gold River Ave
Blue Lake Ave
Antler Trail
Prairie Rd
60 MPH
Beltline Rd
Rock River
Rockford International Airport
Silver Creek Rd
Willow Run
Rock River
Kennedy Hill Rd
2
60 MPH
45 MPH
BYRON
30 MPH
72
Rock River
Project limits
Byron city limits
County boundaries
Lake Louise
River Dr
60 MPH
45 MPH
Old State Rd
Ashford Dr
CP Railroad
Exelon Spur
Union St
Chestnut St
Market St
Peru St
3rd St
Kysor Dr
45 MPH
30 MPH
Rock River

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	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	N/A
		Width	N/A	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

Tech Memos

Geometric Evaluation of Proposed Design Tech Memo

- Horizontal Alignment – 9 Substandard Elements
- Vertical Alignment – 48 Substandard Elements
- Cross Sectional Elements – 2 Substandard Elements
- Intersections – 42 Substandard Elements
- Structures – 1 Potential Substandard Elements

Next Steps – Eliminate Substandard Elements/Design Exceptions

Evaluation of Proposed Driveway Tech Memo

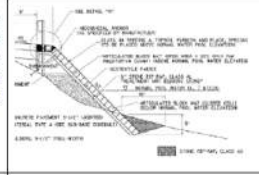
- Almost 200 Driveways Reviewed
- Geometric Elements Reviewed
  - Grade – 24 Substandard
  - Width – Not meeting Criteria
  - Radii of Flares – All Compliant
  - Sight Distance – 12 Non-Compliant
  - Distance from Intersection -2 Non-Compliant

Design Exception		Does NOT meet criteria					
Station	Offset	Entrance Type (Commercial/Non Commercial)	Width (ft)	Grade	Flare Radii (ft)	Compliant Sight Distance?	Comments
30 mph Design Speed							
IL Route 2 1130+34	LT	C	34	NA*	18.5	YES	
1131+05	LT	C	21'	14.9%	16	YES	**Grade:** survey limits do not extend much further beyond proposed tie-in at limits of driveway to determine if extending further would reduce the grade substantially
1133+89	RT	C	50	-1.4%	15.5	YES	Gas Station: Radial flares should be used instead of straight tapers due to high volume traffic; **Width:** proposed 50' width is less than existing 52' width
1134+34	LT	C	15	5.5%	14.75	YES	
1135+53	LT	C	12	5.3%	13	YES	
1137+64	RT	NC	12	NA*	12.75	YES	
1138+77	LT	C	34	4.0%	17.5	YES	
1139+80	LT	C	35	0.9%	13.5	YES	
1139+85	RT	C	24	1.5%	17.5	YES	
1141+93	RT	NC	12	-8.0%	12.5	YES	
1143+17	LT	C	13	10.2%	12.5	YES	**Grade:** chasing the grade of the driveway

Next Steps – Eliminate Non-Compliant Elements/Design Exceptions

Review of IL 2 from Byron to Oregon Tech Memo

- Input from Plans, Site Visit and IDOT Maintenance
- Issues/Concerns/Findings
  - Culvert Inlet Box Grates
  - Embankment Erosion Debris on Pavement
  - Limited Snow Storage Areas
  - Revetment Mat Protection
  - Retaining Wall Construction vs. Easements/ROW Acquisition
  - Curled Pavement

ISSUE	DESCRIPTION	IMAGE OF ISSUE	RECOMMENDATION
Embankment Erosion Debris on Pavement	During large storm events where the adjacent topography slopes from a steep bluff towards IL 2 rock wash and debris collect on the shoulder and pavement		Create a swale at the bottom of steep grades that slope towards the roadway that prevent the debris from falling onto the pavement. Additionally, stabilizing the steep grade will eliminate erosion
Snow Storage Areas are too Narrow	Snow storage areas, like north of Oregon and south of Mud Creek Road, are too narrow. IDOT typically needs to scrape mud from the paved shoulder and inlets become plugged with debris		In areas with retaining walls adjacent to the roadway, the area for snow removal needs to be increased to avoid debris and mud from snow melt to collect on the shoulder and clog inlets
Revetment Mat Protection	Along the river where the revetment mat ends, and the shoreline begins could have had improved transition protection to prevent erosion		Areas where the proposed roadway embankment is located adjacent or extends into the floodway a more robust riprap or alternative method of protecting the bottom of the revetment mat will be developed.

Next Steps – Eliminate Non-Compliant Elements/Design Exceptions

IL 2 Crash Report Review Tech Memo

- 2012-2016 w/Trend Verification 2017-2019
- Updated Crash Plot Diagrams
- Predominate Crash Types – Animal, Fixed Object, Other Object and Overturned
- Crash Rate Concerns (>1.0) – Near Blackhawk Trail Lodge
- Recent Fatalities

IL 2 Traffic Data and Warrants Tech Memo

- Traffic Data Supports Improvements on IDS's
- Right Turn Lanes at Unwarranted Locations (5)
  - 3rd Street/Kysor Drive
  - Ashelford Drive
  - Meridian Road
  - Gold River Ave.
  - Blue Lake Ave.

							RIGHT-TURN LANE WARRANTS							
Begin STA	Direction	Cross Street	Design Speed (mph)	Right-Turn Volume (VPH)	DHV (one direction)	Signalized (S)/ Unsignalized (U)?	Satisfies Fig. 36-3	Capacity analysis determined turn lane necessary to meet LOS?	Righ- turn vol. >150vph; mainline vol.>300 vphL	Uniformity of Intersection Design	Mainline is curved to the left and requires superelevation?	Railroad is located close to the intersection	crash experience/ Traffic ops./ sight distance/ engineering judgment indicates conflict related to right-turning vehicles?	# of Warrants met
1159+50	NB	Kysor Dr	45	20	590	U	NO	LOS A - NO	N/A	NO	NO	NO	NO	0
1188+50	NB	Ashelford Dr	45	45	625	U	NO	no data	N/A	NO	YES	NO	NO	1
0+00	SB	Meridian Rd	60	20	615	U	NO	no data	N/A	NO	NO	NO	NO	0
25+50	NB	Gold River Ave	60	no data	500	U	no data	no data	N/A	NO	NO	NO	NO	0
25+50	SB	Gold River Ave	60	no data	635	U	no data	no data	N/A	NO	YES	NO	NO	1
29+80	SB	Blue Lake Ave	60	no data	525	U	no data	no data	N/A	NO	YES	NO	NO	1

Right Turn Lanes to be re-evaluated based on environmental due diligence and public involvement input

IL 2 Bridge Condition Reports

- Exelon Railroad over IL 2
  - Satisfactory condition
  - Inadequate Vertical Clearance and width for widened proposed cross-section
  - Structure to be replaced
- CP Railroad over IL 2
  - Satisfactory condition
  - Inadequate existing Vertical Clearance
  - Proposed improvements along new alignment
  - Structure to be replaced
- 3 creek/stream crossing
  - 2 in good condition and 1 in satisfactory condition
  - Concrete overlay

Animal Crash Mitigation Tech Memo

- 4X More Animal Crashes than Statewide Average
- IL 2 Byron to Oregon shown reduction in animal crash percentage post construction
- Clustered at non-intersection locations of damaged fence and no fence
- Countermeasures
  - Shoulders/Improved clearzone
  - Exclusionary fence in areas of high concentration of animal crashes
  - Wildlife Warning Signs and Beacons

IL 2 Flush Median Study Tech Memo

- Previous Design indicated frontage road for concentration of driveways
  - Additional ROW Impacts
  - Additional Cultural Resource Impacts
  - CAG Opposition
- Evaluate area adjacent to Blackhawk Trail Lodge
- Crash Rate > 1.0 thru area
- Currently no median or frontage road is proposed thru area

Passing Lane/Extending Passing Lane Tech Memo

- BDE Recommends passing lane length 0.5 to 1.0 miles w/spacing between 3 to 10 miles.
- Evaluate Opportunity to Extend Passing Lane Lengths
- Consider Environmental and adjacent property impacts
- Conclusion: Extend Passing Lane from 1320+00 to 1345+00 an additional 900’

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)

Other Areas Current Being Studied

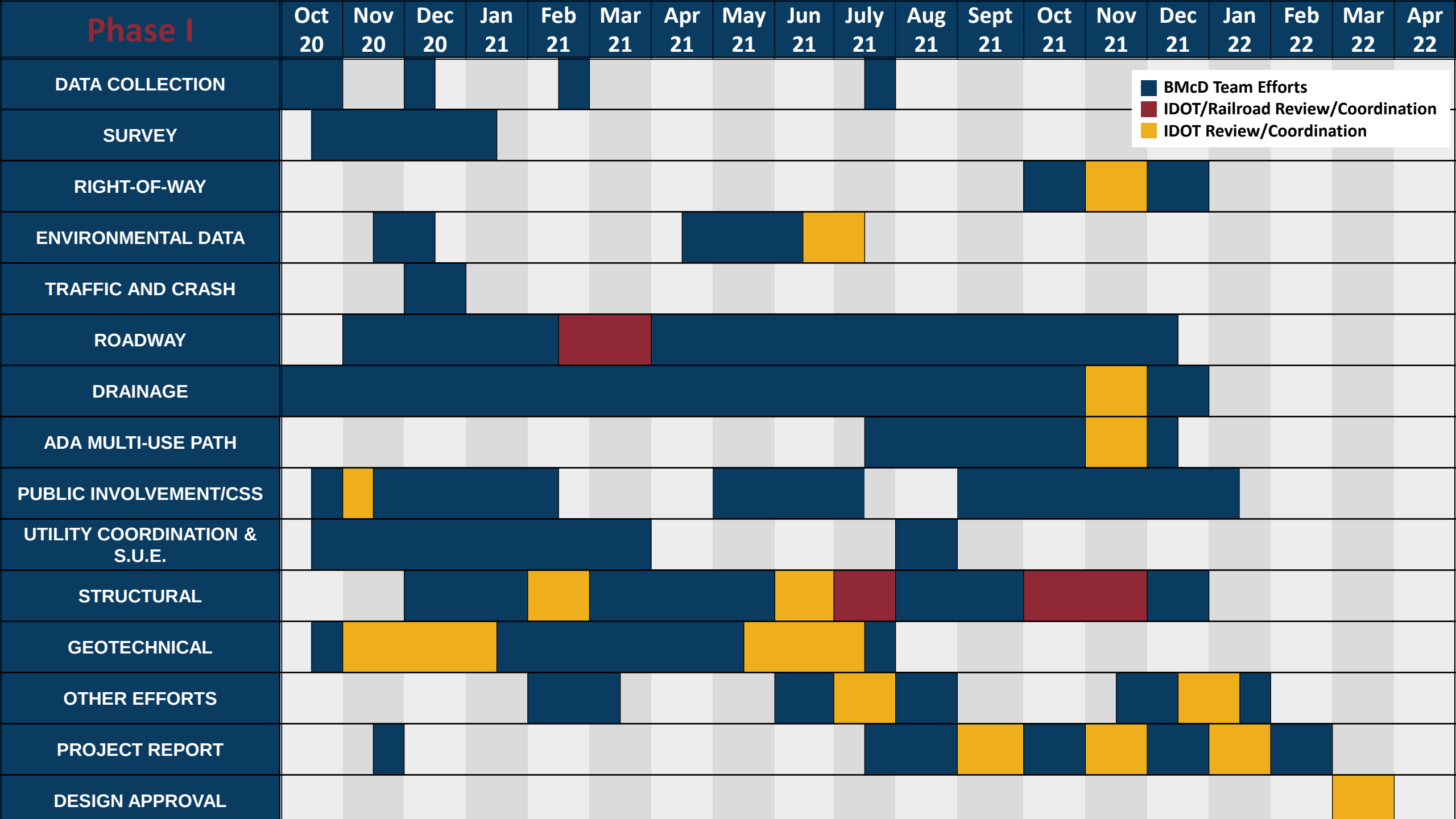
- Profile Improvements to Improve Freeboard both Longitudinally and at Culverts
- Evaluating Floodway/Floodplain Impacts
- Evaluating Design to Reduce the Number of Design Exceptions
- Evaluating Design to Avoid/Minimum Impacts to Environmentally Sensitive Areas
- Evaluating retaining walls vs. additional ROW/Easement Impacts
- Evaluating underpass vertical clearances
- Evaluating Adjacent Property Impacts and Avoidance Opportunities

Questions

Next Steps

Next Steps

- CAG #8 anticipated in June 2021
  - Discuss status of design
  - Land Acquisition 101
- PSG Meeting #7 anticipated in July 2021


Phase I
Oct 20
Nov 20
Dec 20
Jan 21
Feb 21
Mar 21
Apr 21
May 21
Jun 21
July 21
Aug 21
Sept 21
Oct 21
Nov 21
Dec 21
Jan 22
Feb 22
Mar 22
Apr 22
DATA COLLECTION
SURVEY
RIGHT-OF-WAY
ENVIRONMENTAL DATA
TRAFFIC AND CRASH
ROADWAY
DRAINAGE
ADA MULTI-USE PATH
PUBLIC INVOLVEMENT/CSS
UTILITY COORDINATION & S.U.E.
STRUCTURAL
GEOTECHNICAL
OTHER EFFORTS
PROJECT REPORT
DESIGN APPROVAL
BMcD Team Efforts
IDOT/Railroad Review/Coordination
IDOT Review/Coordination

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

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**

Questions

THANK YOU

Illinois Department of Transportation