
MEETING MINUTES

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

BMcD Project No.: 127815

Meeting Date: October 6, 2021

Time: 1:00 p.m.

Location: Teams Call

Attendees:

Masood Ahmad, IDOT D2
Tony Baratta, IDOT D2
Robert Bates, IDOT D2
Mat Dobie, 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:
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 update the Project Study Group (PSG) members with status and progress of the IL Route 2 Project. 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 7th PSG Meeting for the IL Route 2 Project.

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
 - Lisa Hummel - Public Involvement Coordinator
 - Due to the large number of participating a role call was made to confirm the PSG members on the call.
2. Recap of PSG Meeting No. 6 in April of 2021
- BMcD summarized the content of the last PSG Meeting.
 - BMcD updated the group on the Open Topics form the last PSG Meeting which included:
 - Animal Crash Mitigation Measures – BMcD coordinated with Trisha Thompson to determine that wider shoulders and improved sight distance will be the primary mitigation measures. Exclusionary fence and motion sensory wildlife warning signs will not be implemented.
 - Pump Station Maintenance – Two meetings have been conducted with the City of Byron on this topic. The City of Byron is interested in potentially owning and maintaining the future pump station at the CPRR underpass but has request the anticipated cost and terms of the agreement. [BMcD has coordinated with the District which has indicated for BMcD to reach out to Amy Eller with IDOT Springfield to obtain information on past pump station agreements to forward to Byron.](#)
 - Detour Route – IDOT intends to use Kishwaukee Road as a detour route with IL 2 only being open to local traffic during construction. Gannett Fleming, a sub to BMcD, is preparing a tech memo with recommendations regarding improvements to utilize Kishwaukee as a detour route.
 - House Bill 398 (Complete Streets) Status - BMcD indicated that HB 398 has not been passed. Steve Letsky indicated House Bill 270 was passed. This bill requires that IDOT incur the cost and provide a separate multi-use path along IDOT routes both inside and within 1-mile outside of all municipal limits with a population greater than 1000. The municipality is responsible for maintenance costs. [BMcD will evaluate how this impacts the proposed multi-use path in Byron and verify if the City of Rockford city limits extend to within 1-mile of IL 2 on the north end of the project.](#)
3. Recap of CAG Meeting No. 7 in June of 2021
- BMcD summarized the discussion of the last CAG Meeting. Discussion items included previous improvement suggestions by the CAG and if they were implemented and, if not, the reasoning behind the decision, walked through the corridor to discuss the design, a land acquisition 101 summary and the project schedule.
 - The next meeting with the CAG is tentatively anticipated in December of 2021.
4. Review of Segments 4 through 6:
- BMcD walked through the design from about halfway between Kennedy Hill Road and Meridian Road to Beltline Road. The slides presented included plan and profile drawings and “typical” cross sections of critical areas. The drawings highlighted environmentally sensitive areas, design exceptions and geometric details along the corridor.
 - The presentation, with notes, is included with these minutes. The notes summarize the discuss points BMcD presented with each slide.

- Below are the discussion points from the meeting:
 - Jon Estrem asked if the retaining wall tie backs were reflected in the construction limits. BMcD verified the construction limits reflect a conservative estimate of retaining wall tie back lengths. Where retaining walls are adjacent to rock cut it is current uncertain if an exposed rock face will be stable and not require a retaining wall, therefore, a conservative approach has been indicated in Phase I which includes a retaining wall in these areas. In Phase II, additional evaluations of the rock will be conducted to determine the stability and the if a retaining wall is necessary.
 - IDOT inquired if turn lanes were considered at the entrances to the Blue Star Rest Area to be consistent with the rest of the corridor. [BMcD and IDOT will evaluate the installation of turn lanes.](#)
 - Design exceptions will be formally presented at a future bi-monthly meeting.
 - At the Winnebago Forest Preserve property IDOT inquired if the extend of the limits can be reduced to remain within the IDOT ROW or minimize work in the forest preserve property. [BMcD indicated the profile may be able to be adjusted to lower the profile so the parkway beyond the back of curb and in the IDOT ROW can be slope towards the roadway.](#) IDOT indicated the depressional areas on the forest preserve property do not need to have positive drainage, therefore, the swale behind the back of curb can be eliminated. Mark Nardini and Felecia Hurley preferred this approach.
 - Dave Almy inquired if underdrains can be considered in areas with shallow swales and curb and gutter to improve the subgrade and sub-base drainage. [Underdrains will be considered in these situations unless excavation must be avoided due to environmental constraints or positive underdrain outfalls are not feasible.](#)
 - IDOT inquired if right turn lanes were considered Prairie Road to be consistent with the rest of the corridor. The south leg of Prairie Road is a low volume dirt road and will not likely have a dedicated right turn lane, but this will be considered for the north leg. [BMcD will coordinate with IDOT on this item.](#)
 - Jon Estrem indicated the construction limits west of the new entrance to the Patten Equipment Dealership on the NW corner of Beltline Road will require the acquisition of the residential house. Jon indicated the ROW need to be at least 10 feet from the house to avoid the acquisition. [BMcD will evaluate changes to the drainage and ditches in this area to determine if the acquisition can be avoided.](#)

5. Next Steps:

- BMcD indicated they will work with IDOT to monitor the status of the next stages of environmental due diligence to determine if this effort will impact the design approval schedule.
- Construction limit submittals will continue as planned. IDOT will submit the packages for internal review and allow for a three week review period. IDOT reviewers will likely include Jon Estrem, Dave Almy, Mike Kuehn and Chad Spreeman. Following the review period, a call/meeting will be scheduled to discuss comments prior to modifications and the final submittal of the packages.
- Hydraulic report will be modified to address changes to the designs that have occurred since the previous approval of hydraulic reports. The LDS is also being worked on by 2IM.
- Byron coordination regarding the pump station and utility relocations will continue.
- The TMA will be initiated after the Kishwaukee Road Detour Route Tech Memo is finalized.

- Rich Guise will review the bank stabilization information provided by BMcD. [The next step will be to coordinate with the IDNR-OWR on this item along with determining if mitigation is necessary for the fill in the floodway/floodplain along the corridor.](#)
- Following the advancement of the designs in segments 1, 2 and 3 a PSG Meeting will be scheduled/conducted. This is anticipated in December of 2021.
- CAG Meeting No. 9 will likely be pushed back to the first part of 2022.
- The value engineering study is anticipated to be conducted in January of 2022.
- The Draft Project Report will continue to be advanced for submission in early 2022.
- The project schedule will continue to be monitored. The design team will continue to advance the design and track the environmental clearance to assess if these will impact the design approval date.

The following coloring is used in the meeting minutes text to indicate action items.

[XXXXXX](#) – Action Items

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 faint background.

Michael Mack, P.E.
Project Manager

Project Study Group Meeting #7

IL 2 (Byron to Rockford); CN 64158

Wednesday, October 6, 2021

Zoom Meeting



Welcome everyone to the 7th PSG Meeting for the IL Route 2 Project.

Agenda

- ④ Introductions
- ④ Recap of PSG No. 6
- ④ Recap of CAG Meeting No. 8
- ④ Project Location/Limits
- ④ Review Segments 4, 5 and 6
 - *Pause for questions between each*
- ④ Next Steps
- ④ Project Schedule

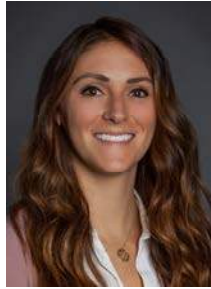
We have a great deal of information to cover today in the next 90 minutes:

Introductions

Consultant Project Team Introductions



Mike Mack
Consultant Project
Manager



Katie Leska
Consultant Project
Engineer



Lisa Kay Hummel
Stakeholder
Engagement
Support



From the consultant Team at Burns & McDonnell is

- Myself Mike Mack the Project Manager
- Katie Leska the Project Engineer
- And Lisa Kay Hummel supporting stakeholder engagement

Both IDOT and Burns & McDonnell are excited to be re-engaging the PSG today.

Recap of PSG No. 6
April 2021

- **Recapped Past PSG Meetings**
- **Design Criteria**
- **Summarized Tech Memos**
- **Project Schedule**
- **Questions**



MM

- **Open Topic No. 1 – Animal Crash Mitigation Measures**
 - In: Wider Shoulders and Improved Sight Distance
 - Out: Exclusionary Fence and Motion Sensory Wildlife Warning Signs.
- **Open Topic No. 2 – Status of Pump Station Maintenance**
 - City of Byron Coordination



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IDOT Bureau of Maintenance and Operations (Trisha Thompson) was concerned with the future maintenance of the warning signs and exclusionary fence and

- **Open Topic No. 3 – Detour Route**
 - Kishwaukee Road Evaluation
- **Open Topic No. 4 – House Bill 398 Status**
 - Not Approved Last Senate Reading on April 23, 2021



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**Recap CAG Meeting No. 8
June 2021**

- **Status of CAG Design Suggestions**
 - Including Reasoning for Not Incorporating Suggestions
- **Summarized Status of Corridor Design**
- **Land Acquisition 101**
- **Design Schedule**
- **Next Meeting**



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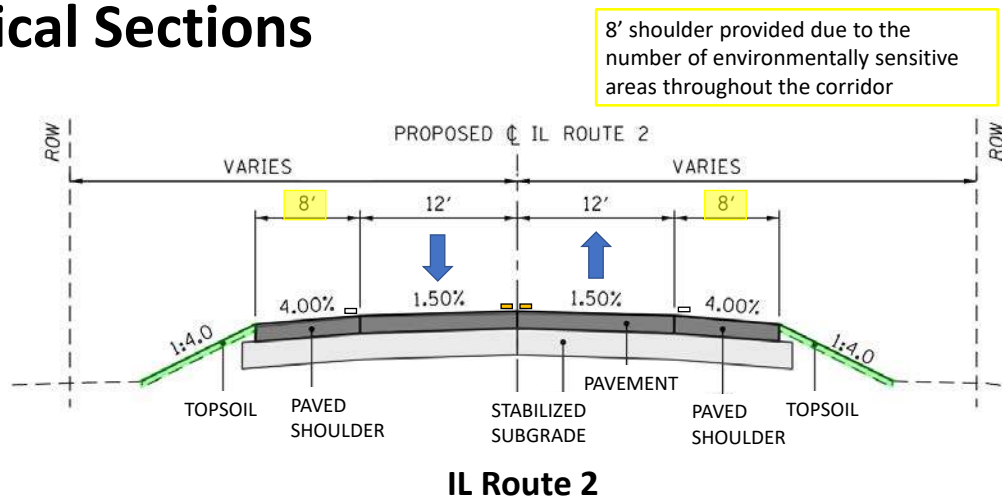
Project Location/Limits



- IL 72 in Byron to Beltline Road in Rockford running along the Rock River
- 10.6 miles
- 2 lane highway with 3 different posted speeds: 30 MPH, 45 MPH, and 60 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

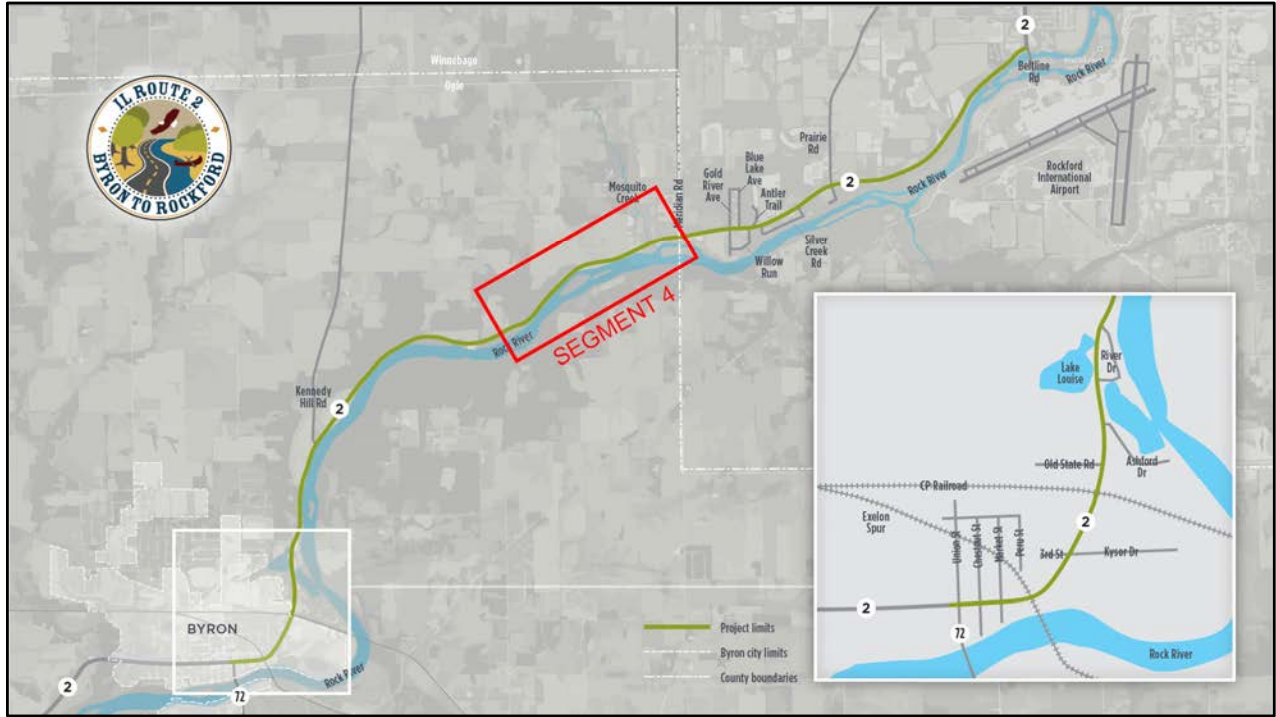
Segment Review

Typical Sections

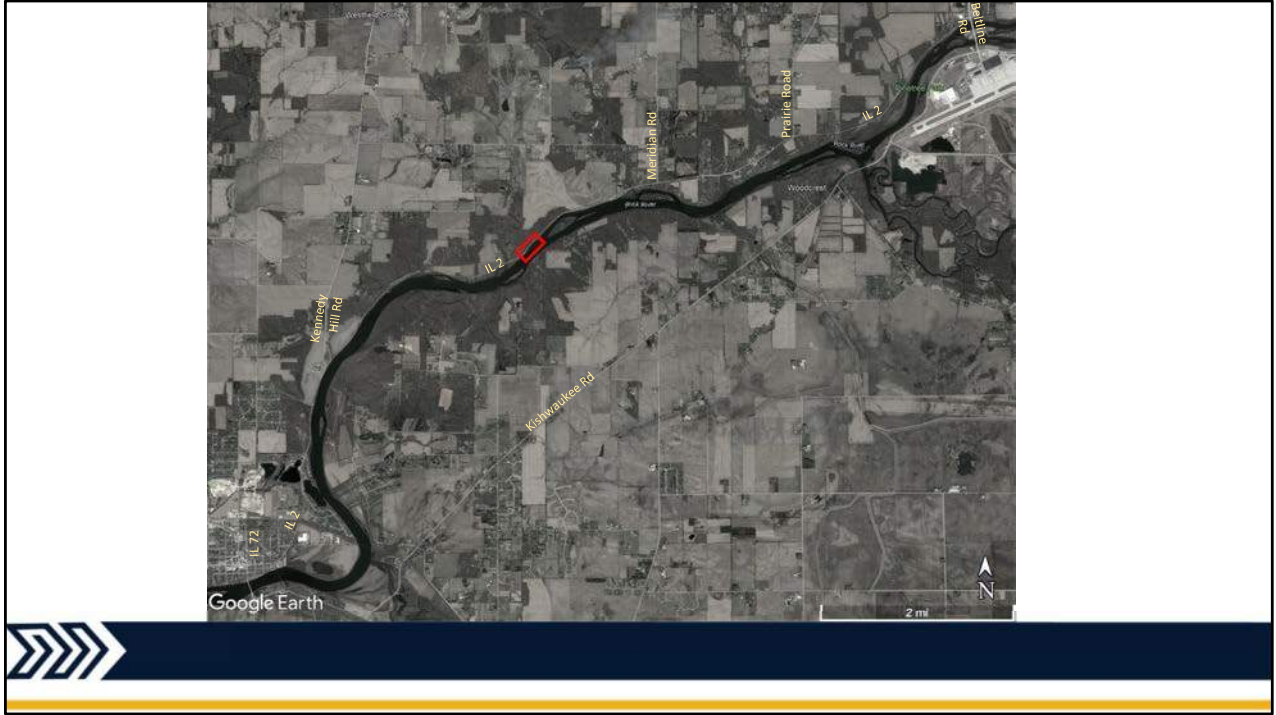


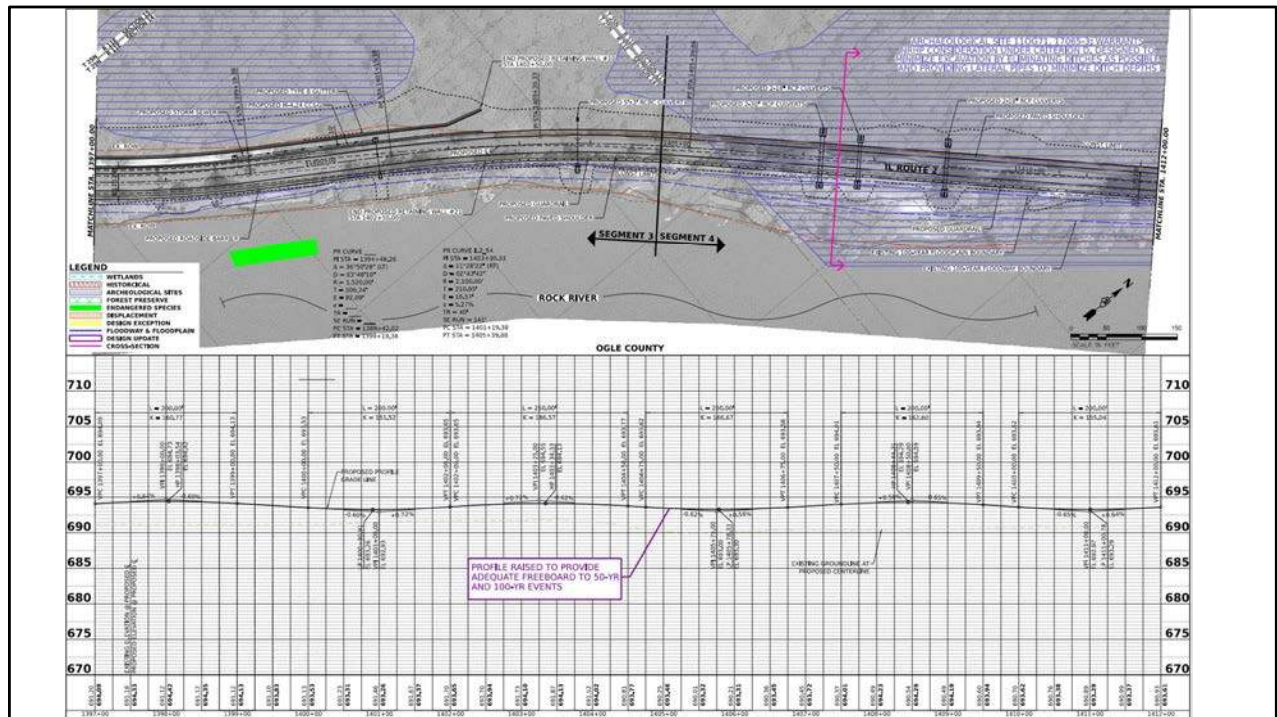
- Pavement
 - 2-12' Lanes
 - Areas w/TWLTL and Painted Median - At intersections and where there is a higher density of driveways
 - Left and Right Turn Lanes at many of the intersections
- Shoulders
 - 8' shoulders throughout the corridor, will require a design exception for the reduction from 10' shoulders
 - Required to minimize environmental and proposed ROW impacts
 - Adjacent to retaining walls we have mountable curb and gutter
 - In sensitive environmental areas we include curb and gutter to minimize excavation and impacts
- Embankment
 - Commonly install roadside swales to collect and convey stormwater runoff to drainage outfalls
 - Improved longitudinal ditch slopes to improve stormwater conveyance and eliminate depressional and ponding areas in roadside swales
 - In highly sensitive environmental areas we utilize the existing ditches to avoid excavation. Some of these areas will require a freeboard design exception.

Segment 4

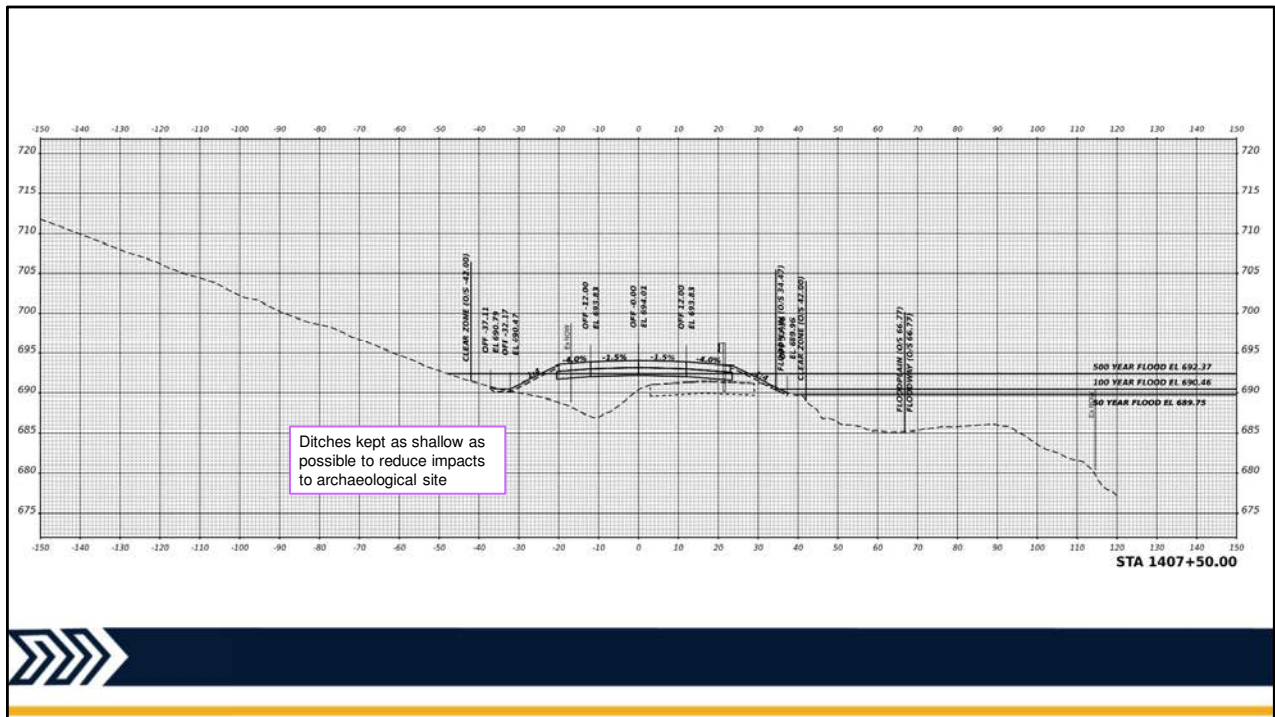


Sta 1405+00 to Meridian Road
Starting in Ogle County

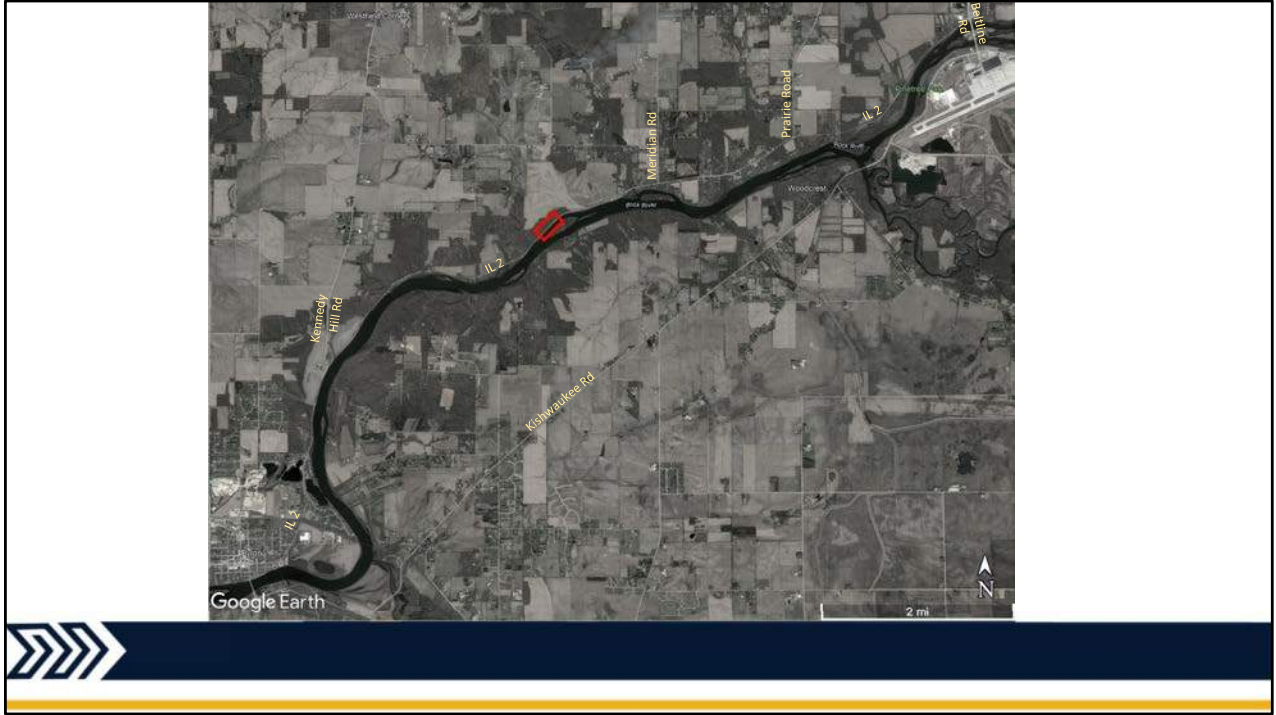


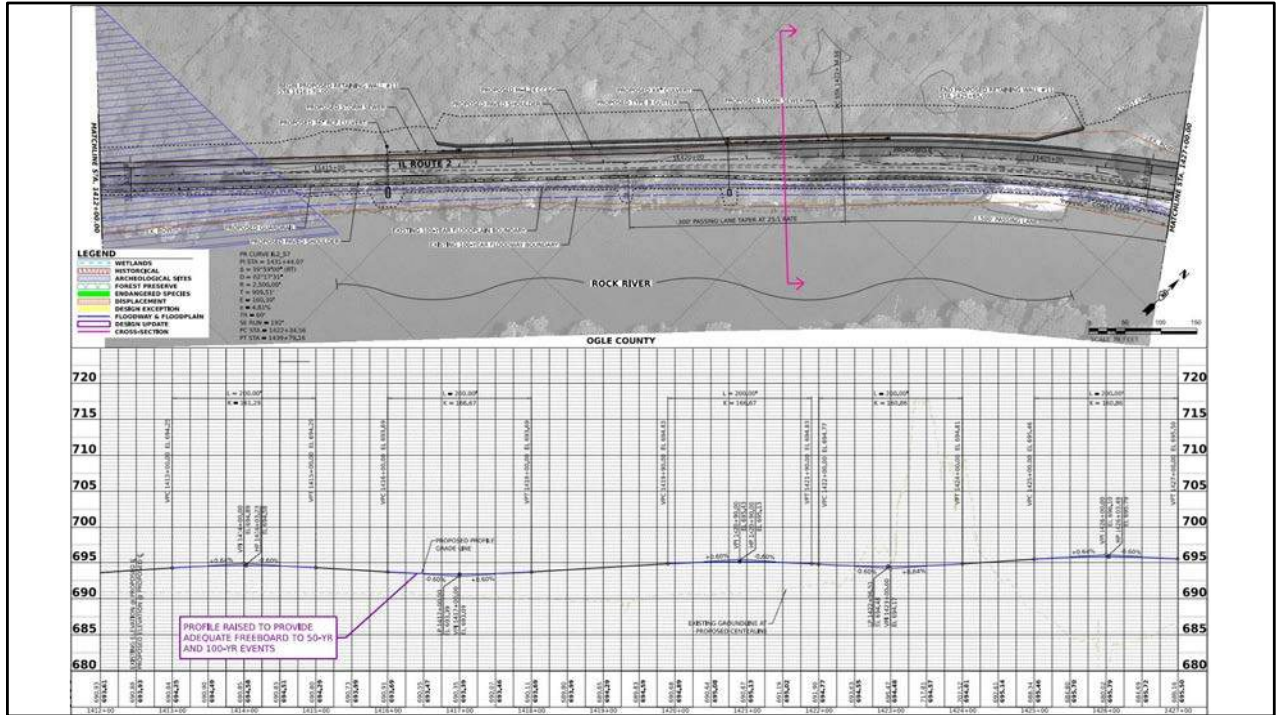


- Legend
- Roadway shifted away from river in order to provide wider cross-section with shoulders and avoid impacts to river
- Profile raised to provide 3' freeboard to 50-yr event and ensure 100-yr and 500-yr events do not overtop travel lanes
- Archaeological site within and on both sides of roadway.
 - Warrants consideration by the National Register of Historic Places
 - Minimize Excavation
 - Lateral pipes to reduce ditch depth

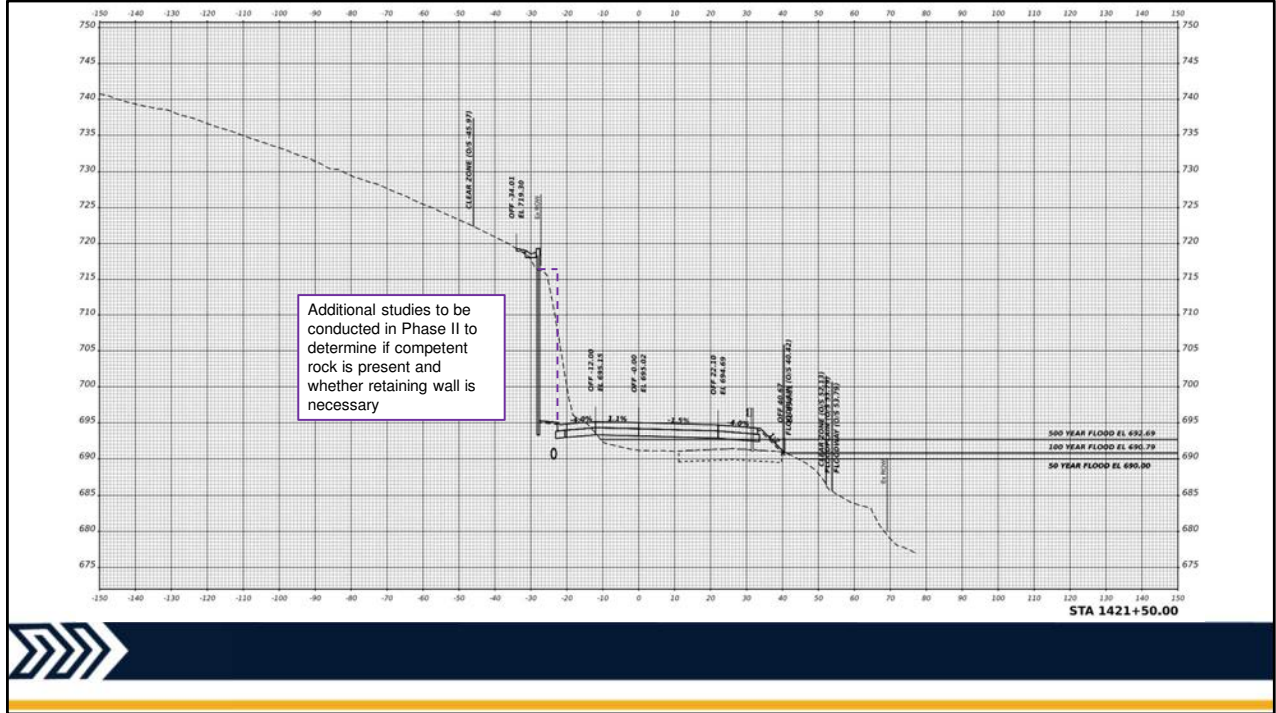


- Cross section between laterals
- Excavation for pipes lesser than a full ditch section because chasing existing ground
- Centerline shifted due to proximity to river and floodway

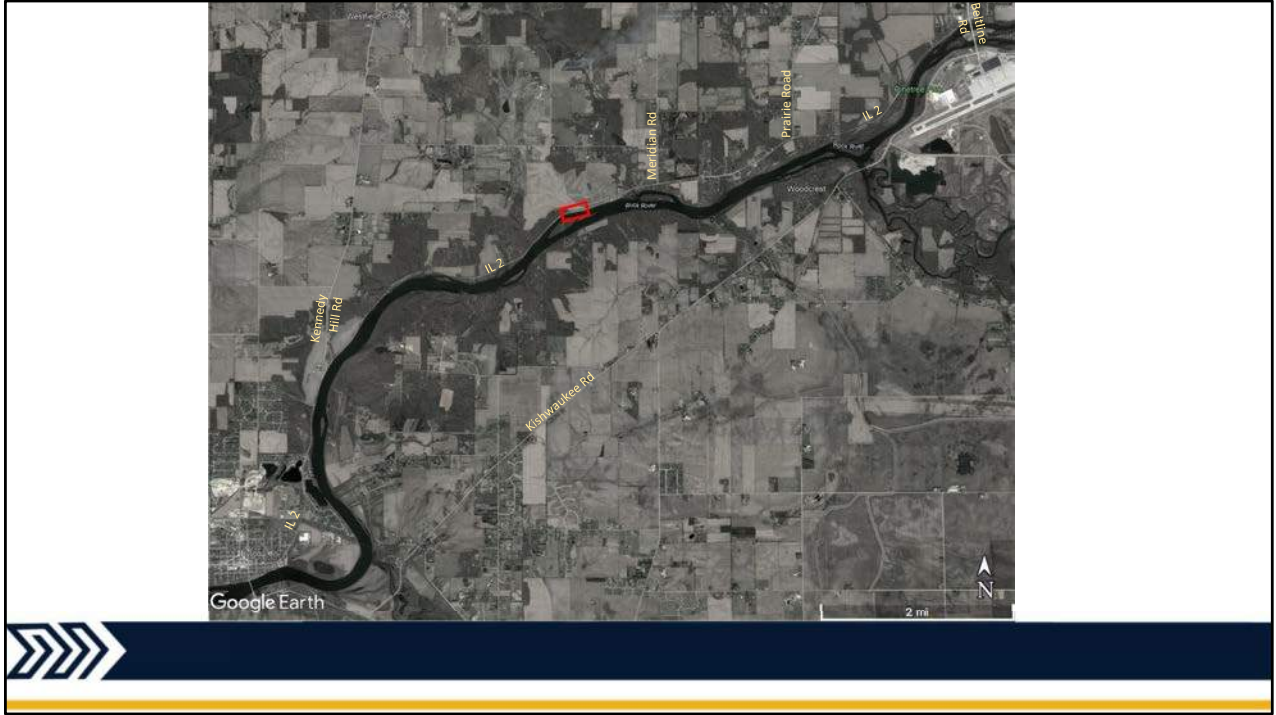


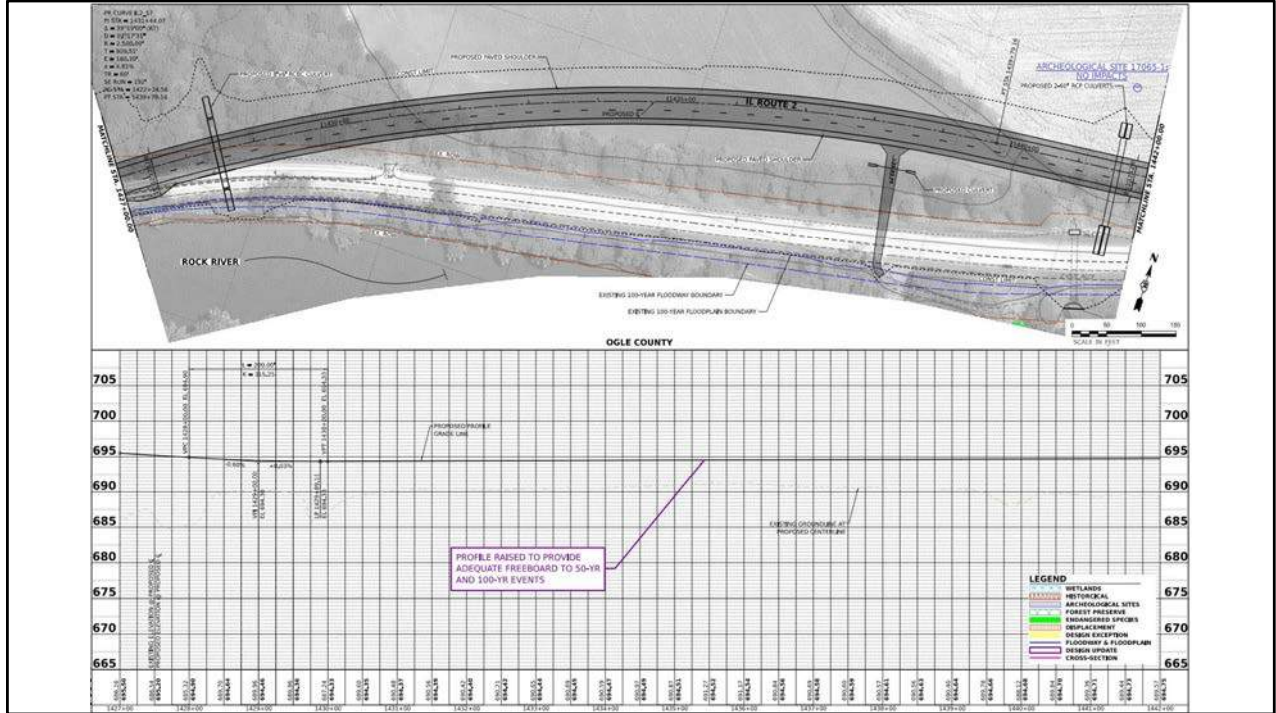


- Shallow ditches carried through environmental site
- Profile raised to provide free-board
- Beginning of northbound passing lane
- Retaining wall 11
 - Due to roadway shift and widened cross-sections
 - highest wall along IL 2. LOC include tie-backs.
 - C&G provided and 5' buffer
 - Can see at end the curve is adjusted to be longer

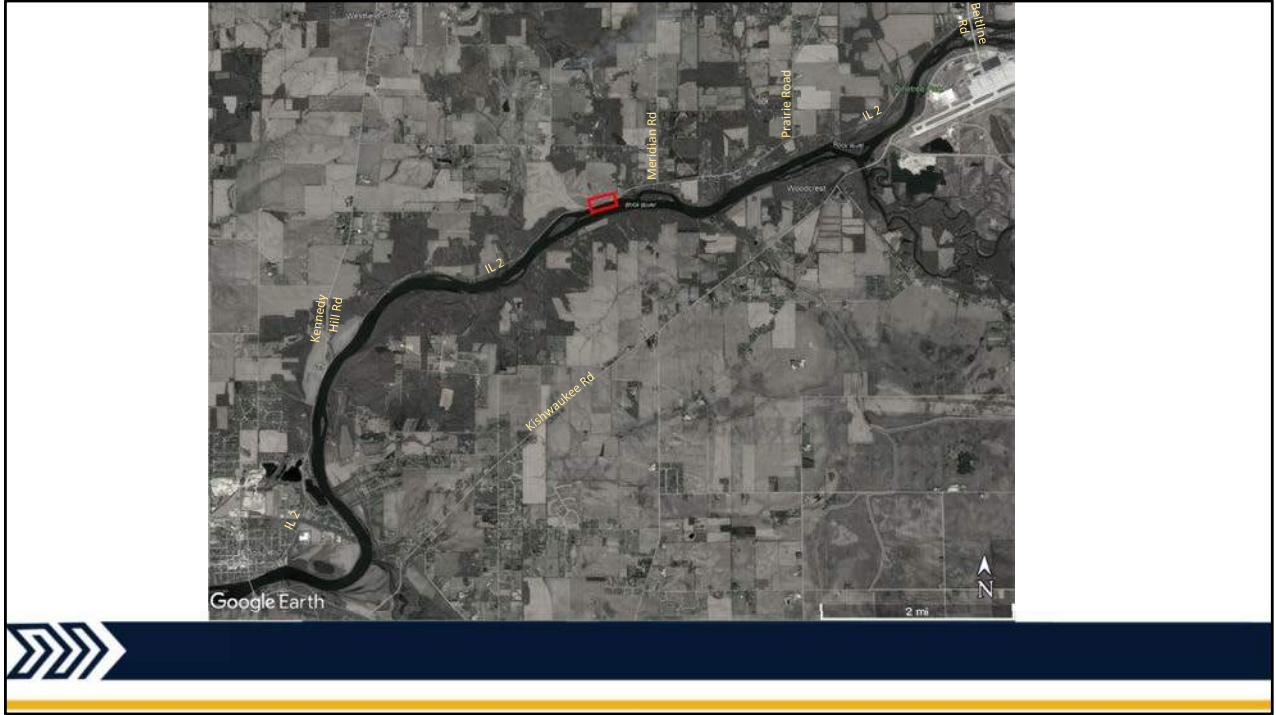


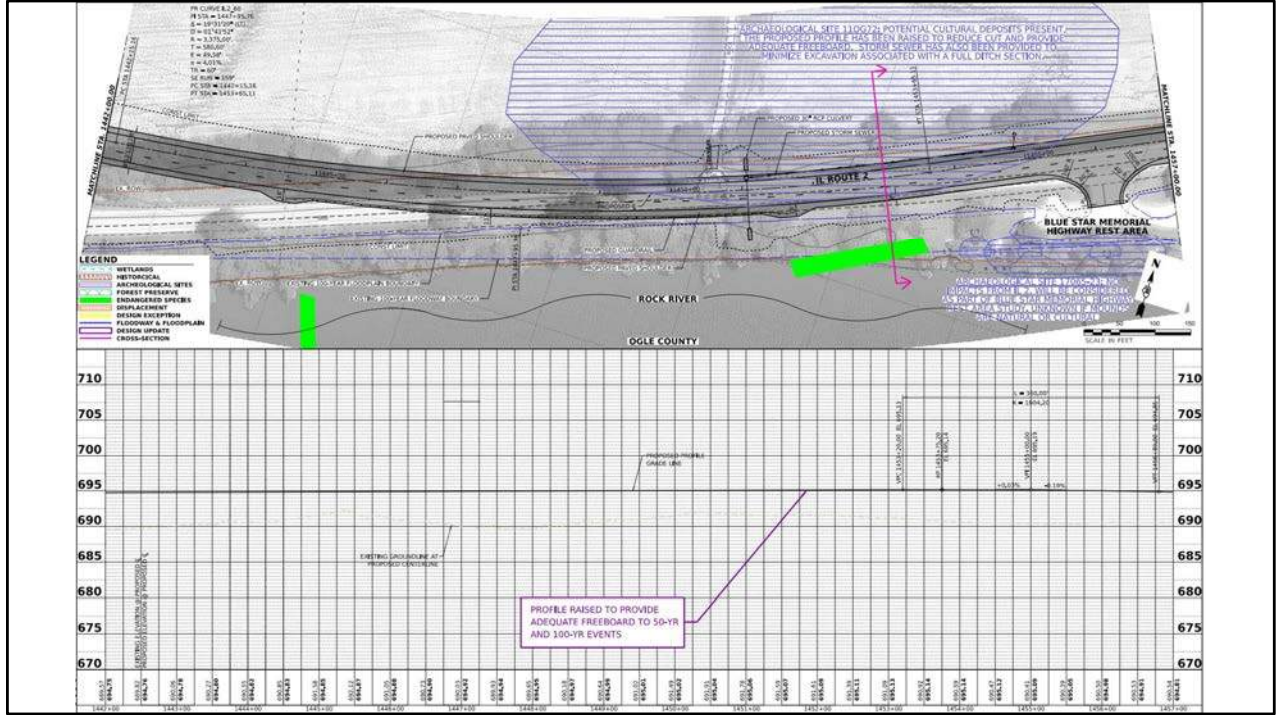
- Additional Geotech info needed to confirm rock cut is feasible – conservative approach to show a RW now
- Alignment shifted due to proximity to the river and widened cross section through this area and due to longer curve to the north to eliminate deficiency
- Retaining wall gets very high
 - Constructability concerns



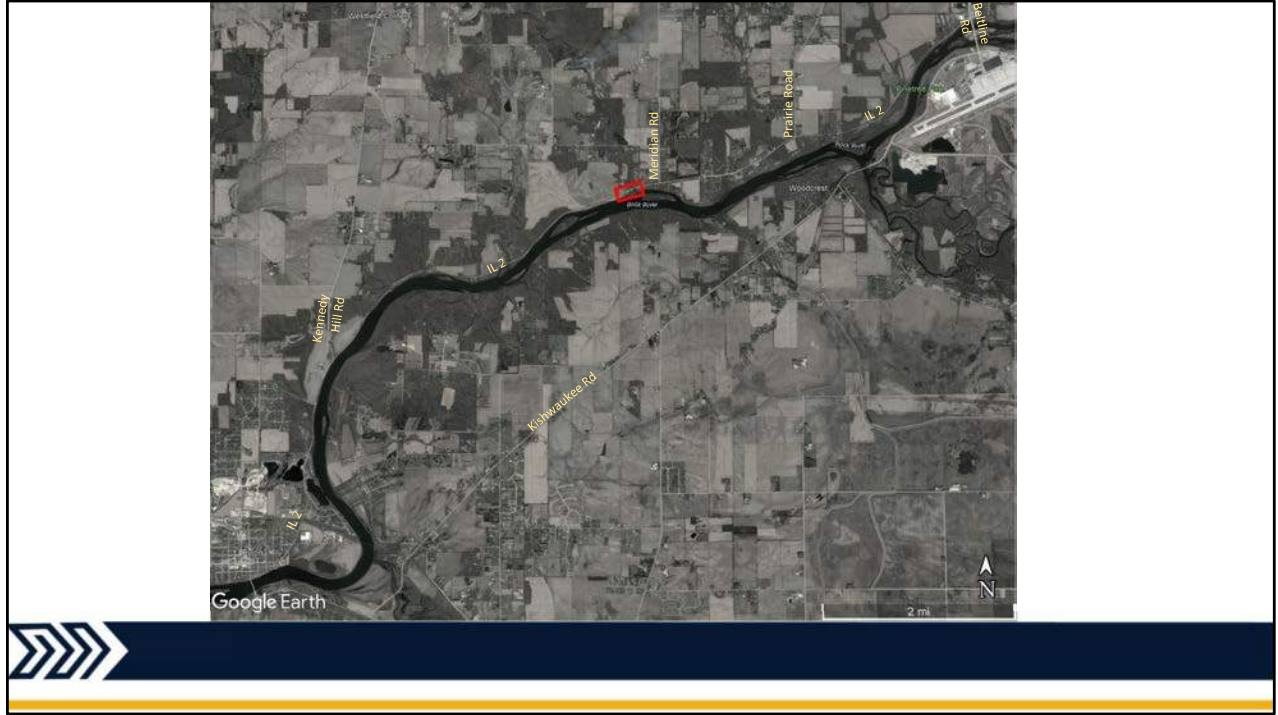


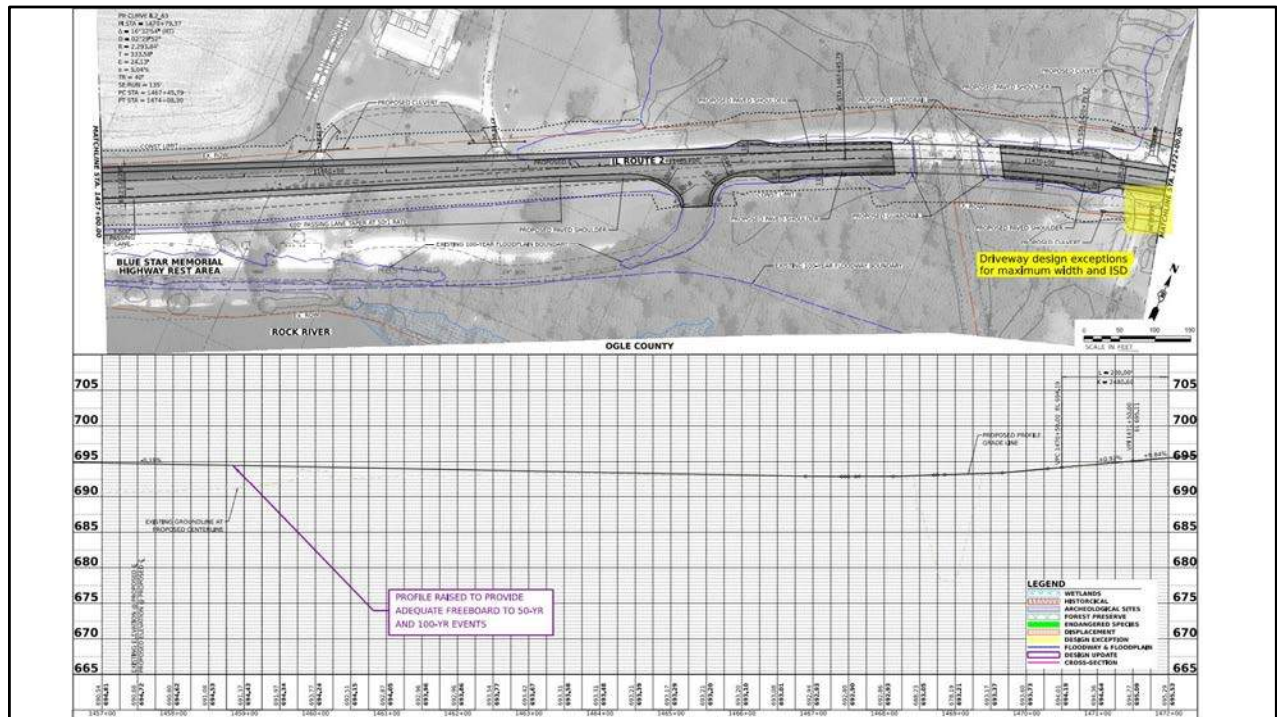
- IL 2 re-aligned to eliminate tight curve with safety concerns
 - Softer curve
 - Shoulders
 - Passing Lane
- Profile raise to provide freeboard
- Small archaeological site not impacted by improvements
- Northbound passing lane



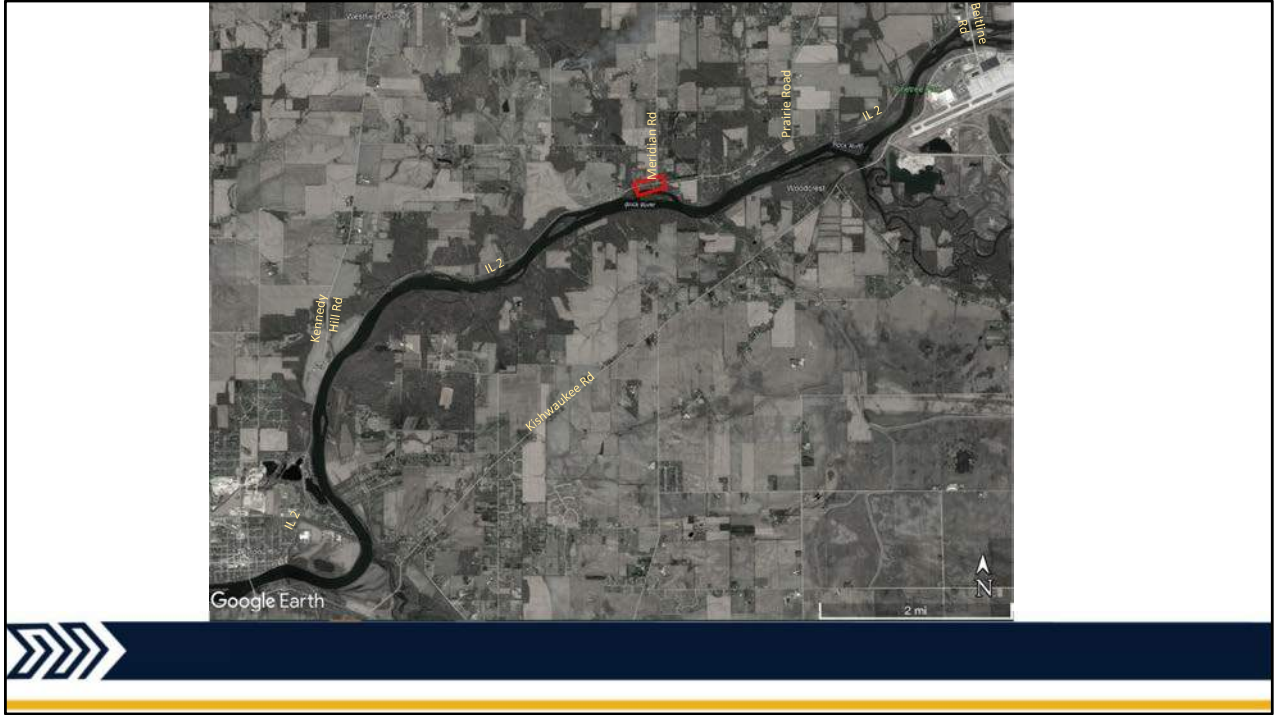


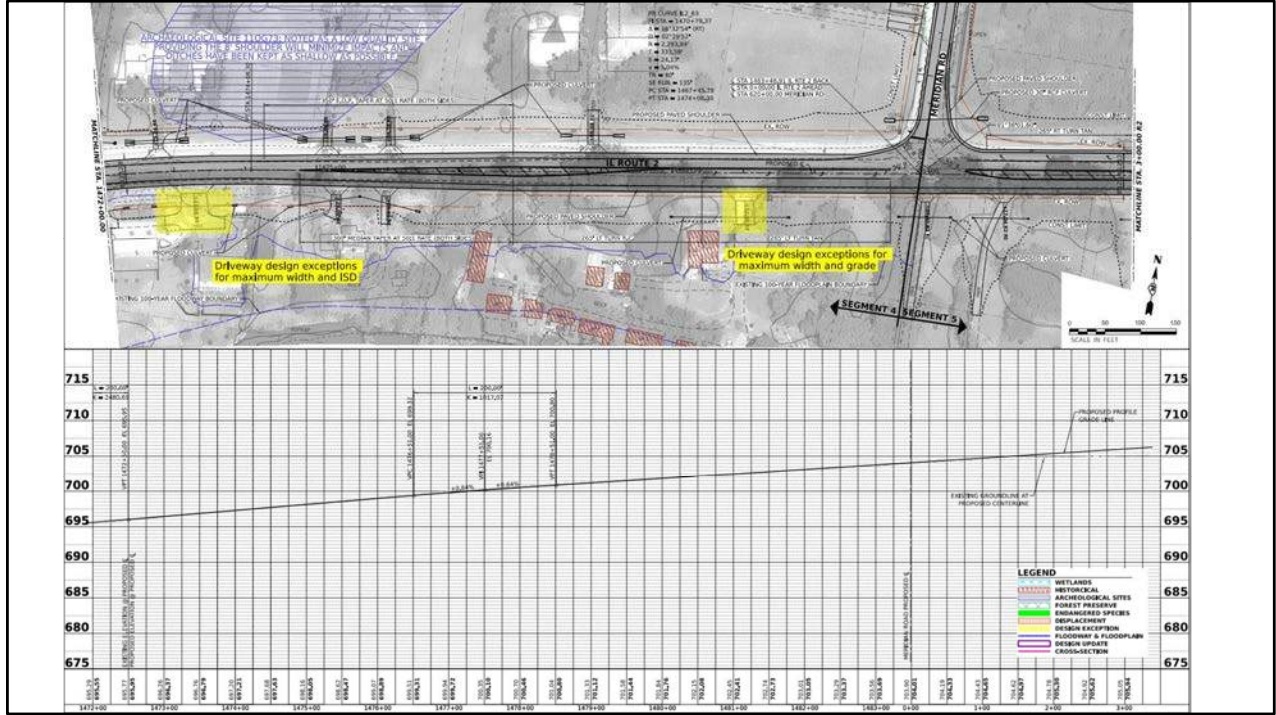
- Profile raised to provide freeboard
- Northbound passing lane
- Two archaeological sites can be seen here
 - Large one: potential cultural deposits and excavation has been minimized by raising the profile and providing storm sewer
 - Small site not impacted by IL 2 improvements but will be considered as part of the Blue Star Memorial Highway Rest Area study that is being conducted



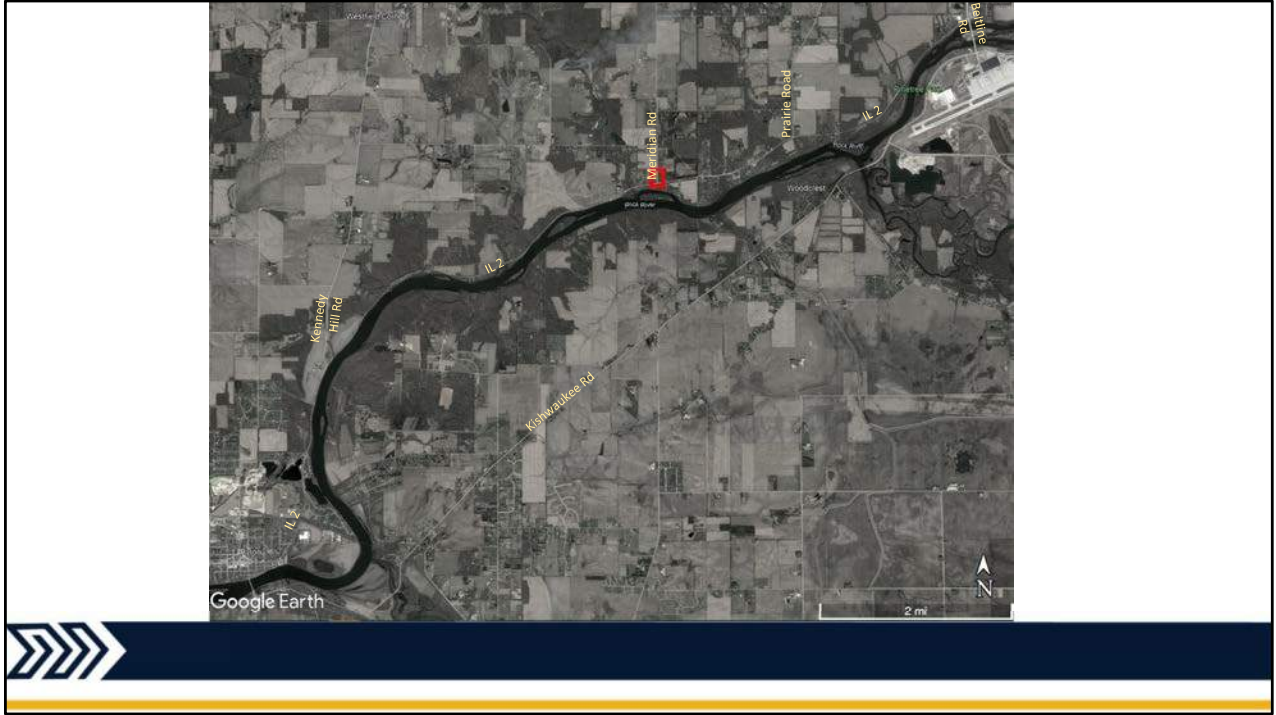


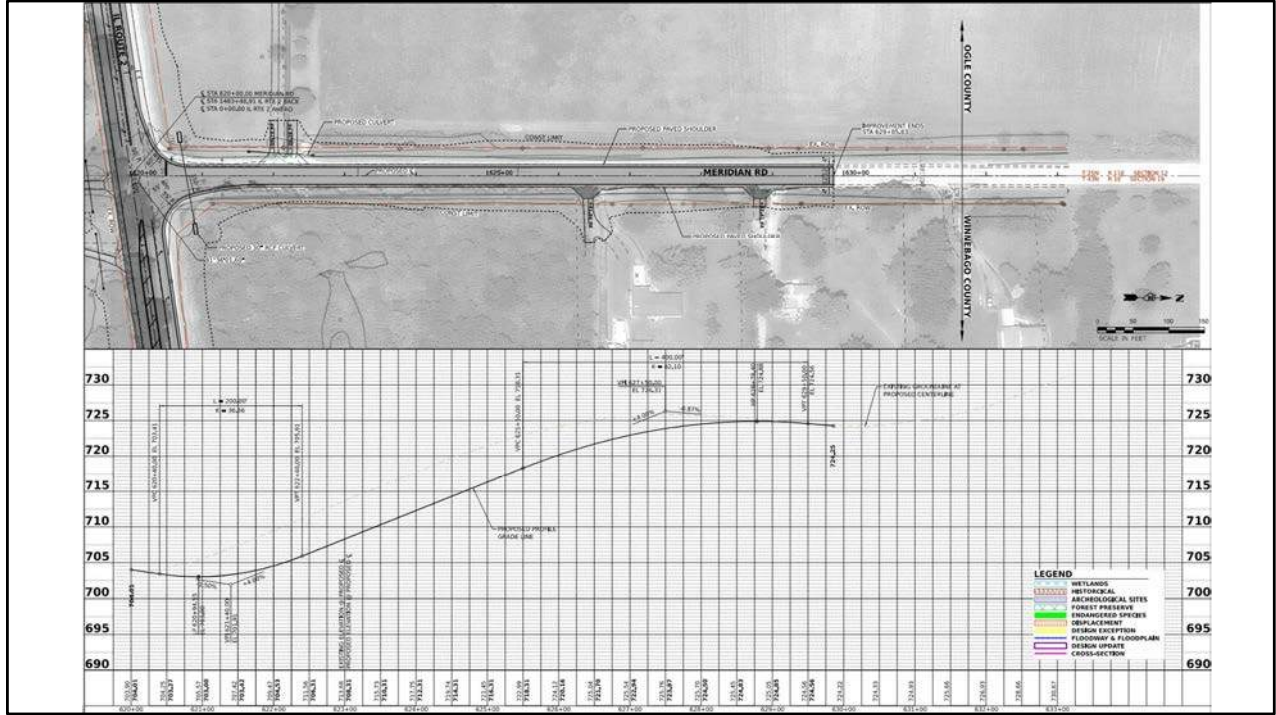
- Northbound passing lane ends near Blue Star Memorial Highway Rest Area
- Profile raised to provide adequate freeboard up to bridge
 - Bridge to remain so profile ties into existing plus the bridge overlay
 - Overlay – 2 ½” concrete overlay
 - 2 ½” concrete overlay – 1/2” scarification – 1/4” grinding = +1¾” net change
- A driveway design exception is needed near STA 1472 for width and sight distance
 - Maintaining existing width (35’)





- Archaeological site noted as low quality – reduced shoulder width and ditch as shallow as possible to reduce impacts
- Historical complex south of IL 2
- Two driveways with exceptions
 - Southern driveway for max width and ISD – matching existing (35')
 - Near historical complex for max width (27') and grade. Width matches existing. Grade is 14.6% which is an improvement from existing 15.5%
- Meridian Road Intersection
 - Stop- controlled
 - Left-turn lane replaced, new southbound right turn lane
 - Minor Arterial
 - Design Vehicle – WB-65

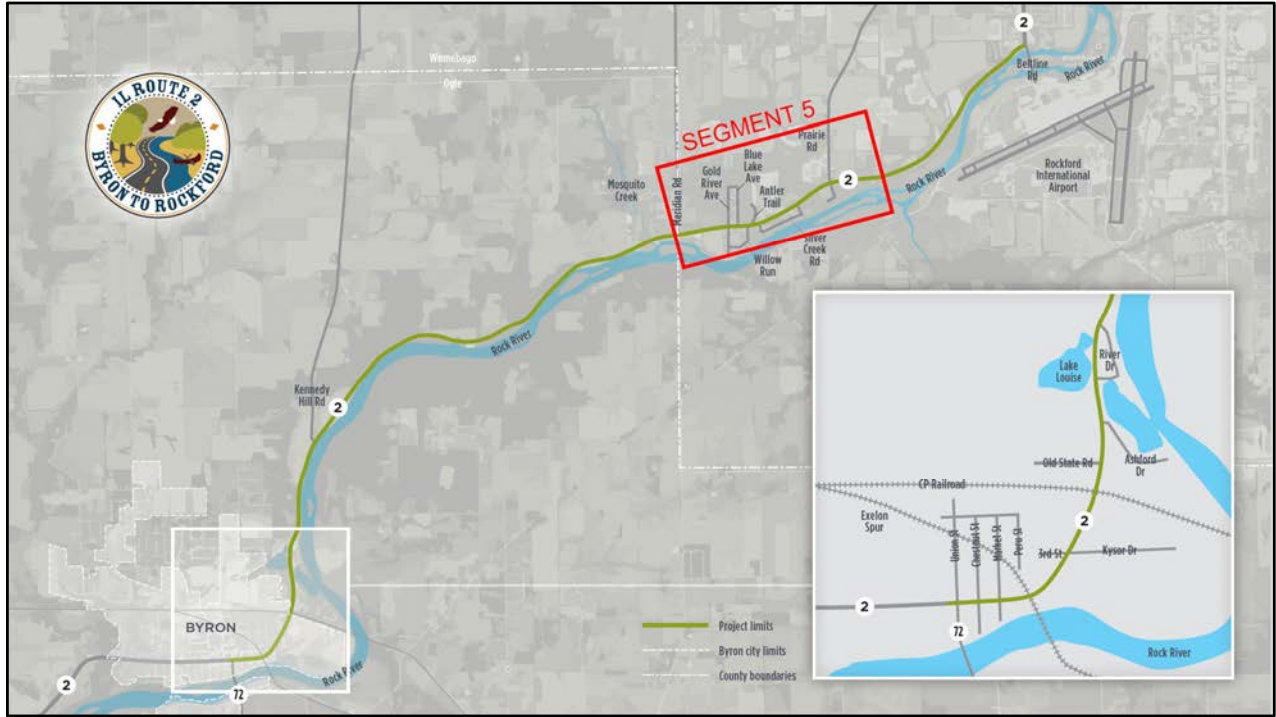




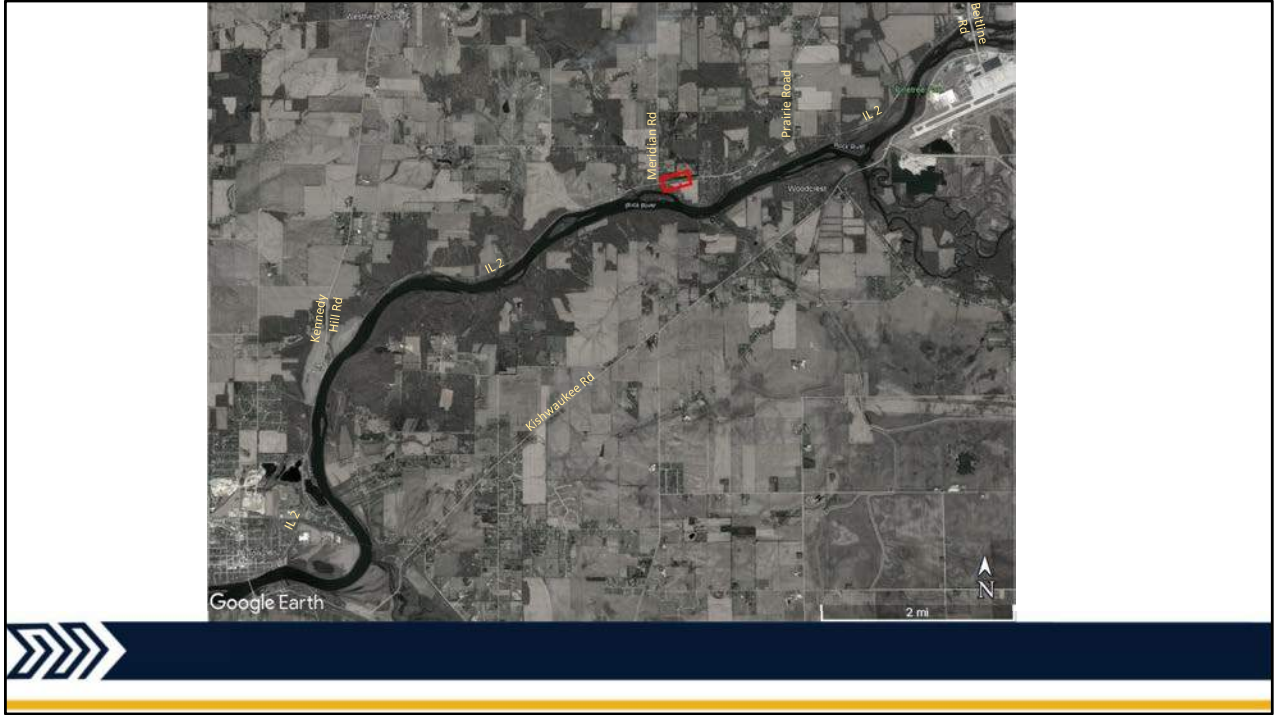
- Stop controlled
- Minor Arterial
- 60 MPH
- Because of existing grade improvements extend
- Limits of Ogle/Winnebago Counties

Questions?

Segment 5

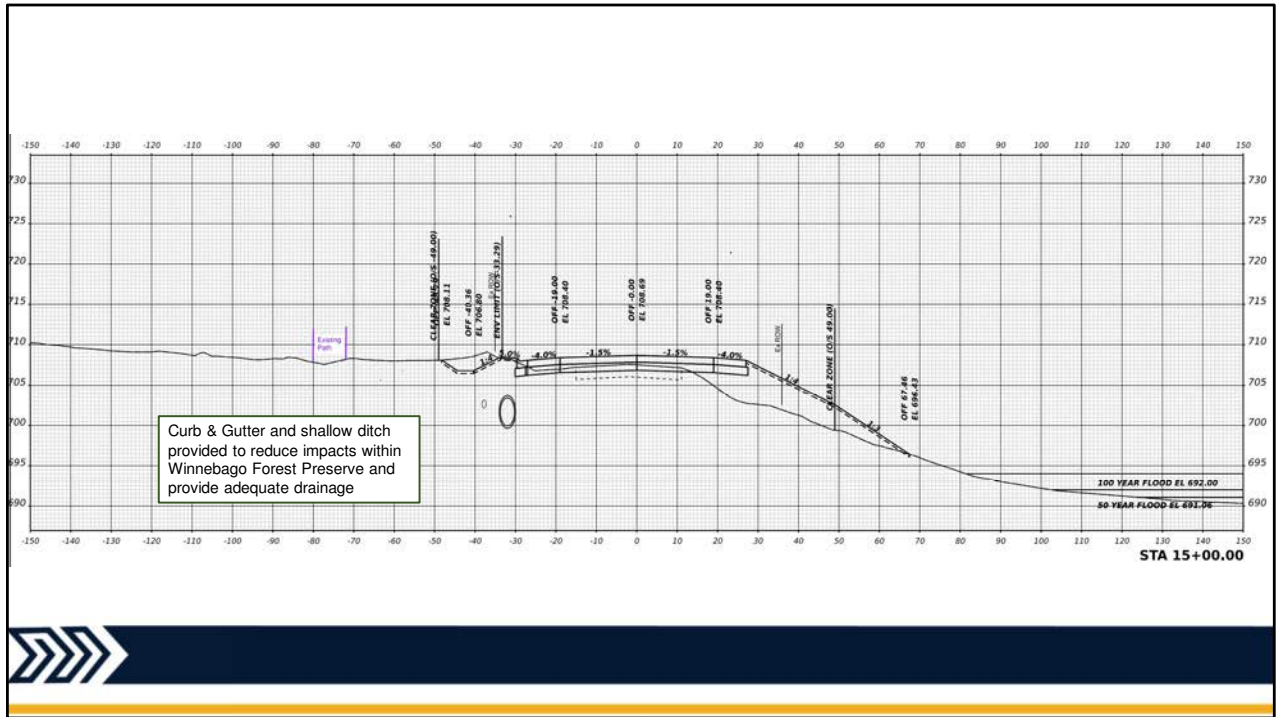


Station 0+00 through 100+00

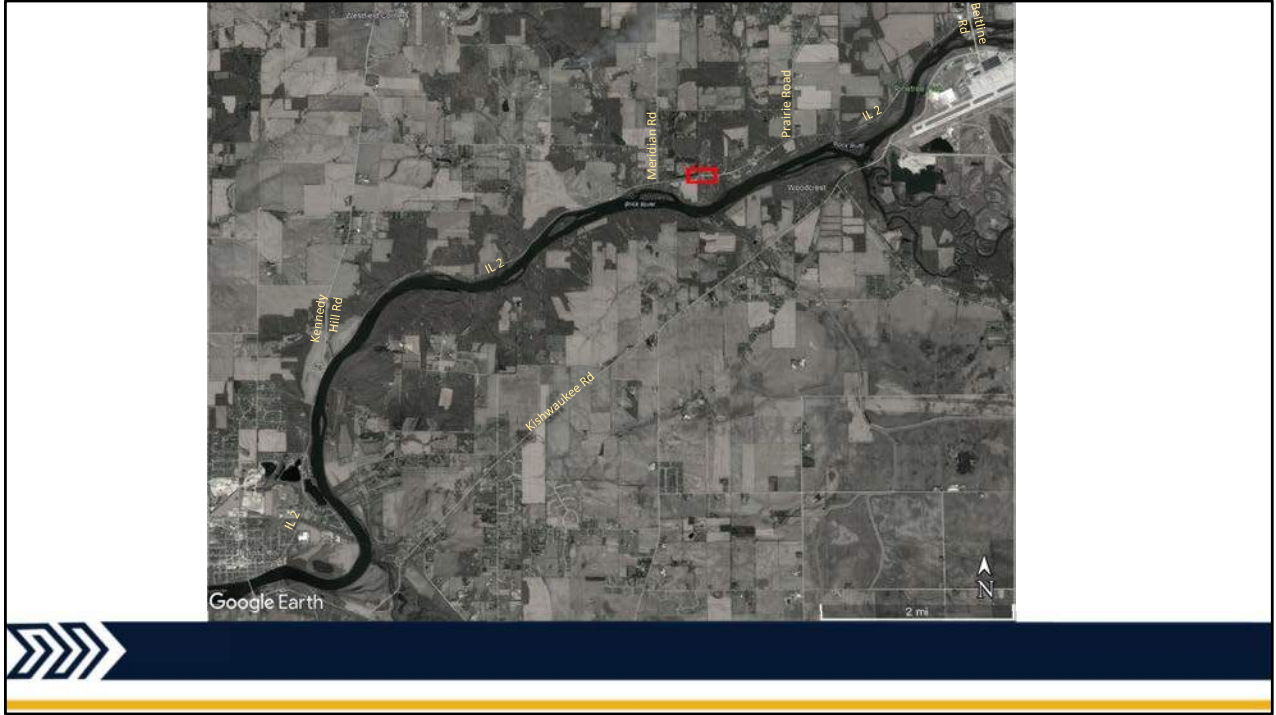


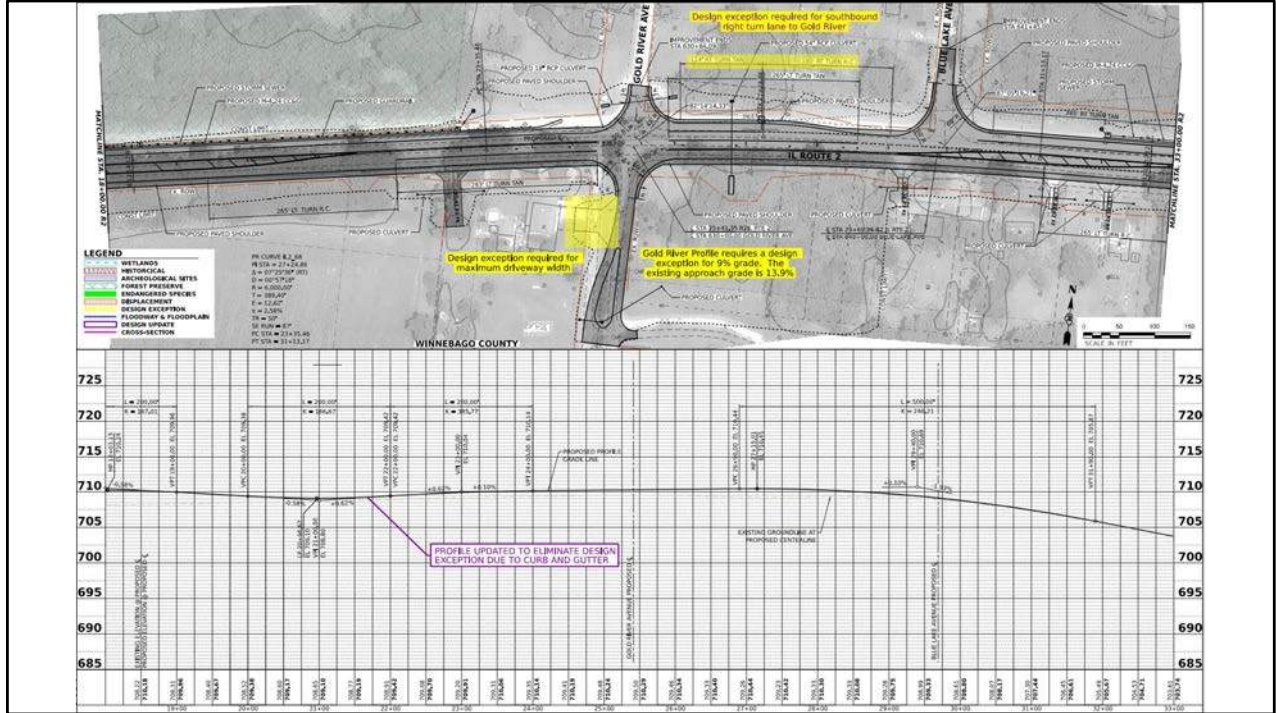


- Painted median extended due to left turn lanes at both Meridian Road and Gold River – Only 1,000' not enough to bring it in and out
- Curb and gutter provided through forest preserve and adjacent residential property due to LOC needed with ditch
- Profile adjusted to eliminate design exceptions in curb and gutter sections
- Driveway limits extend very far because raising profile and widening cross section – existing steep drives
- Winnebago Forest Preserve – 4(f) property
 - No pavement within their site. C&G, guardrail, and shallow ditches provided to maintain adequate drainage and reduce the limits to avoid impacts to existing path
 - Profile adjustments in order to eliminate design exceptions related to C&G

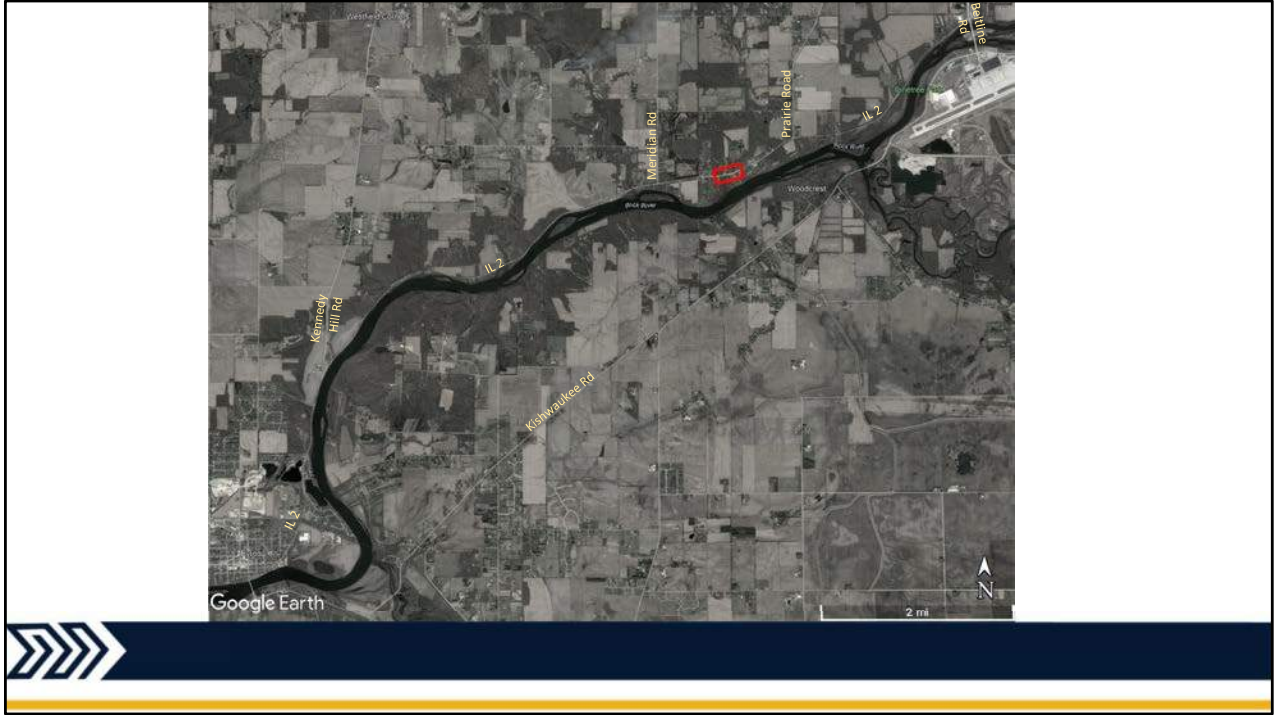


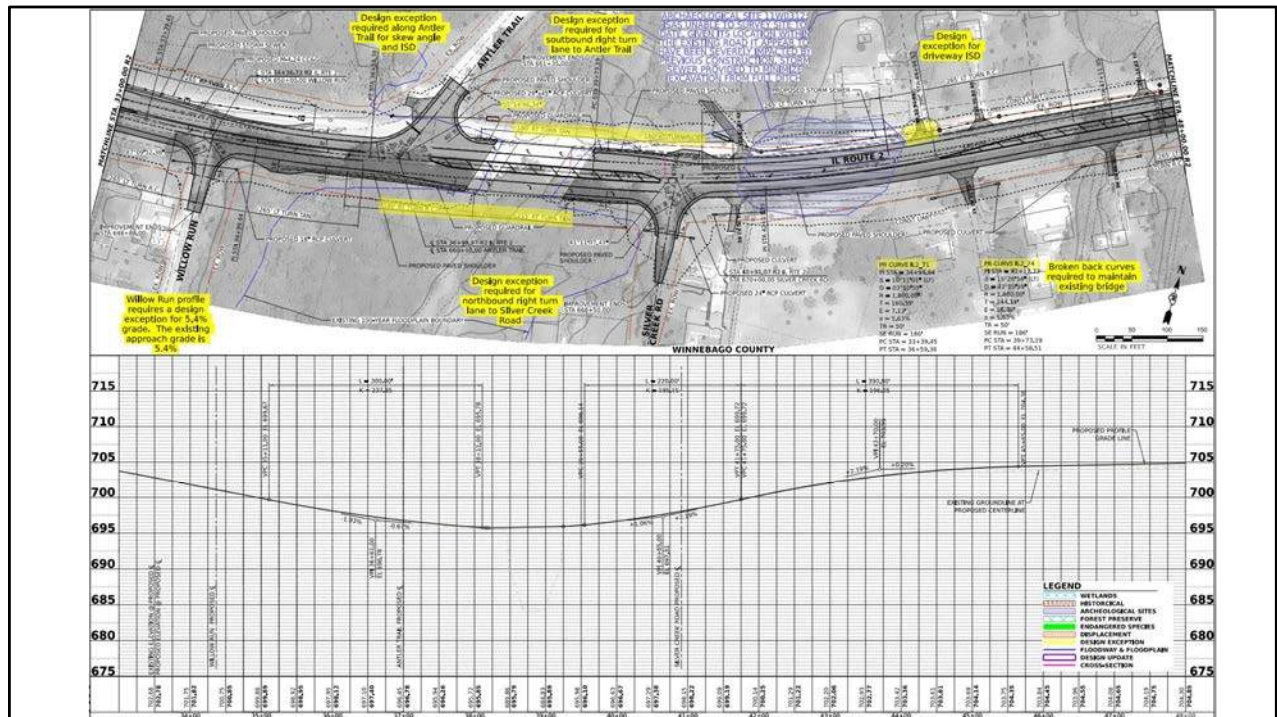
- Winnebago forest preserve to the left
- C&G provided to eliminate ditch
- Where BOC higher than existing ground shallow ditch needed to eliminate ponding
- Improvements do not extend to shared use path





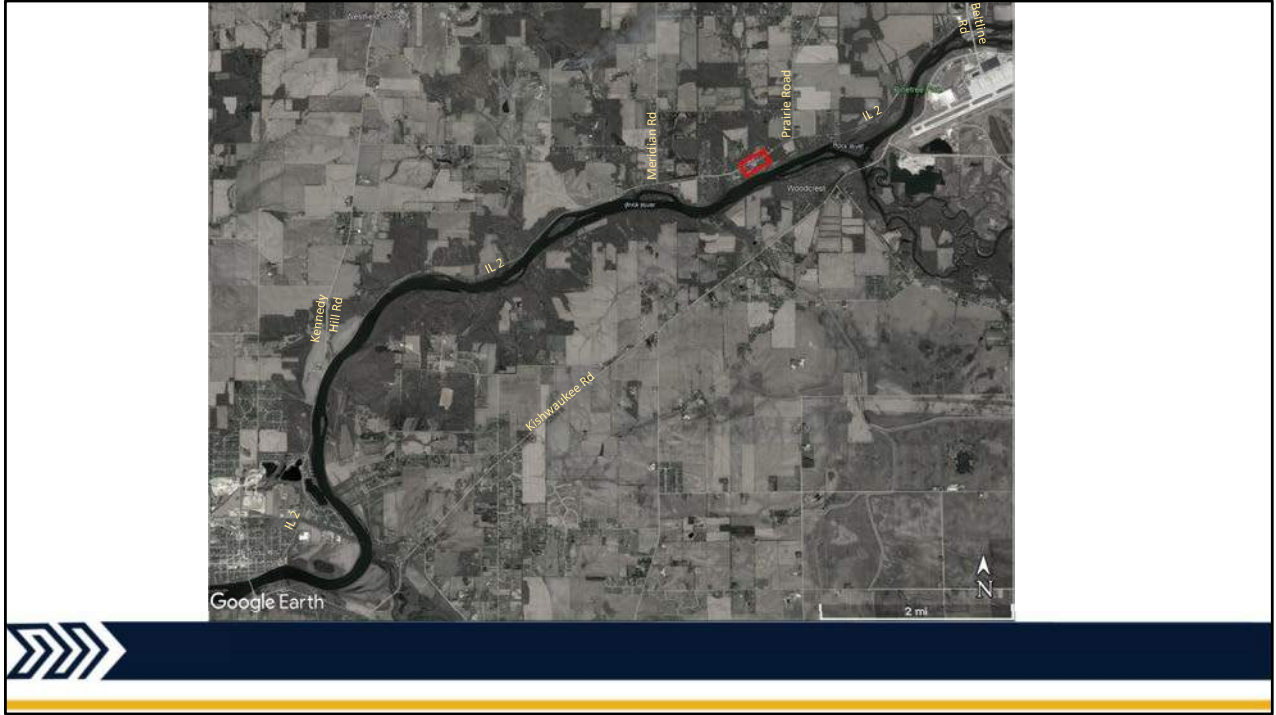
- Similar design continued for Winnebago Forest Preserve
- Gold River and Blue Lake
 - Stop controlled
 - Local Road
 - Design vehicle – WB-50
 - 30 MPH design speed
- Gold River Ave
 - New left-turn lanes and southbound right turn lane
 - Design exception for Southbound right because full turn lane can't be developed due to proximity to Blue Lake (294' instead of 500')
 - Design Exception for maximum grade: 9% provided. 13.9% existing
 - Driveway along Gold River – Max driveway width, Match existing 33'
- Blue Lake
 - new southbound right turn lane

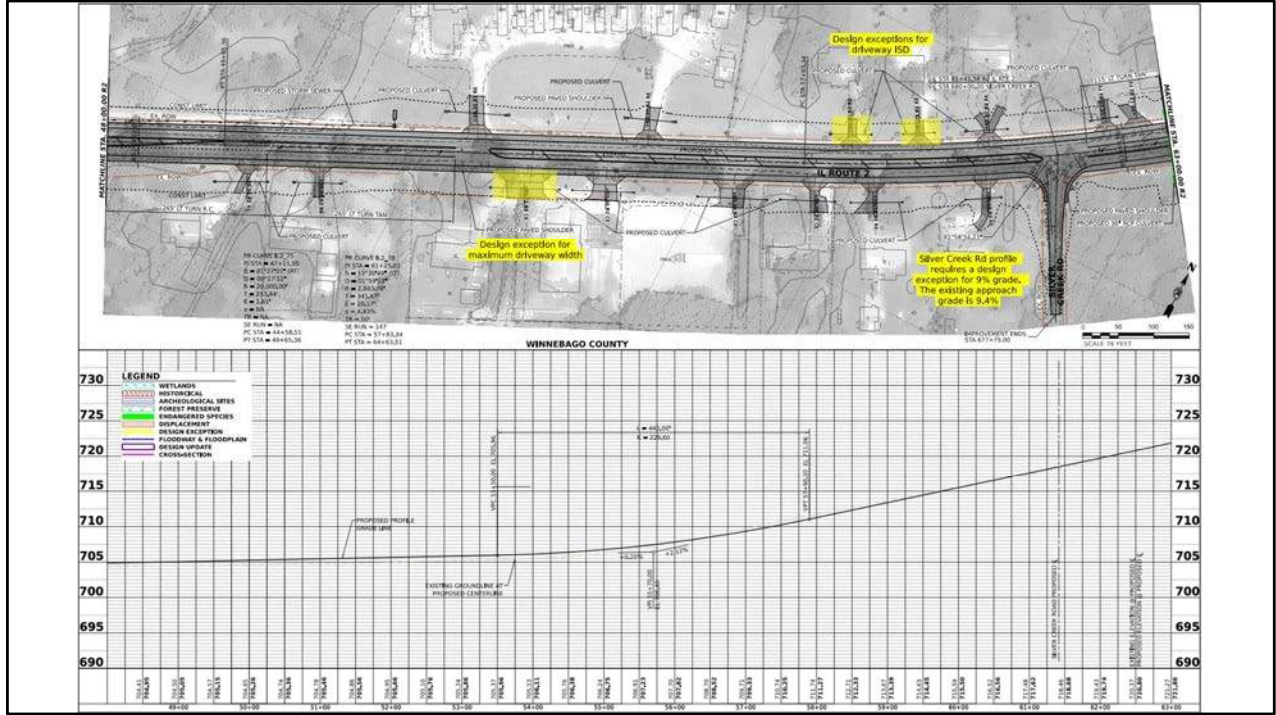




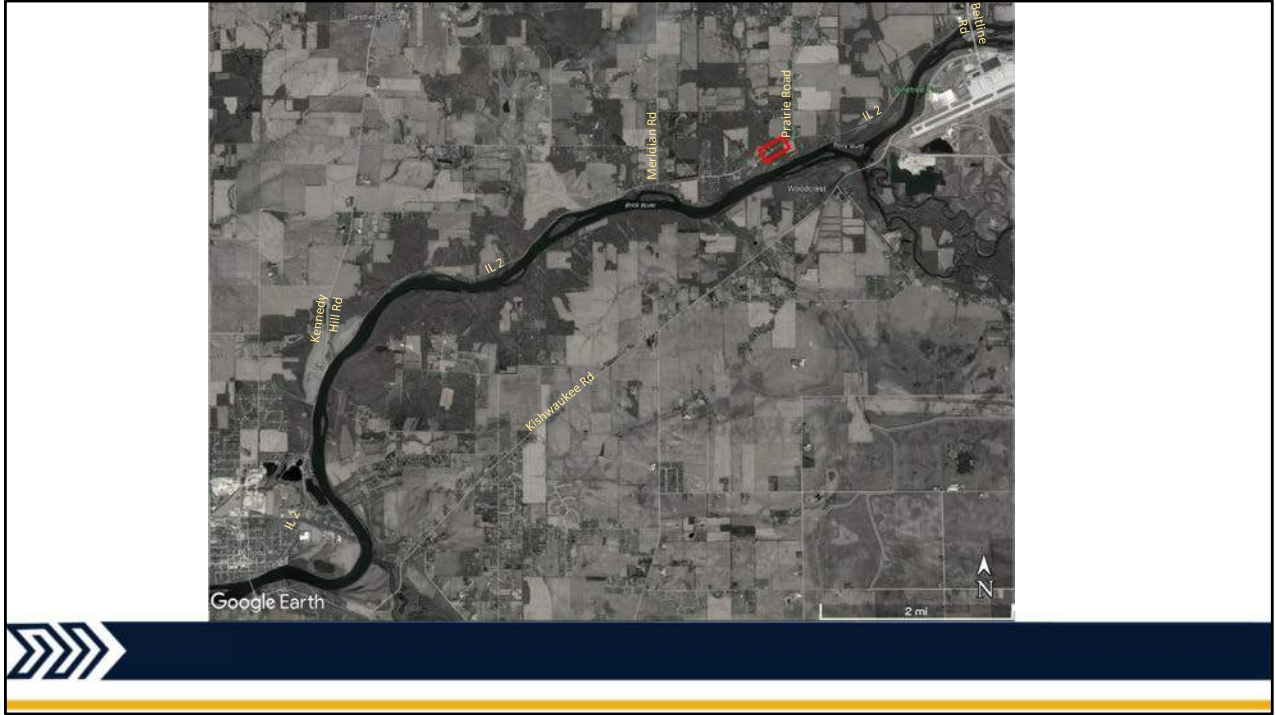
- Willow, Antler and Silver Lake
 - Stop-controlled
 - Local road
 - Design vehicle – WB-50
 - 30 MPH design speed
- Willow Run
 - No turn lanes
 - Design Exception for maximum grade: 5.4% provided. 5.4% existing
- Antler Trail
 - Left and right turn lane maintained
 - Design exception for skew – maintain existing
 - Design exception for southbound turn lane – longer than existing 350' (360' vs 500')
- Silver Creek Road
 - Left and right turn lanes maintained
 - Design exception for northbound right – existing 315' (395; vs 500')
- Archaeological site along existing road
 - Tied in both profile and alignment due to bridge to remain
 - Minimize ditch depths and provide storm sewer to eliminate full ditch
- Design Exception for driveway ISD

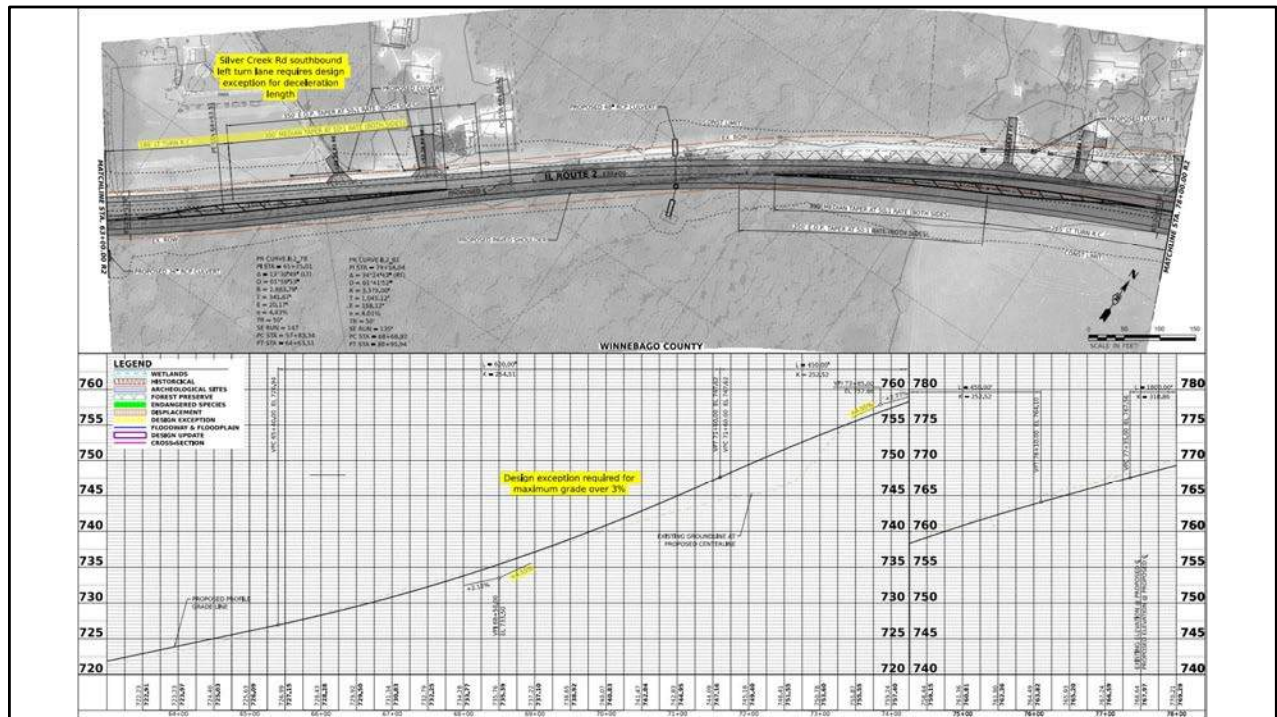
- Design exception for broken back curves with only 313' tangent, not 1,500' per policy
 - Similar to existing condition to avoid impacts to the bridge and surrounding residential properties and Forest Preserve



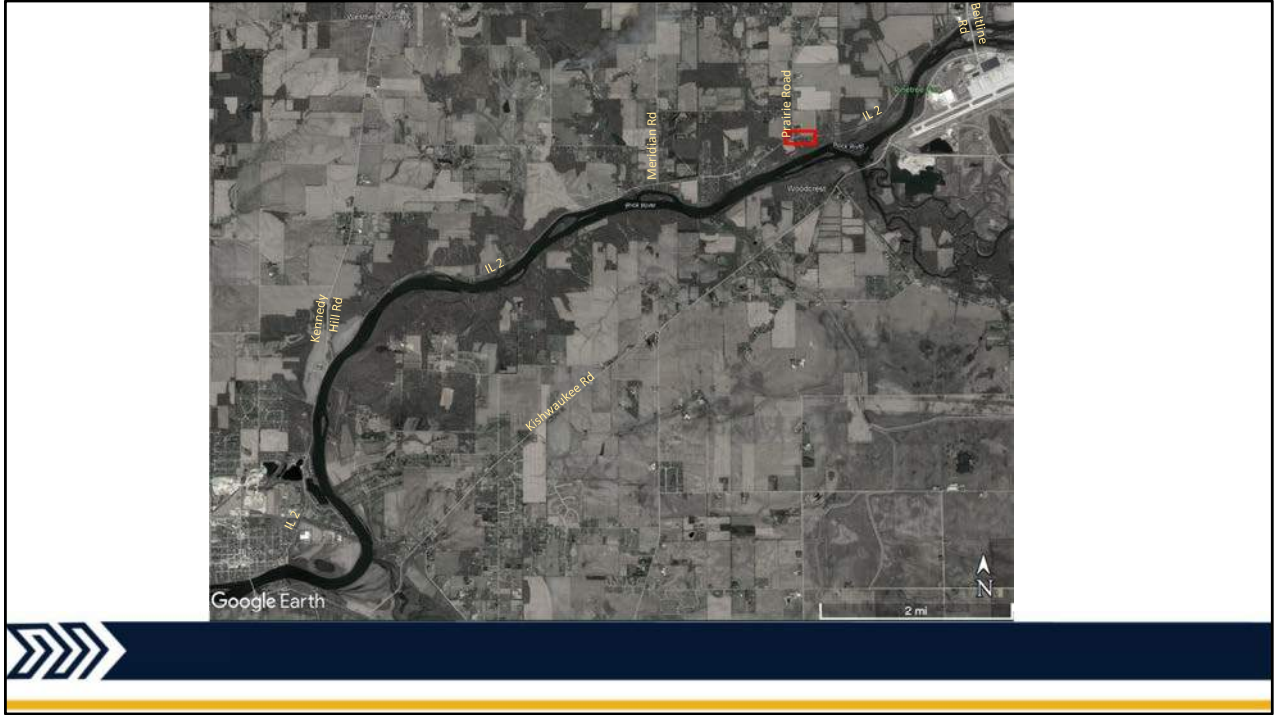


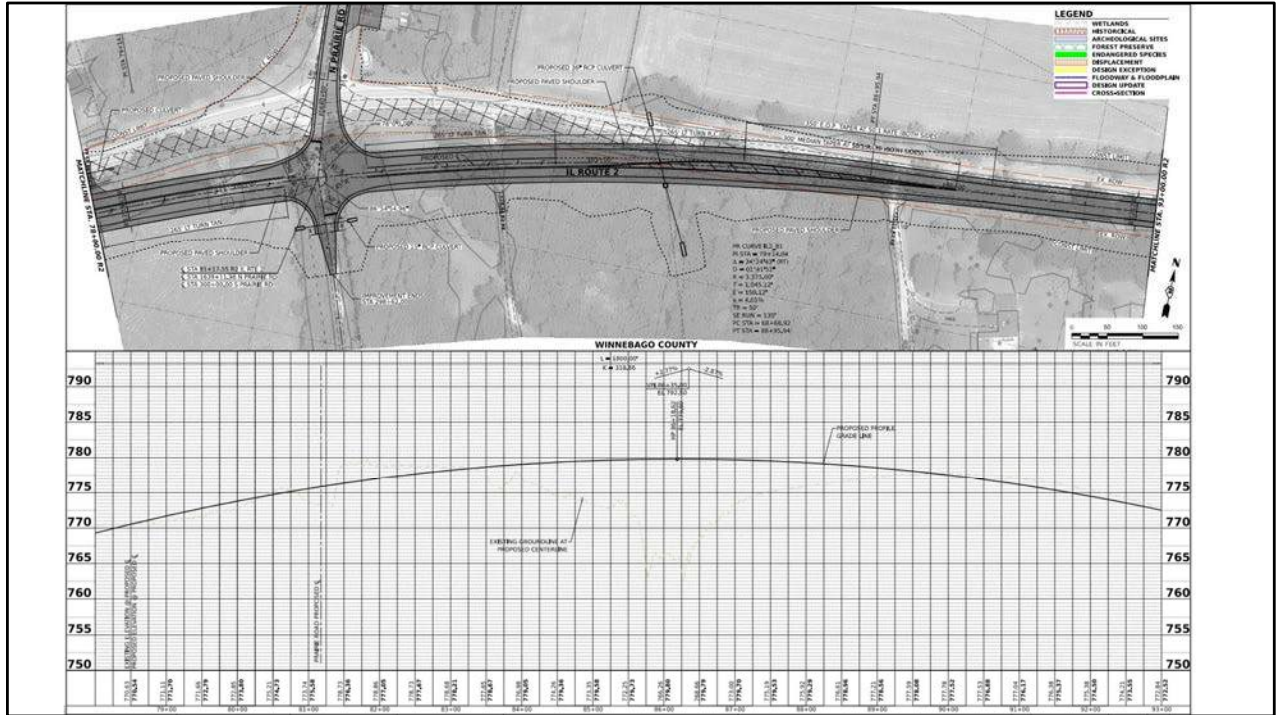
- Left turn lane and median provided between north and south Silver Creek Road – many driveways through this stretch
- Driveway design exceptions for maximum width and ISD
 - 35' provided, 52' existing
- Silver Creek Road
 - Stop- controlled
 - Median provided between north and south silver creek road
 - Left turn lane added from IL 2
 - Design exception for profile – 9% grade, existing is 9.4%
 - Local Road
 - Design Vehicle – WB-50



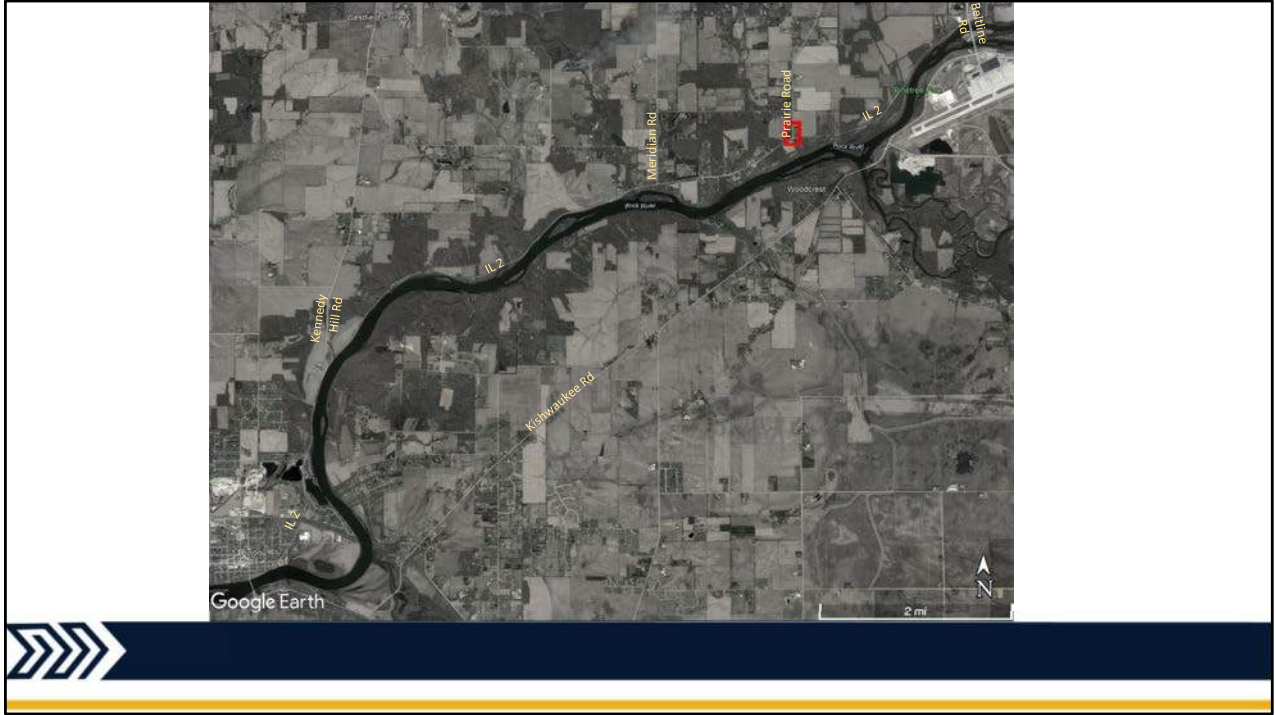


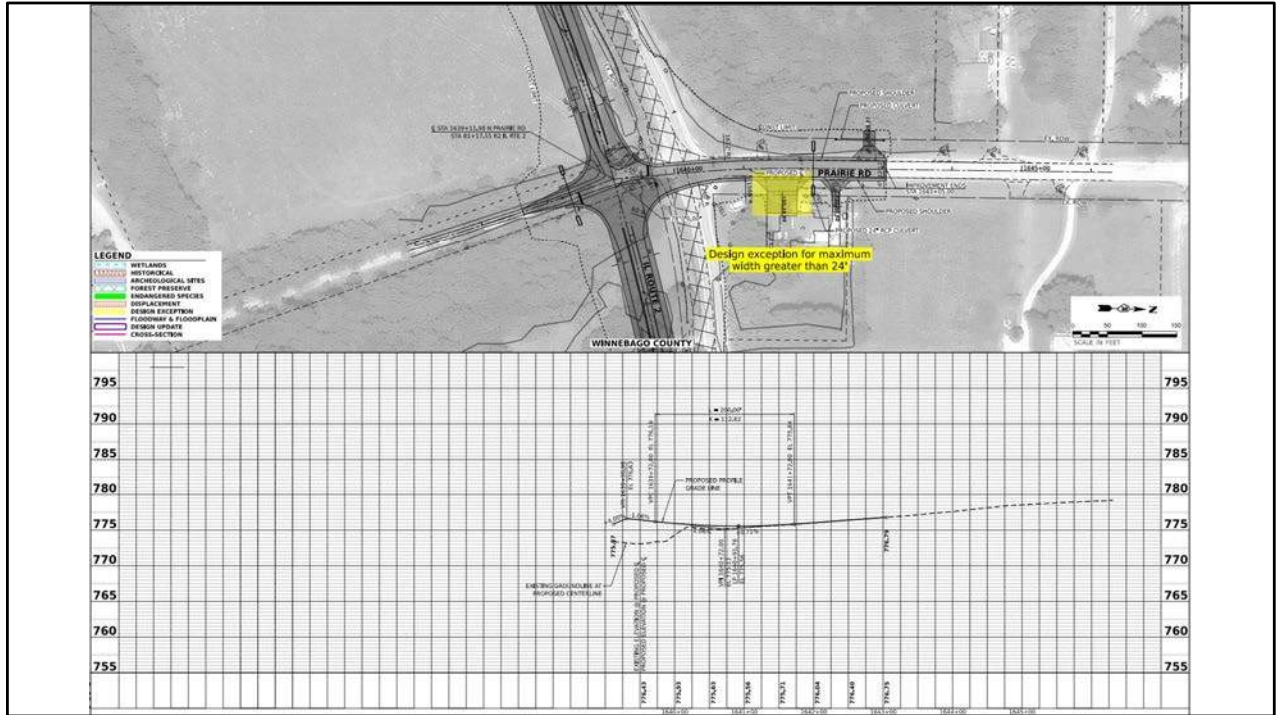
- Silver Creek Rd left turn lane requires an exception for deceleration length – reduce impacts to the surrounding residents
- IL 2 realigned approaching Prairie Road to flatten the existing curve
- Design exception for max grade over 3%
 - Matching existing to avoid significant impacts to surrounding area from major profile adjustment



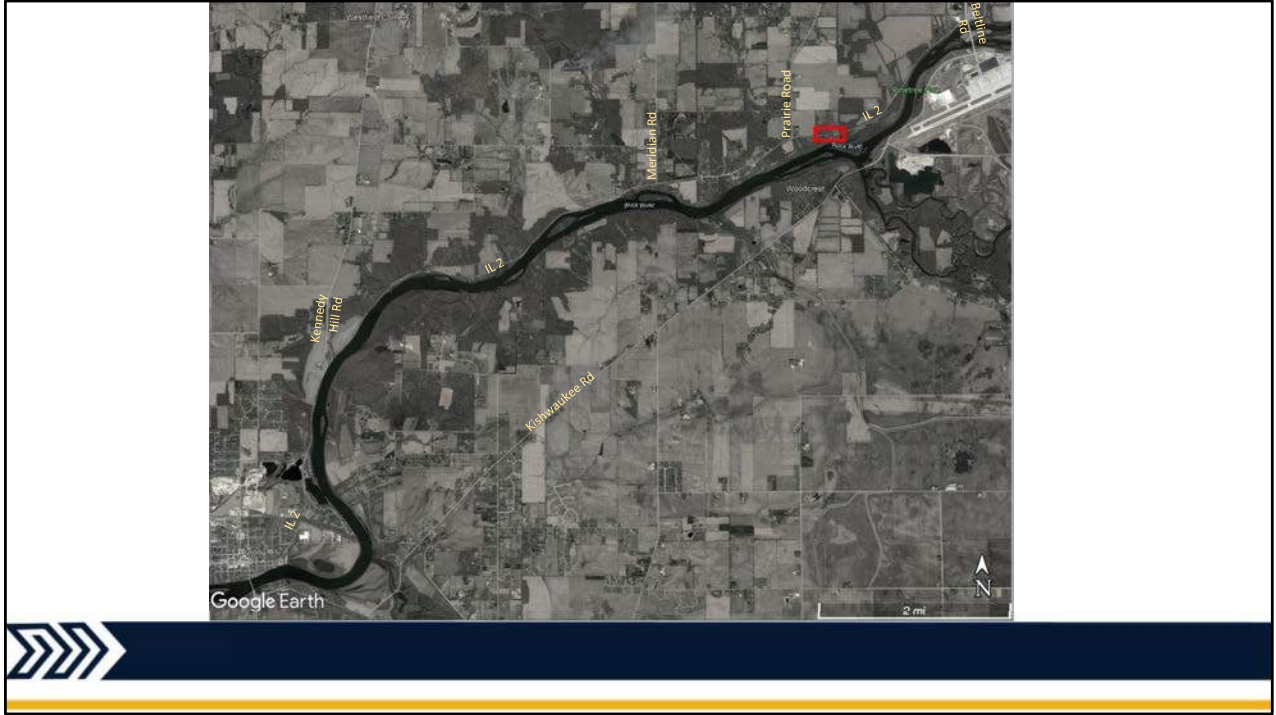


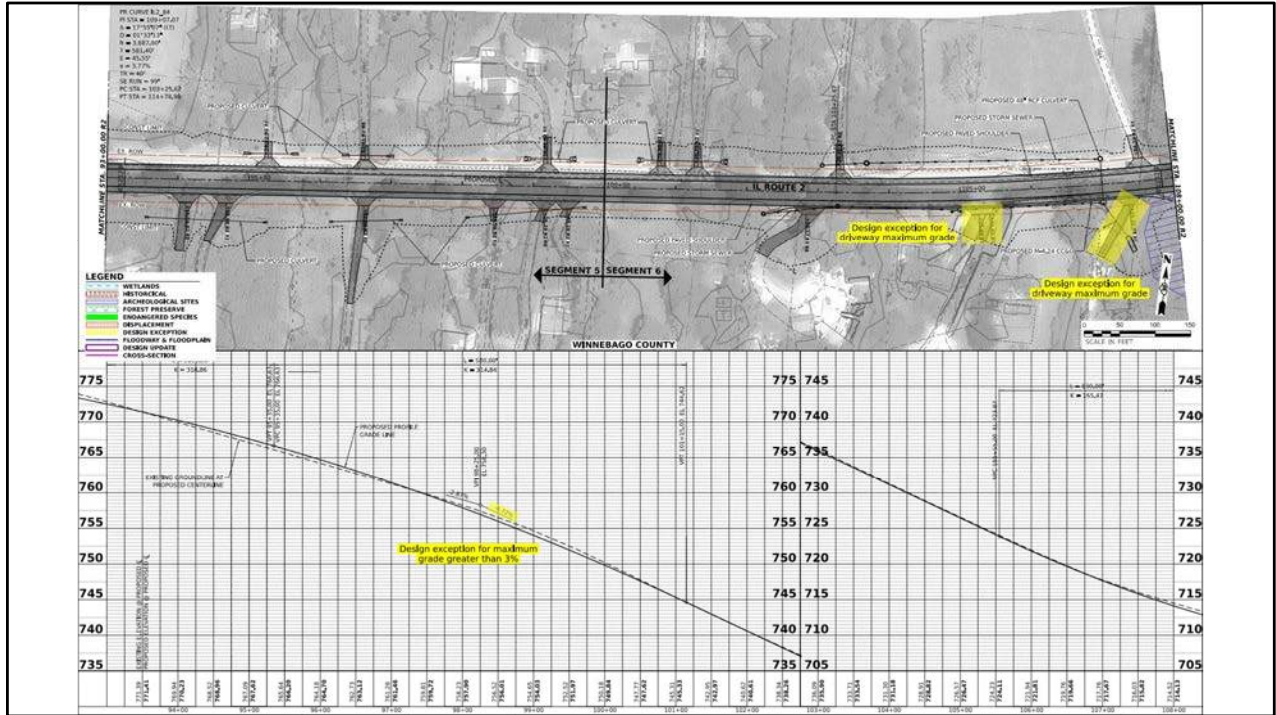
- Adjustment to the south at Prairie Road. IDOT studied shifts north and more south to avoid cell tower. North would impact residences, south tree impacts
- Cell tower impacted
- Left Turn Lanes provided
- Prairie Road
 - Stop controlled
 - Design Vehicle WB-50





- Prairie Road
 - Local Road
 - 60 MPH
 - LTLs added
 - Design exception for width greater than 24'
 - Match existing (43.6')

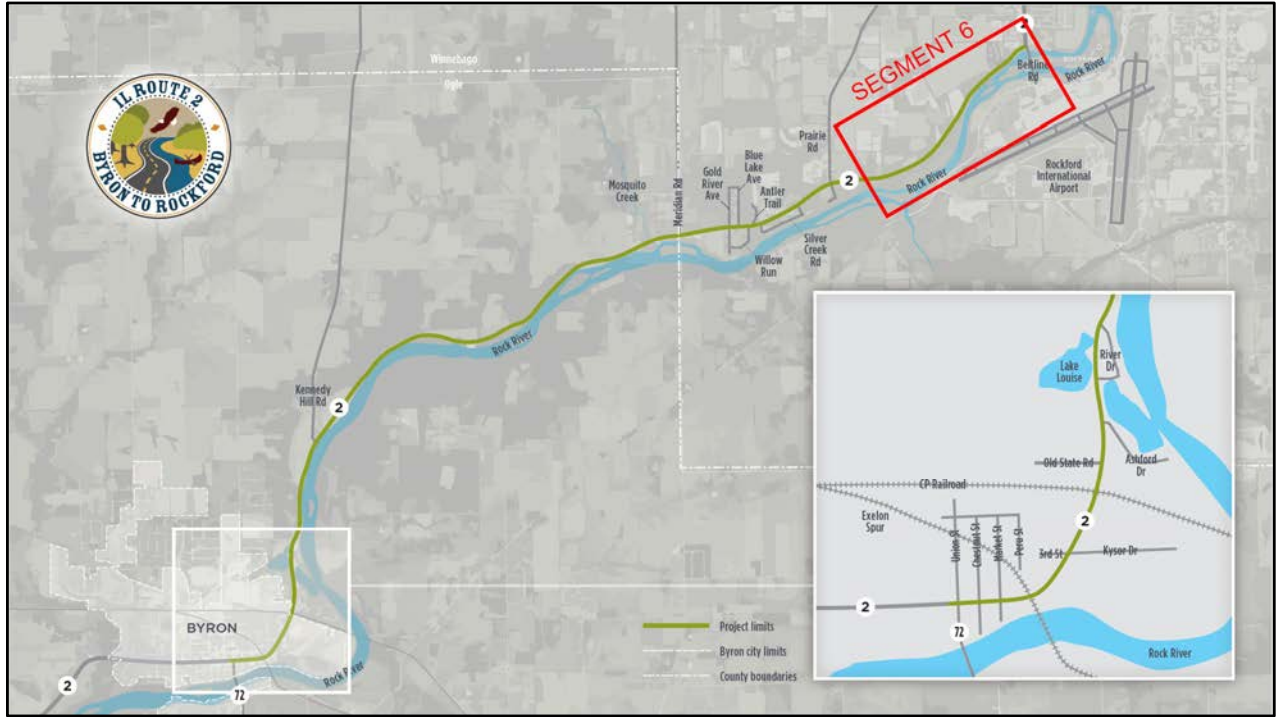




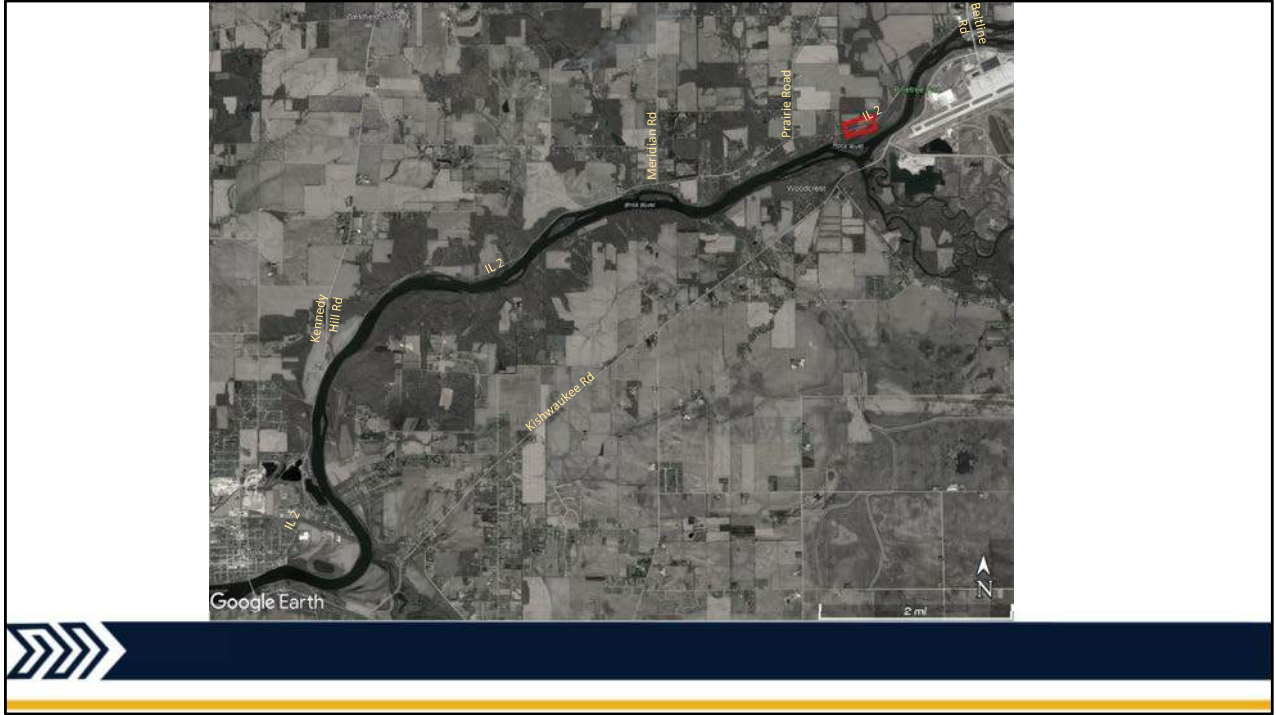
- IL 2 on alignment north of Prairie Road, addition of shoulders
- Can see the beginning of an archeological site on the south side of IL 2, will discuss on next sheet
- Design exception for maximum grade along IL 2 which is 4.72% to match the existing ground
- There are also 2 design exceptions for maximum grade as you can see highlighted
 - First drive 13.5% - 13.8% existing
 - Second 15% proposed – 17.6% existing

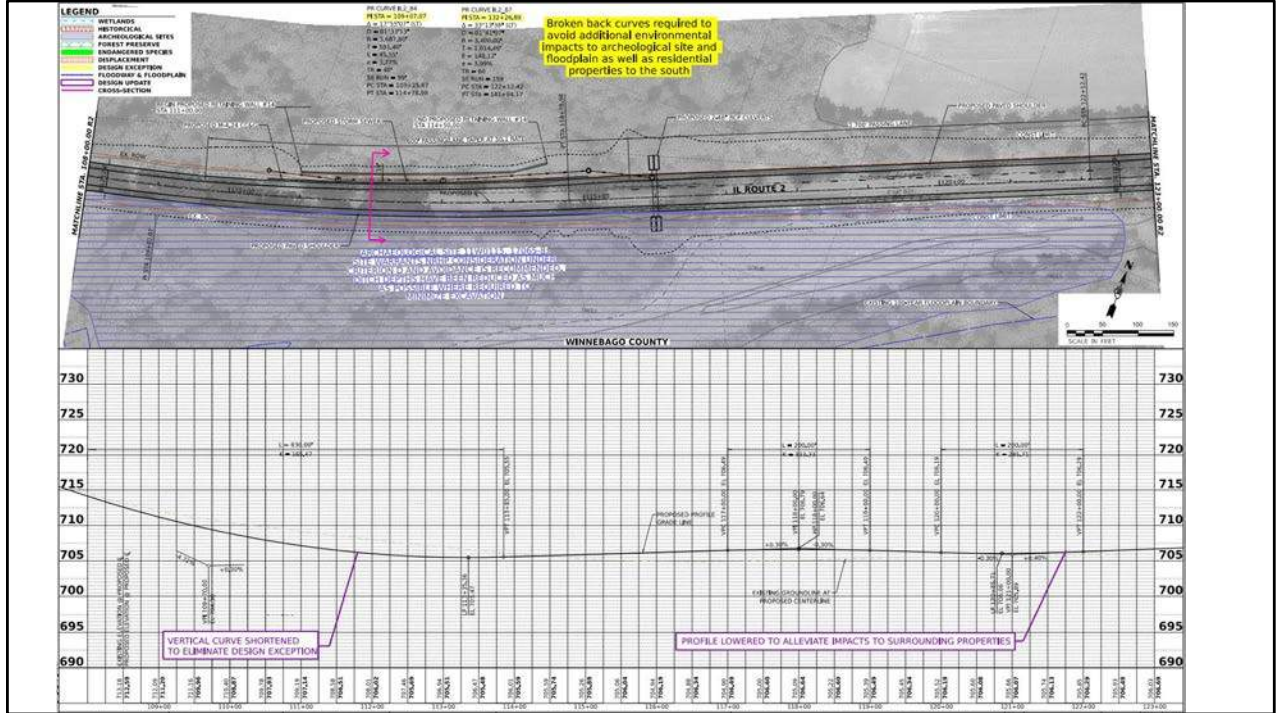
Questions?

Segment 6

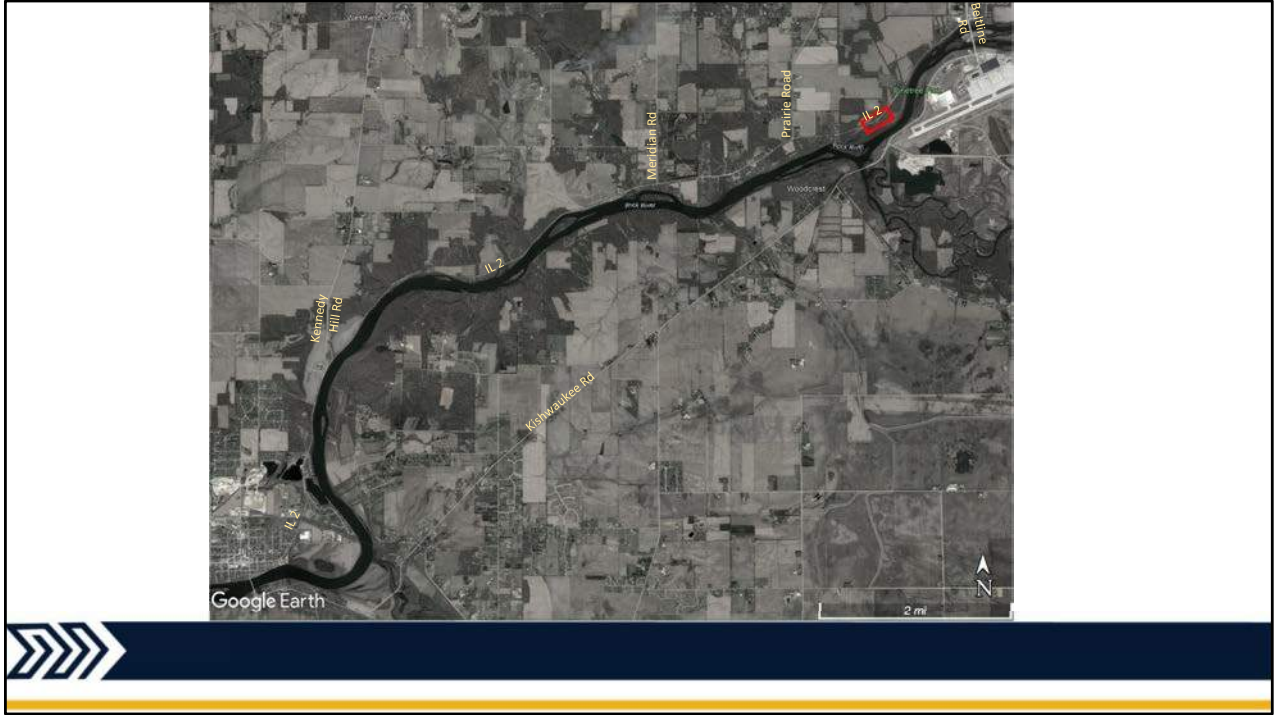


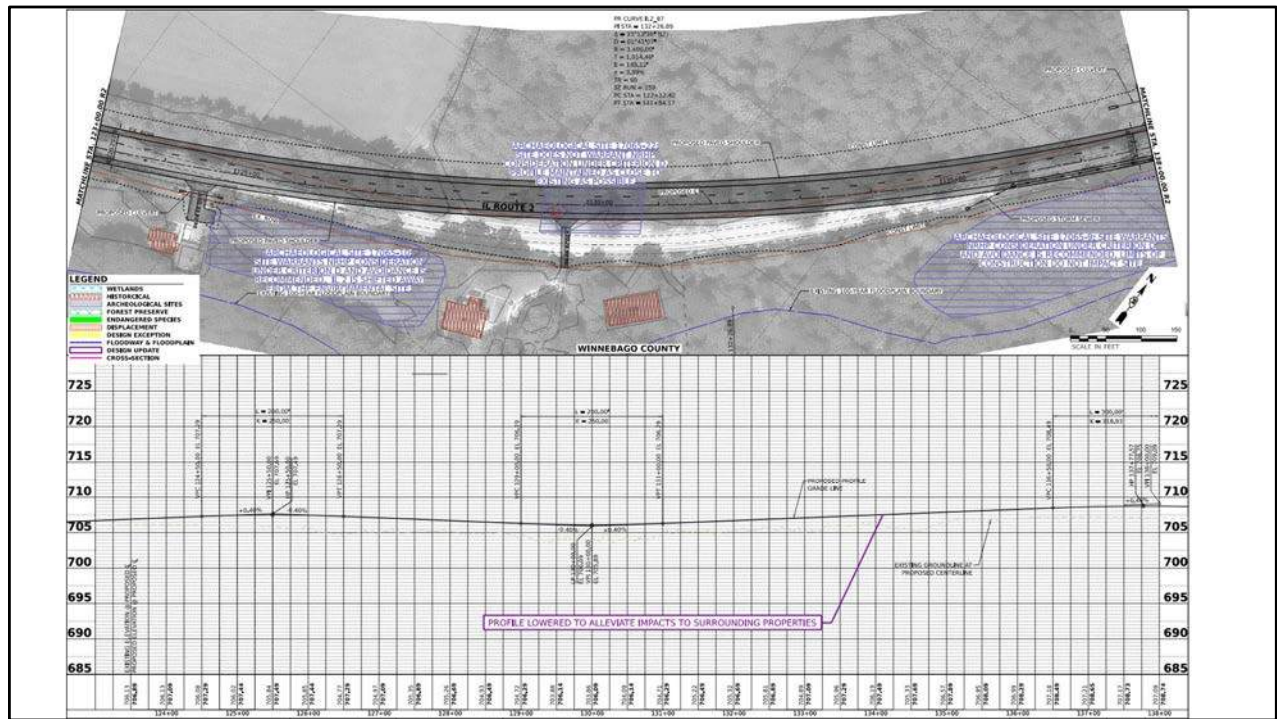
Station 100+00 to Beltline Road



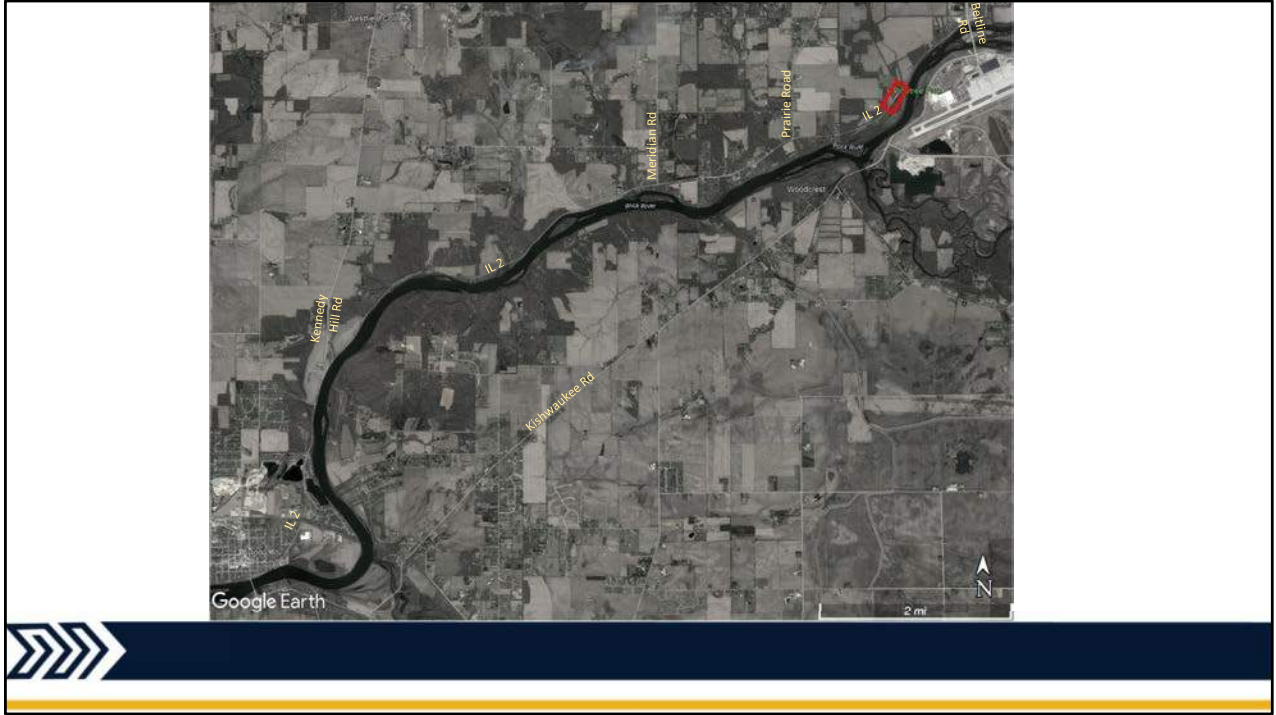


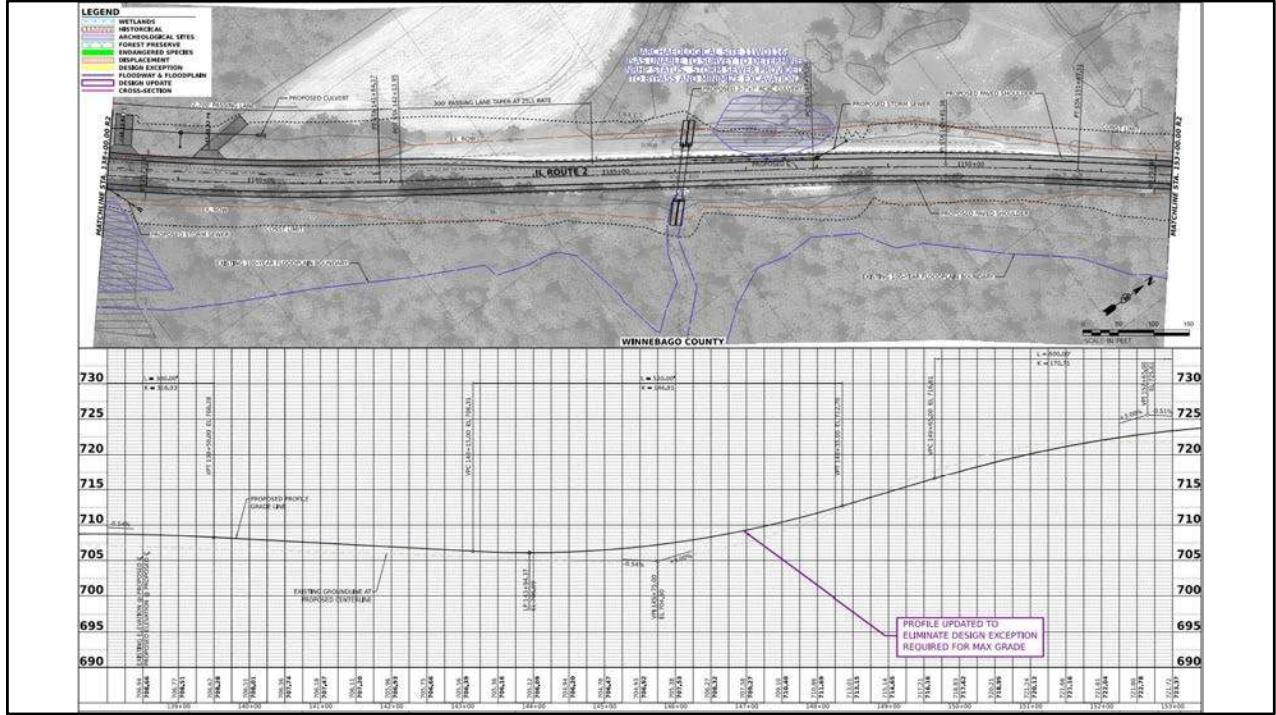
- IL 2 on alignment
- Archeological site on the south side of IL 2 warrants NRHP consideration – focus on minimizing excavation.
 - Ditches reduces as much as possible to reduce excavation as possible
- Retaining wall on the north side due to lowered profile can be seen along with environmental accommodations in XS to follow
 - 10' buffer, no ENV constraint
- The previous VC was too long given the presence of the C&G and wall on the inside of the curve so it has been shortened to eliminate the DE. Given the topography it only has excavation impacts directly below the existing roadway and doesn't extend into the site
- The profile has also been lowered slightly (~4') moving north, it still provides the required freeboard but does not impact the surrounding properties as much
- The end of a southbound passing lane can also be seen stopping just short of the retaining wall
- Additionally, a DE is needed for the IL 2 alignment for broken back curves (733' instead of 1,500')
 - Avoid env sites, floodplain and residential properties to the south
 - Existing deficient curve east is lengthened shortening the distance between



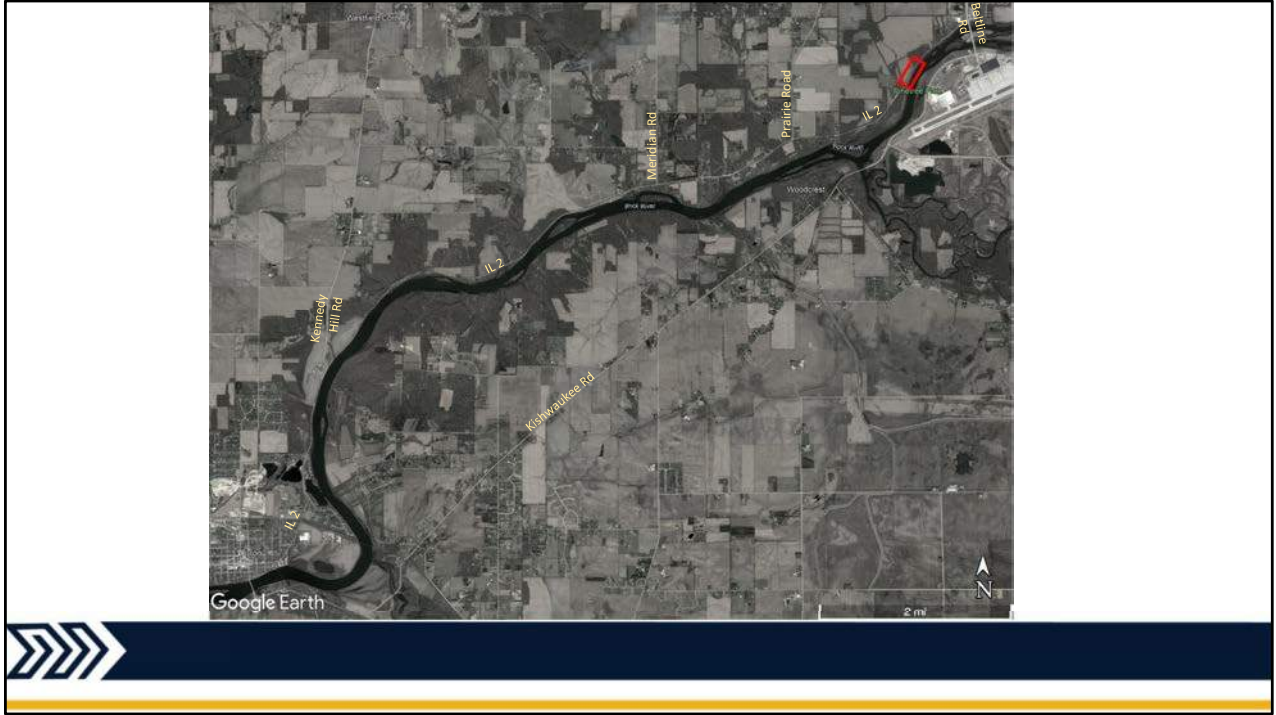


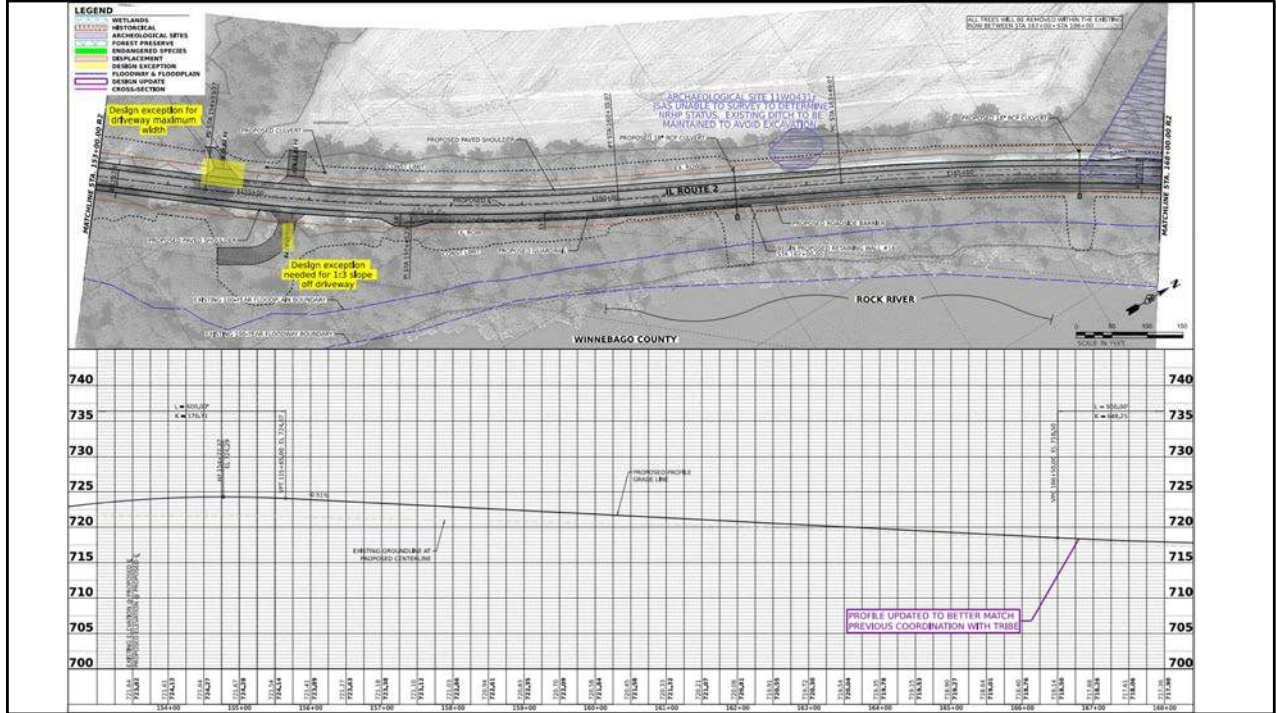
- The existing tight curve has been flattened through this area as well as additional shoulder and passing lane
- The profile has also been lowered several feet to still provide adequate freeboard and reduce the LOC
- Three Archeological sites and historic buildings, alignments shifts away from most
- Archeological site 17065-10 is not impacted with the shift away
- The site in the middle is impacted. The profile has been maintained as close to existing as possible to reduce impacts
- Archeological site 17065-9 is also avoided with the use of storm sewer to avoid excavation and the shifted alignment



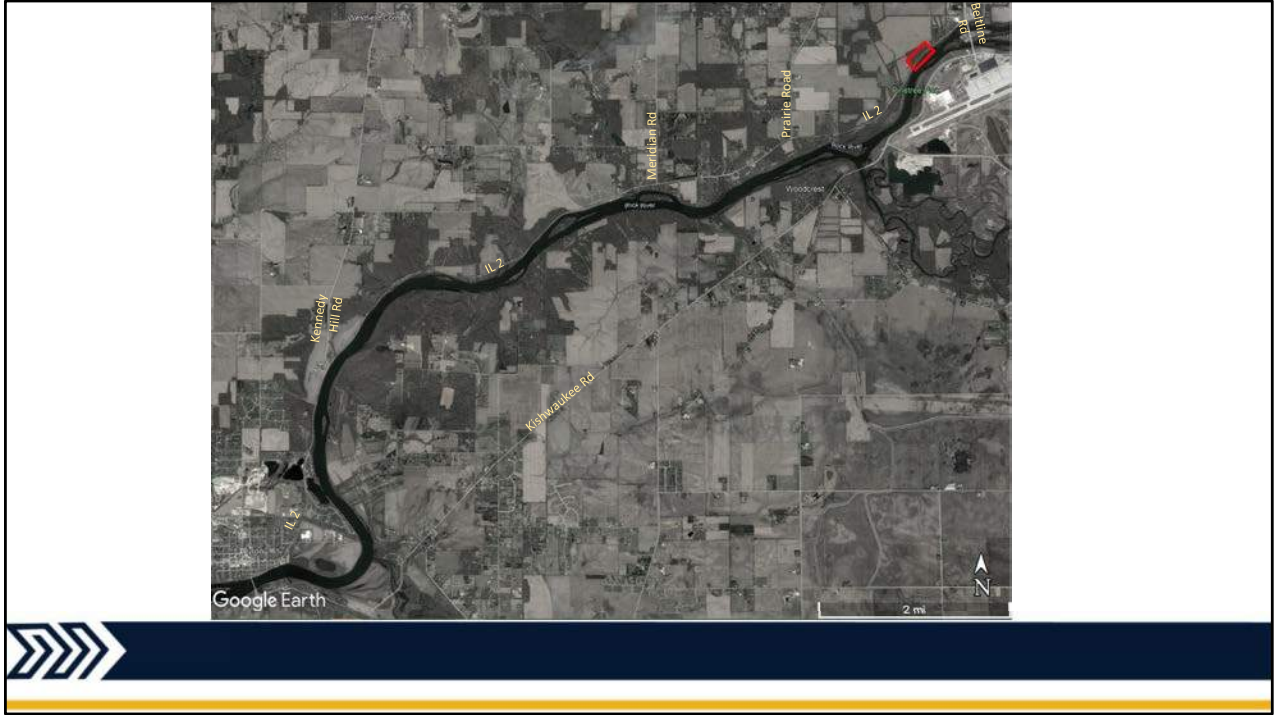


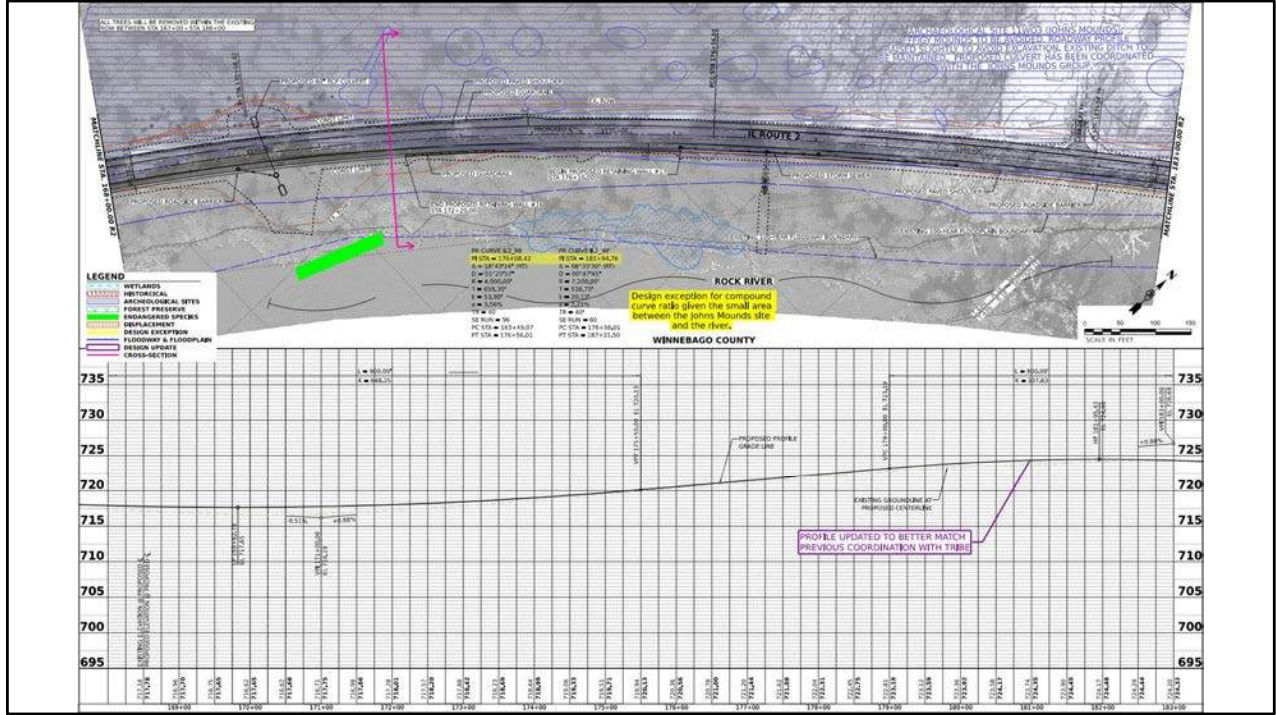
- You can see the start of the southbound passing lane
- IL 2 is still widened along the existing alignment through this segment,
- There is an archaeological site which was not able to be surveyed but we have still avoided the site with the use of storm sewer to bypass the site
- The profile has also been adjusted from the previous 3.08% to 3% to eliminate the need for a design exception



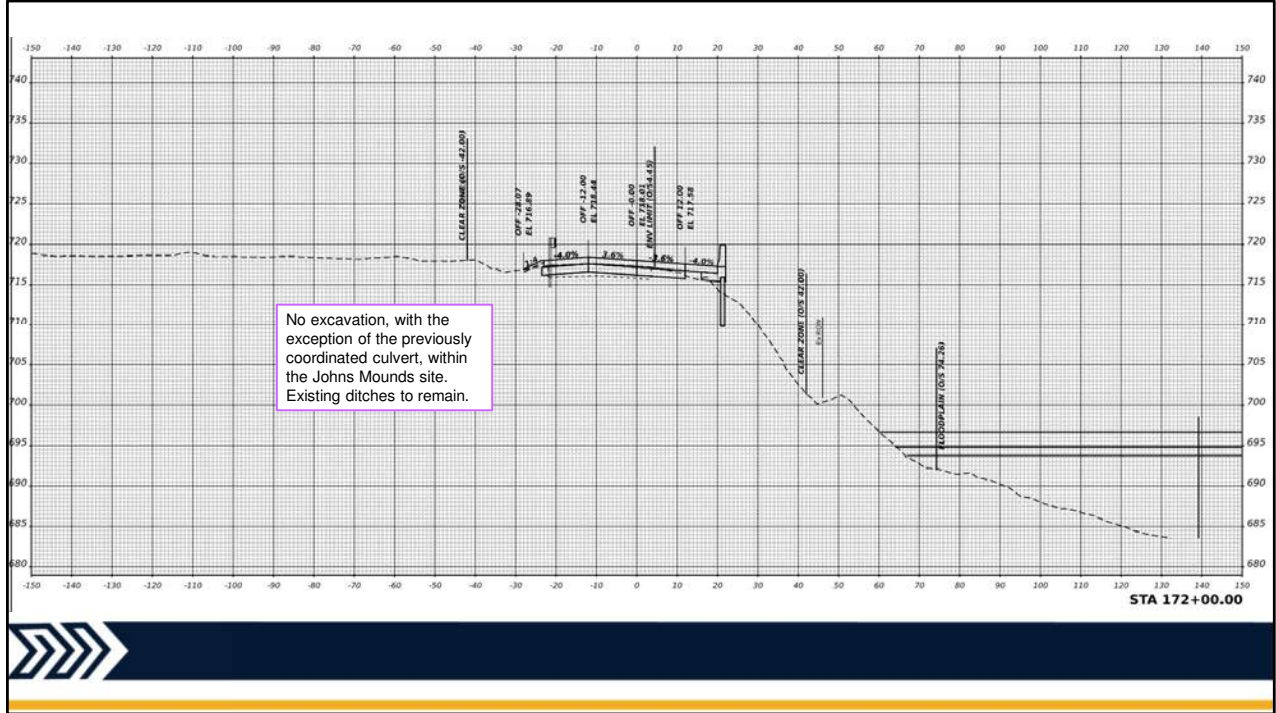


- There are two driveway design exceptions
 - The first for maximum width to match existing (25')
 - The driveway south of IL 2 is for the need to use 1:3 slopes off the driveway to avoid impacts to the floodway
- An archaeological site can be seen on the north side of IL 2 approaching the Johns Mounds site
- The existing ditch is to be maintained through this area and to the north all the way through the Johns Mounds site to avoid excavation. A XS will be shown with the next sheet
- The profile through this area has also been adjusted slightly to better match the profile that has been coordinated through the Johns Mounds area for the proposed culvert

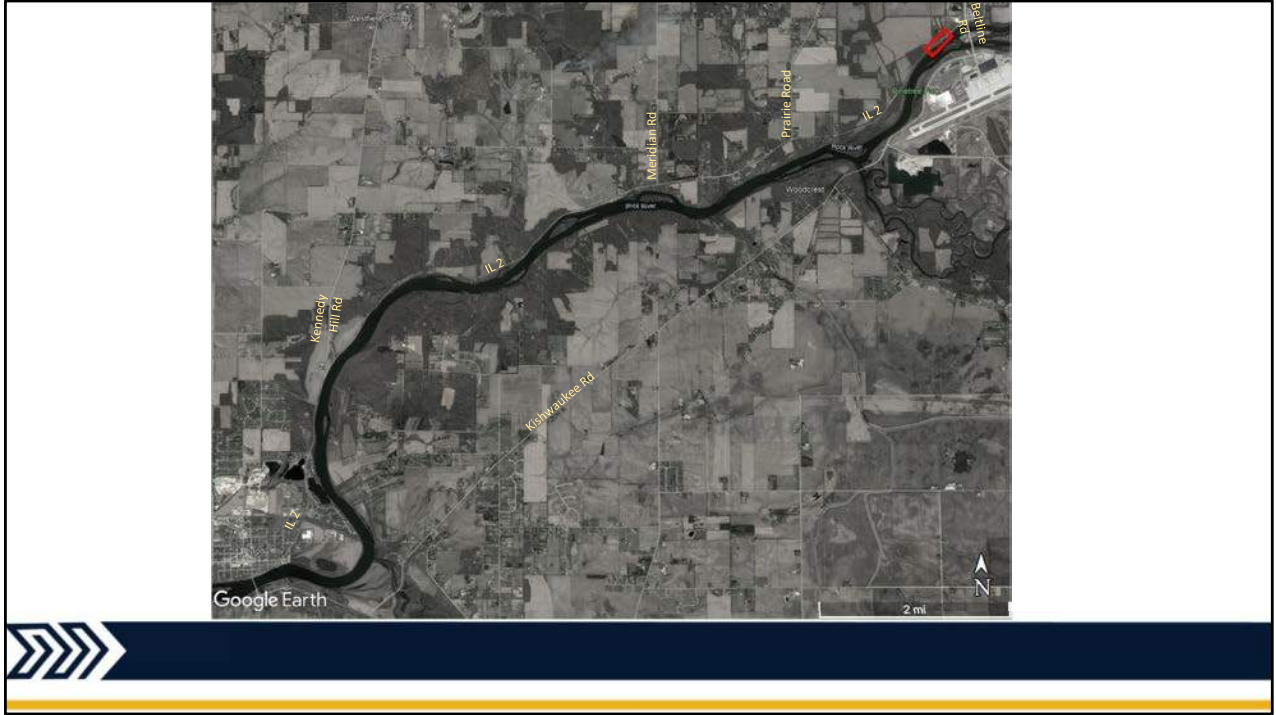


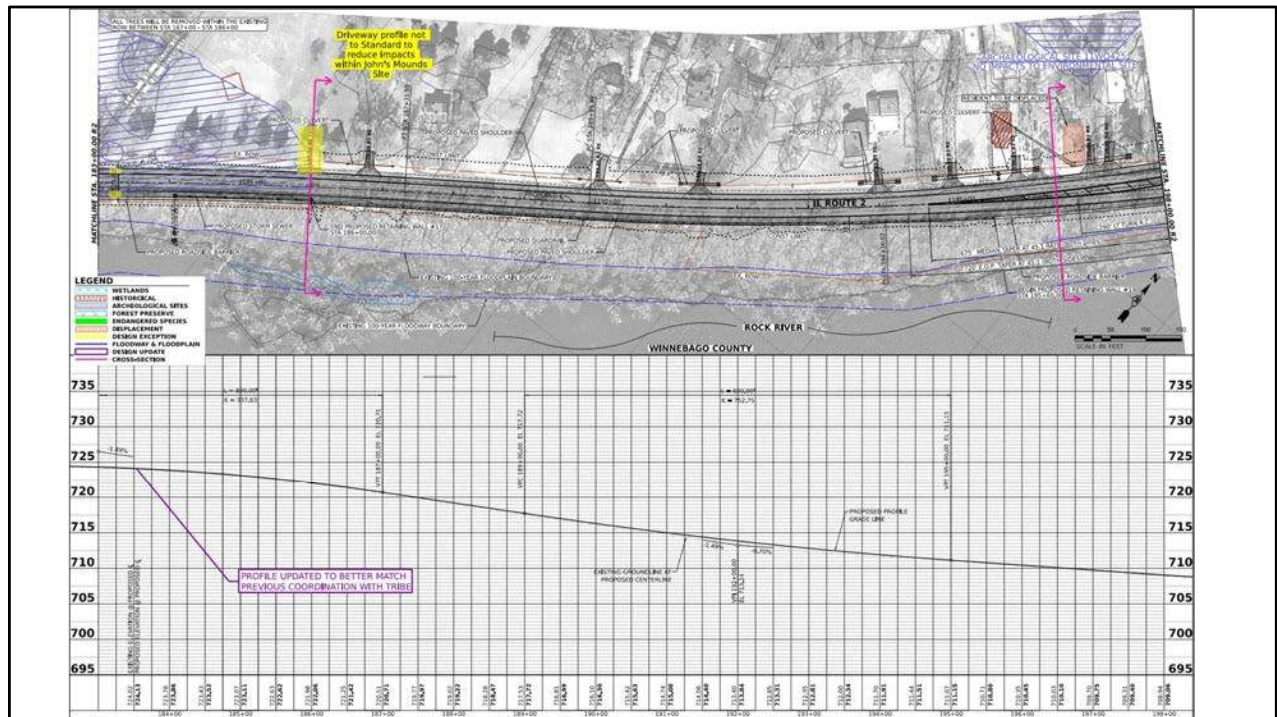


- Design exception for compound curve ratio greater than 1.5:1 – can't impact Johns Mounds and little buffer to river for adjustments
- The John's Mounds area is a sensitive site with effigy mounds. There has been previous coordination with the tribe regarding what will be allowed through this area
 - The alignments has been shifted about 8' towards the river so that the proposed shoulder is at the existing EOP.
 - No excavation with take place outside the shoulder with the exception of near the culvert where the LOC have already been coordinated
 - The existing ditch is to remain,
 - The profile again has been adjusted based on that which was coordinated with the tribe for the culvert improvements

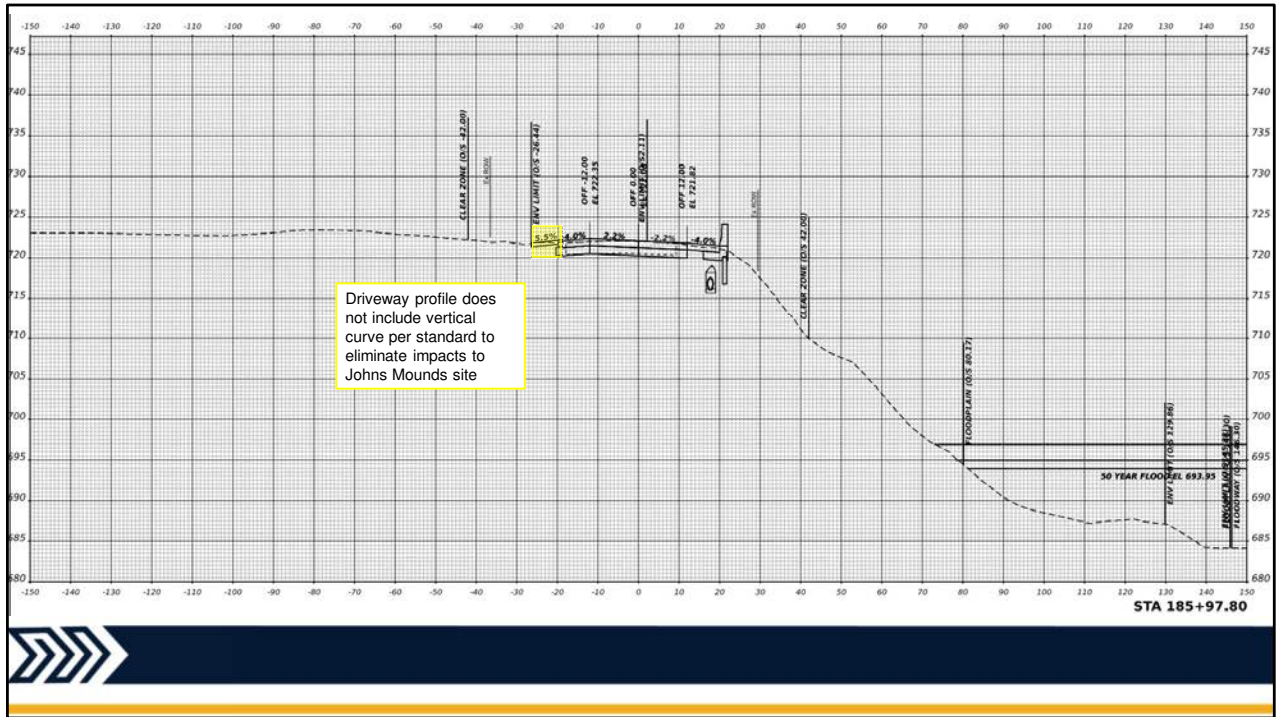


- Alignment shifted to the right
- Existing ditch to remain, no excavation!

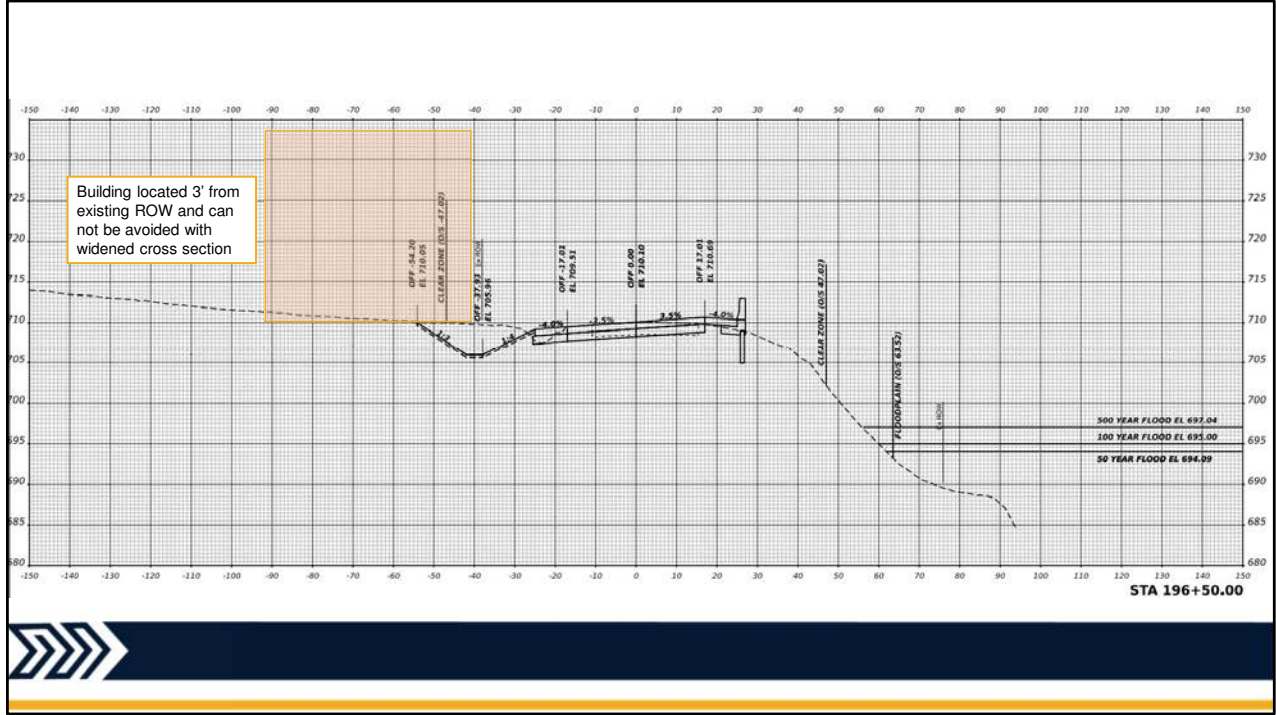




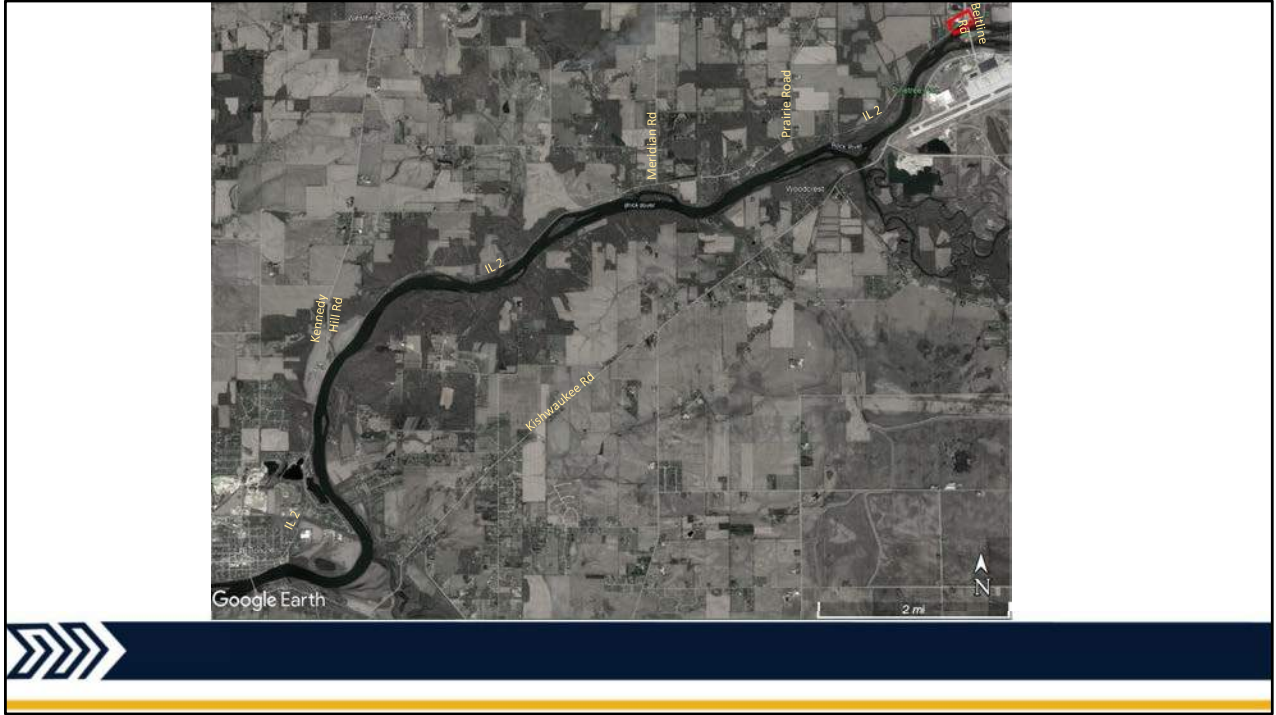
- The end of the Johns Mounds Site can be seen at the start of this sheet with the same constraints as discussed and no excavation
- The driveway profile highlighted is not to standard to avoid cut. No VC is included
- There is a historical building near STA 196 where the driveway culverts have been extended to eliminate the need for ditch
- A displacement is required directly north of that historic structure. The existing building is only 3' from the IDOT ROW and with the widened cross-section it is not possible to avoid as can be seen in the following XS

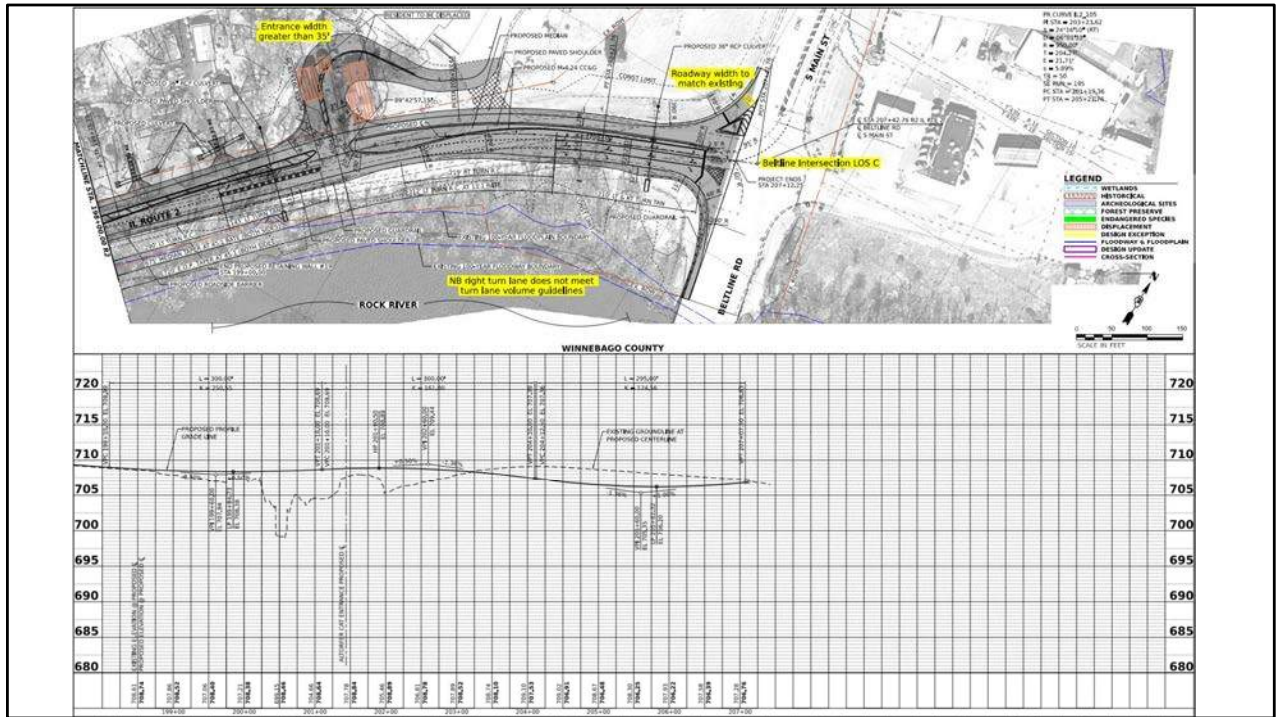


- Tie into existing ASAP
- No VC per IDOT D2 standard



Existing building can not be maintained due to proximity to existing building





- IL 2 has been realigned slightly to improve skew angle with Beltline Road
- The entrance to the caterpillar building has been re-aligned away from Beltline Road to improve distance from intersection
 - This requires displacements. Coordination meetings have already taken place with the property owner
 - The entrance width is greater than the maximum to accommodate the turning movements
- A left turn lane has been added for the entrance and the left turn lane, thru left and right turn lanes have been maintained.
- Beltline Road
 - Minor arterial
 - 60 MPH
 - Signal controlled
 - Design exceptions:
 - Roadway turning width from southbound Beltline matches the existing
 - The LOC is a C and the right turn lane does not meet turn lane guidelines, but there is an existing right turn lane that is to remain

Questions?

Next Steps

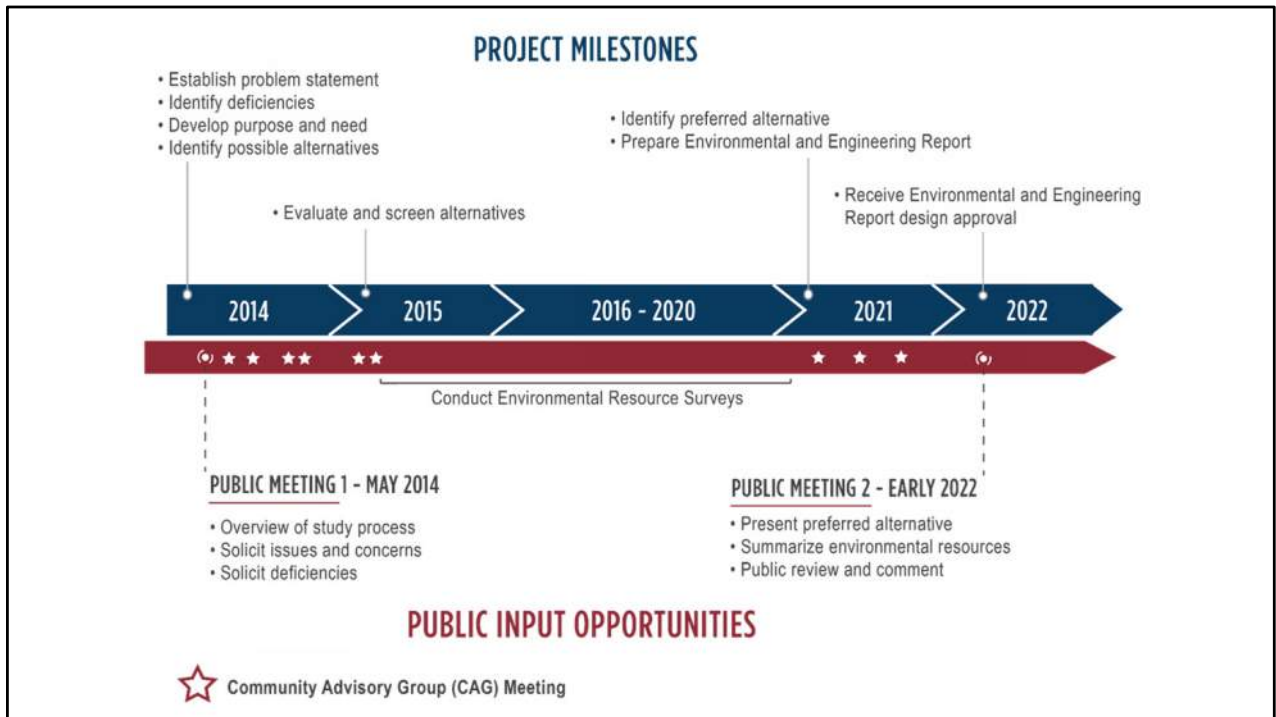
Next Steps

- Environmental Due Diligence
- Limit of Construction Submittal Process
- Hydraulic Reports/Location Drainage Study
- Byron Coordination
- Detour Route
- IDNR Coordination/Permitting for Bank Stabilization
- PSG for Segments 1-3
- CAG Meeting No. 9
- Value Engineering
- Draft Project Report



- Environmental Due Diligence – Exhibits submitted w/Construction Limits and cross sections. Environmental Clearance timetable
- Limit of Construction Submittal Process – Jon Estrem/Only submitting final for Jon and Dave Almy's review/Suggest setting up call to discuss comments following submittal, but timing?????
- Hydraulic Reports/Location Drainage Study – Updating HR based on changes to design since approved and preparing the LDS
- Byron Coordination – Utilities-Dan Long indicated to include in IL 2 design need Becky and Mike Kuehn's approval/Pump Station as indicated above coordinating w/Amy Eller in Springfield (IDOT vs. Byron Ownership)
- Detour Route – Evaluating improvements needed to utilize as a detour route
- IDNR Coordination/Permitting for Bank Stabilization – Permit/Coordination is need if bank stabilization impacts the affected length of the shoreline of more than 1000 feet singularly or cumulatively.
- PSG for Segments 1-3 – Following the final evaluation of these designs – December ????
- CAG Meeting No. 9 – December 2021/January 2022
- Value Engineering – January 2022
- Draft Project Report – Jan/Feb 2022

Project Schedule



The first “star “ at the lower end of this bar schedule shows where we are at today. We are working towards the next public meeting in early 2022 and want to have two more CAG meeting before that meeting.

Any Final Questions?

THANK YOU

