



# Meeting Notes

Subject:	Project Study Group (PSG) Meeting #3		
Client:	Illinois Department of Transportation – Region 2 – District 2		
Project:	IDOT PTB167/ITEM 20 WO 3: IL 2 CSS	HDR Project No:	226558
Meeting Date / Time:	June 16, 2014 / 10:00 a.m. – 12:00 p.m.	Meeting Location:	IDOT Region 2 – District 2, Dixon, IL
Notes by:	HDR		

**Attendees:** 17 in-person, 1 online - See attached sign-in sheets (3)

**Handouts:**

- PowerPoint slides of presentation by HDR
- PowerPoint slides of Engineering 101 and Environment 101 to be presented at CAG Meeting #2

**Topics Discussed:**

1. Welcome (HDR) and introduction of attendees (10:00 a.m.)
2. HDR provided a review of Community Advisory Group (CAG) Meeting #1 – included overview of the date, time, location and attendees; information presented/distributed; and CAG applicant review and selection as well as, a summary of the interests represented within the CAG.  

Q: HDR to the PSG – Is this a desirable representation of interests to form the CAG? Are there other interest groups that should be solicited? Do you concur with the selected CAG?

A: PSG – Yes this is a desirable representation of interests, concur with CAG acceptance.
3. HDR provided a summary of the logo ideas brainstormed by the CAG during CAG Meeting #1 and presented sample logos and color schemes developed based on CAG input. PSG provided revision comments and it was decided to apply the color schemes to the logo options and present them to the CAG for selection. No pelicans. Use an eagle, fish, or Blue Heron. Use the Byron to Rockford reference, not the street names. Provide a canoe and emphasize this as a roadway project. Include a roadway centerline.
4. HDR provided a summary of the issues and concerns brainstormed by the CAG during CAG Meeting #1 – followed by discussion. The issues and concerns were grouped by the CAG into common themes. The four categories are: Safety, Recreation, Environment, and Maintenance/Design.
5. HDR presented a draft Problem Statement and draft Purpose and Need developed by IDOT based on CAG input – followed by discussion.  

Q: PSG – Should the Problem Statement and the Purpose and Need be developed by the CAG?

A: HDR/IDOT – For this project the process for developing the Problem Statement and Purpose and Need is: a) CAG provides issues and concerns b) IDOT develops a draft Problem Statement and draft Purpose and Need based on CAG input c) CAG reviews and revises draft Problem Statement and draft Purpose and Need to reach concurrence.
6. HDR provided overview of agenda for CAG Meeting #2.
7. PSG reviewed Engineering 101 and Environmental 101 presentations (to be given at CAG Meeting #2), discussed content, and provided revision comments.

8. PSG discussed the identification and development of alternatives to occur during CAG Meeting #2. Original intent was to have the CAG begin to identify alternatives at CAG Meeting #2 however, due to time constraints, it was decided that a general overview of reasonable improvements for CAG consideration would be provided. This would include:
  - A. Design criteria from the BDE Manual (Absolutes)
  - B. Possible improvements (Variables):
    - i. Basic horizontal alignment
    - ii. Bike path type
    - iii. Retaining wall aesthetics
    - iv. Location of passing and turn lanes
9. Meeting Adjourned (12:00 p.m.)

**Action Items:**

1. IDOT to send CAG acceptance communication, CAG Meeting #1 minutes, and invitation to CAG Meeting #2 to CAG members.
2. HDR to add CAG membership information to Stakeholder Involvement Plan.
3. IDOT to provide design criteria from the BDE Manual for CAG to use in identifying and developing alternatives at CAG Meeting #2.
4. IDOT to review crash data in high accident locations for patterns and possible explanations.
5. HDR to revise branding logo according to PSG comment and apply color schemes to samples for presentation at CAG Meeting #2.
6. IDOT/PSG to further review Engineering 101 and Environmental 101 presentations and provide comments by June 20, 2014.
7. HDR to revise Engineering 101 and Environmental 101 presentations based on IDOT/PSG comment.
8. HDR to review CAG Meeting #2 agenda for timing and adjust if necessary.



PSG MEETING #3 SIGN-IN SHEET  
 Illinois Route 2 – Byron to Rockford Phase I Study  
 Meeting Date: June 16, 2014

AGENCY NAME	CONTACT	TITLE	E-MAIL & MAILING ADDRESS	INITIAL IF PRESENT
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PSG MEETING #3 SIGN-IN SHEET  
 Illinois Route 2 – Byron to Rockford Phase I Study

Meeting Date: June 16, 2014

AGENCY NAME	CONTACT	TITLE	E-MAIL & MAILING ADDRESS	INITIAL IF PRESENT
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Illinois Department of Transportation Environmental	Cassandra Rodgers	District 2 Environmental Unit	<a href="mailto:Cassandra.Rodgers@illinois.gov">Cassandra.Rodgers@illinois.gov</a> IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500	CR
Illinois Department of Transportation Environmental	Heath Jordan	District 2 Environmental Unit	<a href="mailto:Heath.Jordan@illinois.gov">Heath.Jordan@illinois.gov</a> IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500	HJ
Illinois Department of Transportation Bureau of Design & Environment	Felicia Hurley	Natural Resources Review Specialist	<a href="mailto:Felicia.Hurley@illinois.gov">Felicia.Hurley@illinois.gov</a> Illinois Department of Transportation Bureau of Design and Environment 2300 South Dirksen Parkway Springfield, IL 62764	




PSG MEETING #3 SIGN-IN SHEET  
 Illinois Route 2 – Byron to Rockford Phase I Study  
 Meeting Date: June 16, 2014

AGENCY NAME	CONTACT	TITLE	E-MAIL & MAILING ADDRESS	INITIAL IF PRESENT
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Illinois Department of Transportation	Mike Brand	Bicycle & Pedestrian Coordinator	<a href="mailto:Mike.Brand@illinois.gov">Mike.Brand@illinois.gov</a> Illinois Department of Transportation Bureau of Design and Environment 2300 South Dirksen Parkway Springfield, IL 62764	
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U.S. Army Corps of Engineers	Jim Kelly	Project Manager	<a href="mailto:Jim.Kelly@usace.army.mil">Jim.Kelly@usace.army.mil</a> U.S. Army Corps of Engineers Clock Tower Building P.O. Box 2004 Rock Island, IL 61204-2004	Joined via GoToMeeting + Conf. Call KEH
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**IL 2**  
 IL 72 (BYRON) TO  
 BELTLINE ROAD (SOUTH OF ROCKFORD)

**PROJECT STUDY GROUP**  
**MEETING #3**  
 Monday, June 16, 2014




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**Meeting Agenda**

- I. Review CAG Meeting 1
  - a) Review
  - b) Community Advisory Group
  - c) Branding
  - d) Issues and Concerns
  - e) Problem Statement / Purpose and Need
- II. CAG Meeting #2 Preview
  - a) Meeting Minute Concurrence
  - b) Branding
  - c) Problem Statement
  - d) Purpose and Need
  - e) Engineering and Environment 101
  - f) Alternatives for Consideration
- III. Questions / Comments



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*I. CAG Meeting #1*

**Review**

- June 4, 2014, at Byron Public Library
- 18 interested parties present
- Provided overview of the Project Process, Phase I Study Process, NEPA, CSS, and the SIP in relation to the project
- Provided overview of the CAG – purpose, structure, roles, responsibilities, expectations and General Agreement and Ground Rules



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I. CAG Meeting #1

### Community Advisory Group

- 22 applications received
  - reviewed interest and location
  - Concurred that sufficient and diverse representation for residents, business, government and other environmental and recreational interests.
- Asked if any other interested parties in the audience
  - Received three additional members
  
- Total of 25 members



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I. CAG Meeting #1

### Branding

- Blackhawk tribes
- Blackhawk trail
- Stagecoach
- Pioneers
- Canoeing
- Fall colors
- Hudson River Valley of the Midwest
- Rock River Trail
- River / Wildlife / Recreation / Historic
- Retreat, Scenic Gateway



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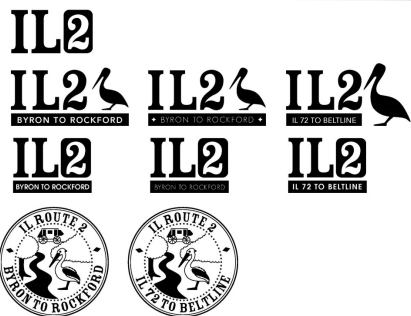
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I. CAG Meeting #1

### Branding



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I. CAG Meeting #1

## Branding

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21-98-132 158284	22-183-82 D62782	171-172-103 ABAC67	193-173-143 8EAD8F	81-74-72 514448	155-56-17 9E8811	118-26-37 761A25	81-81-81 515151

Illinois Department of Transportation

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I. CAG Meeting #1

## Issues and Concerns

Illinois Department of Transportation

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I. CAG Meeting #1

1. Problem Statement
2. Purpose and Need

Illinois Department of Transportation

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*VI. Community Advisory Group Meeting #2*

### Agenda

1. Welcome (5 min)
2. Meeting Minutes Concurrence(10 min)
3. Branding
4. Problem Statement (10 min)
5. Proposed Purpose & Need (30 min)
6. Engineering / Environmental 101 (30 min)
7. Alternatives (30 min)
8. Closing Remarks / Next Steps (5 min)

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*7. Closing Remarks / Next Steps*

### Next Steps

-  Meeting Minutes to Follow
-  Upcoming PSG Meetings
-  Project Website for Reference
  - [www.dot.il.gov/IL2I72/index.html](http://www.dot.il.gov/IL2I72/index.html)

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## Questions?

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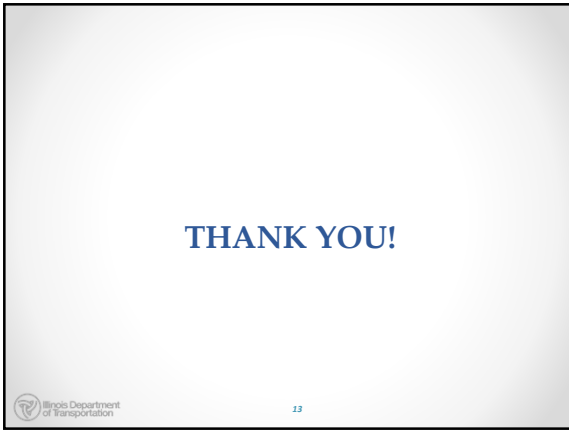
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# IL 2

IL 72 (BYRON) TO BELTLINE ROAD (SOUTH OF ROCKFORD)

## Engineering 101: Terminology and Concepts



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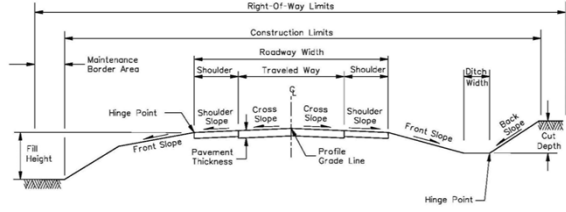
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## Facility Type



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## Vertical Alignment



Good Design



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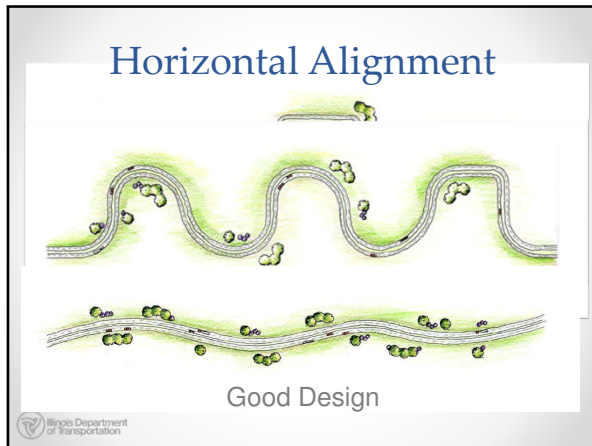
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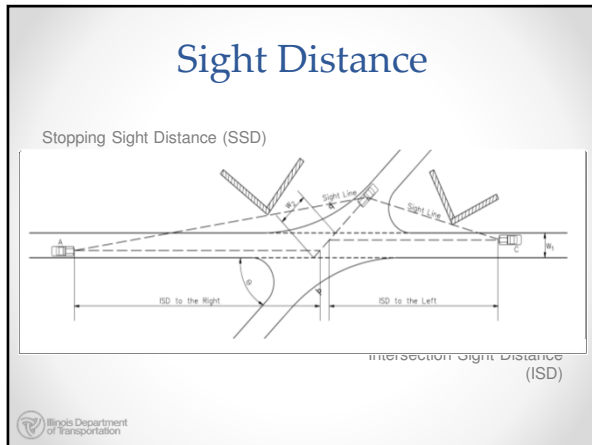
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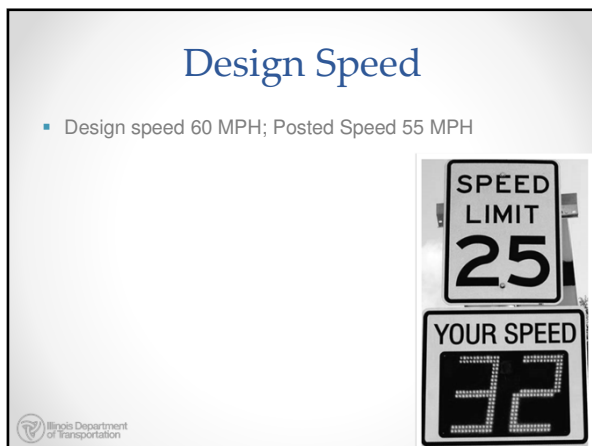
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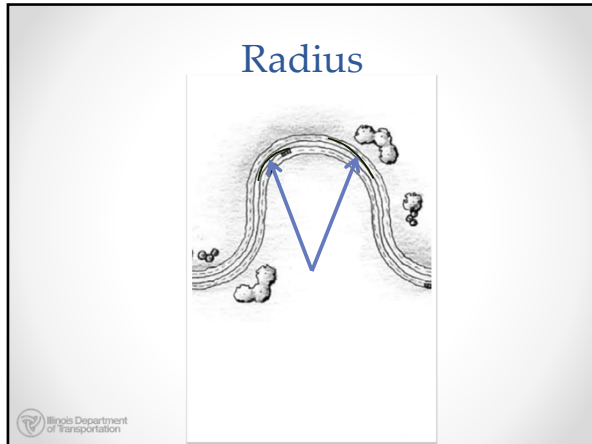
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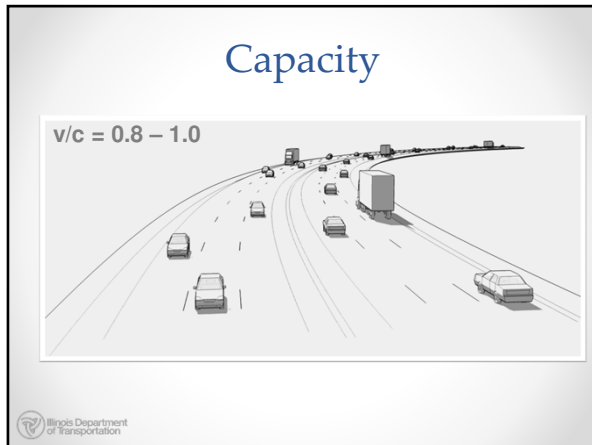
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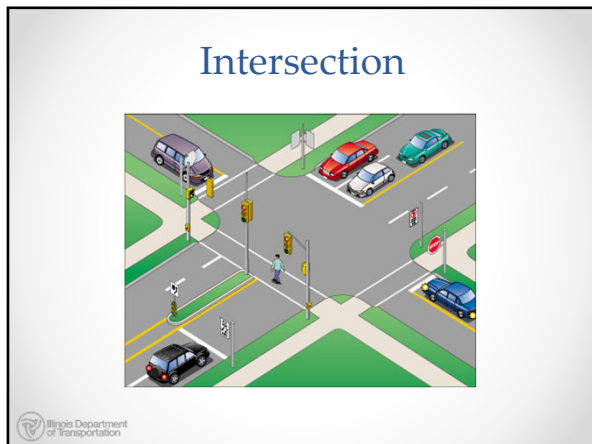
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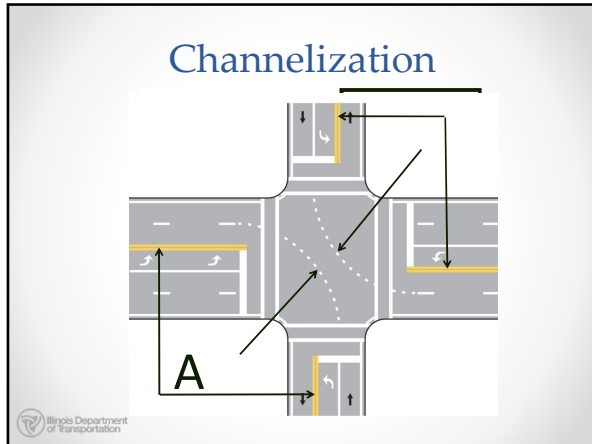
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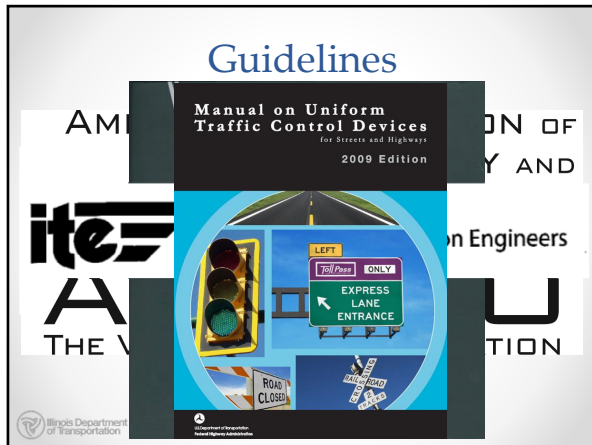
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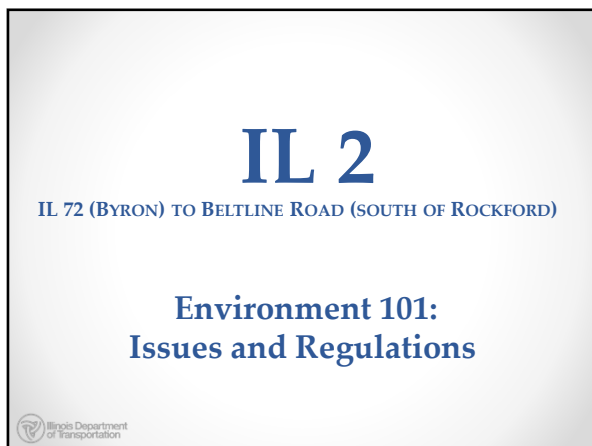
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## Transportation & Environment

- All Federally-funded projects must follow the National Environmental Policy Act (NEPA) of 1969.
- NEPA requires the Federal Highway Administration (FHWA) to examine and minimize/avoid potential impacts to the social and natural environment when considering approval of proposed transportation projects.



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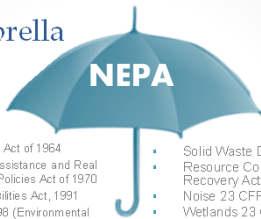
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## NEPA Umbrella



- Title VI of Civil Rights Act of 1964
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Americans with Disabilities Act, 1991
- Executive Order 12898 (Environmental Justice)
- Section 4(f) of USDOT Act (49 USC 303)
- Clean Air Act
- Clean Water Act 404
- Executive Order 11990 (Protection of Wetlands)
- Endangered Species Act
- Farmland Protection Policy Act
- Solid Waste Disposal Act
- Resource Conservation and Recovery Act of 1976
- Noise 23 CFR 772
- Wetlands 23 CFR 777
- National Historic Preservation Act
- Economic, Social and Environmental Effects
- Highway Noise Standards
- Public Hearing Requirements 23 USC 128
- Archaeological and Historic Preservation Act
- Archaeological Resources Protection Act



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## Balance Impact by Alternatives

ALTERNATIVE 1  
IMPAIRS TO  
RESOURCES



ALTERNATIVE 2  
IMPAIRS TO  
RESOURCES



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### Social & Natural Resources Evaluation

- Water Resources
- Wetlands
- Floodplains
- Threatened and Endangered (T&E) Species
- Agricultural Lands
- Parks/Rec Areas – Section 4(f)
- Historic Sites – Section 106
- Public Facilities
- Residences
- Businesses



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### Water Resources

- Rock River
- Wetlands
- Lake Louise

### Water Resource Regulations

- Clean Water Act (CWA) 33 U.S.C. §1251 et seq. (1972)
- Illinois General Use Water Quality Regulations




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### What is a Wetland?

- Areas covered by water or have waterlogged soils for long periods during the growing season
- Swamps and marshes are often obvious
- Some wetlands are not easily recognized (they are dry during part of the year or "they just don't look very wet" from the roadside)




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### Wetlands Are Important

- Provide Flood Control
- Act as Filter for Nutrients
- Improve Water Quality
- Provide Wildlife Habitat
- 40% of Threatened and Endangered Species are found in wetlands
- Recharge and Discharge Groundwater Supplies



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### Wetland Regulations

- Clean Water Act of 1972 (Section 404)
- Interagency Wetland Policy Act of 1989
- Final Rule – CFR Part 777 Mitigation of Impacts to Wetlands and Natural Habitat
- Executive Order 11990: Protection of Wetlands
  - Avoid
  - Minimize
  - Mitigate Means Replace Destroyed Wetlands at Greater than 1:1 Ratio



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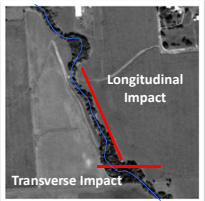
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### Floodplains

- Areas adjacent to a body of water that store floodwater during flood events
- Longitudinal Impact: Parallel to water body
- Transverse Impact: Crosses water body -A transverse impact crosses the floodplain once and typically is a lesser impact than a longitudinal impact.



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## Floodplain Regulations

23 CFR 650A - Location and Hydraulic Design of Encroachments on Floodplains

Executive Order 11988: Balance between protecting lives and property with need to restore and preserve natural floodplains

DOT 5650.2: Floodplain Management and Protection Order (Local Laws)

- A project may not increase the base flood elevation (BFE) by more than 1 foot, per FEMA.
- Avoid
- Minimize
- Mitigate by replacing storage capacity taken




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## Study Area T&E Species & Critical Habitat

- **Threatened (T) species:** a plant or animal likely to become endangered in the foreseeable future
- **Endangered (E) species:** a plant or animal at risk of becoming extinct throughout all or a significant portion of its range
- **Critical Habitat:** an area of habitat believed to be essential to the T/E species' conservation




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## T & E Regulations

Federal Endangered Species Act of 1973



Illinois Endangered Species Protection Act of 1972

Must take all feasible actions to avoid impacts to a T&E species and their habitat.

If impacts are unavoidable must minimize impacts, and may be required to mitigate for the loss of habitat




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### Agricultural Lands

- Land used for the production of crops or raising livestock
  - Centennial Farm – Agricultural property owned by same family for 100 or more years
  - Sesquicentennial Farm - Agricultural property owned by same family for 150 or more years



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### Agriculture Lands – Other Issues



- Drainage systems
  - Existing subsurface drainage will be determined during final design
  - Existing surface and subsurface drainage systems maintained to the greatest extent possible
- Borrow Pits
  - Minimize prime farmland used for borrow pits

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### Agriculture Regulations

- Minimize the unnecessary and irreversible conversion of prime and important farmland to nonagricultural uses.
- USDA/NRCS: Farmland Protection Policy Act
- Illinois Agricultural Areas Conservation and Protection Act of 1979



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### Impacts Assessed

- Loss of Farmstead Buildings
- Farmland acres taken
- Access issues
- Farm severances
- Adverse travel
- Uneconomic parcels
- Centennial farms



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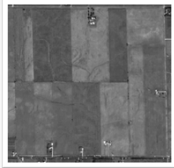
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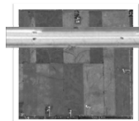
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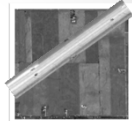
### Typical Agriculture Impacts



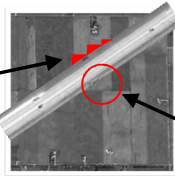
Pre-construction



Lateral Severance



Diagonal Severance



Uneconomic parcel

Severance Management Zone

### Section 4(f)

- Publicly-owned parks
- Publicly-owned recreation areas
- Nature preserves
- Land and Water Reserves
- Wildlife and waterfowl refuges
- Public or privately-owned historic sites (prehistoric and historic districts, sites, buildings, structures or objects listed in, or eligible for, the National Register of Historic Places)
- Places of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the National Register criteria



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### Section 4(f) Regulations

- Take all feasible and prudent actions to avoid impacting Section 4(f) properties
- Section 4(f) impacts can be minimized or mitigated
- If no feasible or prudent alternative to using a Section 4(f) property exists, FHWA may only approve the alternative that causes the least overall harm.



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### Section 106 (Historic)

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



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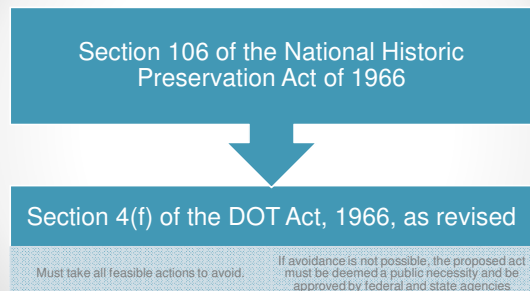
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### Section 106 (Historic) Regulations



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### Public Facilities

- No federal or state regulations protecting non-Section 4(f) public facilities, schools, or places of worship
- Should avoid impacting these resources, if possible



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### Other Resources



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**DRAFT**

**FAP Route** 742 (IL 2)  
**Section** (34, 35, 36) R-1  
**County** Ogle/Winnebago  
**Contract** 64158  
**Job Number** P-92-081-96  
**Description** Reconstruction of IL 2 from Beltline road south of Rockford to IL 72 in Byron.

## IL 2 Byron to Beltline Rd

### **Project Problem Statement**

The problems with the Illinois Route 2 (Byron to Rockford) corridor are Safety Concerns, Accident History, Operational Deficiencies, Inadequate Capacity, Poor Aesthetics and Lack of Bicycle and Pedestrian Accommodation.

### **Project Purpose & Need**

The purpose of the IL Route 2 (Byron to Rockford) design study is to provide an improved transportation facility for all users along IL 2. These alternatives should recognize and correct the existing geometric deficiencies, address the lack of shoulders and roadway hazards, consider means for improving aesthetics and lack of accommodations for bicycles and pedestrians.