



# Meeting Notes

Subject:	Project Study Group (PSG) Meeting #4		
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:	September 10, 2014 / 10:00 a.m. – 12:00 p.m.	Meeting Location:	IDOT Region 2 – District 2, Dixon, IL
Notes by:	HDR		

Attendees: 15 in-person, 2 online - See attached sign-in sheets (1)

**Handouts:**

- PowerPoint slides of presentation by HDR

**Topics Discussed:**

1. Welcome (HDR) and introduction of attendees (10:00 a.m.)
2. HDR provided a review of Community Advisory Group (CAG) Meeting #2 – the main focus of CAG Meeting #2 was branding and the Problem Statement and Purpose and Need revision activities.
  - HDR presented the project branding (logo and color scheme) selected by the CAG during CAG Meeting #2. Minor changes implemented in the logo today include color definition of an eagle, move the canoe upstream, and add depth to foliage. The presentation for today's PSG represents the color scheme and PowerPoint format to be used in tandem with the logo. – No comments by the PSG.
  - HDR presented the proposed Problem Statement developed by the CAG during CAG Meeting #2 for PSG concurrence. A basic statement was presented and the CAG made suggestions for edit. The following is the resultant Problem Statement.

Proposed Problem Statement:

*IL 2 is a valued environmental corridor with an inadequate roadway and insufficient right of way which results in crashes and does not allow for the development of recreational facilities or provide access to the scenic features of the corridor.*

The PSG did not have any comments regarding the Problem Statement.

- HDR presented the revised Purpose and Need developed by the CAG during CAG Meeting #2 for PSG concurrence. Again, at the meeting a basic statement was presented and the CAG made suggestions for edit. The following is the resultant Purpose and Need.

Proposed Purpose and Need:

*Growing population and increased travel demand over the last several decades within the region has resulted in increased incidence of crashes and inconsistent travel times. The purpose of the IL 2 (Bryon 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 enhance recreational facilities while protecting the environment and scenic values.*

C: PSG – increased incidents of crashes is redundant. Only state “increased crashes”.

Q: PSG – How do we provide enhanced recreational facilities?

A: HDR/IDOT – Depending on facility type and location, some would not be within IDOT’s jurisdiction however the intent is to coordinate with IDNR and municipalities on future plans and develop designs that provide access opportunities.

Discussion followed and the PSG provided revision comments.

PSG revised Purpose and Need:

*Growing population and increased travel demand over the last several decades within the region has resulted in increased crashes and inconsistent travel times. The purpose of the IL 2 (Bryon 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 consider enhanced recreational facilities while protecting the environment and scenic values.*

The PSG revised Purpose and Need will be presented to the CAG for approval.

3. The Design Criteria (60 MPH Basic and 45 MPH Basic) to be used in developing alternatives during CAG Meetings #3 and #4 was presented. The PSG discussed the “desired”, “allowable” and “minimum” values as well as application along the corridor and provided revision comments. The 45 MPH will be used south of the ComEd RR bridge where it is an urban cross section. The 60 MPH will be used north of the ComEd RR bridge where it transitions to rural.

Q: PSG – Will the railroads be approached regarding modifications to their bridges over IL 2?

A: IDOT – Both railroad bridges over IL 2 are currently at minimum required height however, coordination with both railroads regarding structure width will need to occur.

Q: PSG – Even though minimum Design Criteria values are acceptable they are not the optimum (i.e. 1000 ft. passing lanes are acceptable; however, they are very short in application)

A: IDOT – During CAG alternatives development, emphasis will be on the achieving “desired” and “allowable” Design Criteria values.

Q: Will the 45 MPH limits be extended?

A: IDOT/HDR – The 45 MPH criteria may be extended up to the Lake Louise area.

C: The side path bike facility is the desired but the allowable would be the next highest design consideration or the shoulder. This is not a design variance, but a determination by the District. It was further discussed that side paths become the maintenance responsibility of a local agency. IDOT does not maintain bike paths.

C: It is suggested that the terminology be spelled out.

4. HDR provided an overview of the agenda for CAG Meetings #3 & #4.

- The Brand, Problem Statement, and Purpose and Need as presented to and edited by the PSG today will be presented to the CAG for concurrence.
- The materials and process to be used in developing alternatives during CAG Meetings #3 and #4 was outlined:
  - Alternatives development will be done in two meetings. September 25, 2014 and October 2, 2014.
  - The project will be provided in four sections: Full length, south, central, north.
  - Two sections will be evaluated at one meeting and the remaining two sections will be evaluated at the second meeting.
  - Templates, as discussed, will be provided to assist the CAG in their evaluation.
  - Each person will be asked to identify alternatives.
  - The group will then share and list the alternatives.
  - Time will be allotted at the end for each group to share the alternatives to the CAG. Each alternative will be discussed to ensure IDOT understanding and intent of the alternative.

Q: PSG – Will environmental information be shown on the aerial exhibits?

A: IDOT – Known and publicly available environmental GIS information will be shown on the aerial exhibits.

Q: PSG – How will the design templates be used in developing alternatives?

A: HDR/IDOT – CAG will use their knowledge of the corridor to conceptualize improvements and then use the templates to visualize location, layout and fit.

Q: PSG – What is the end product of CAG Meetings #3 & #4?

A: HDR/IDOT – A consolidated set of alternatives.

C: FHWA emphasized the importance of the crash analysis in the context of this project and encouraged distribution to the CAG.

5. The meeting concluded at 11:00 am.

**Action Items:**

1. IDOT to provide known/publicly available environmental GIS data as well as additional information to be include on alternatives development aerial exhibits to HDR by September 19<sup>th</sup>.
2. HDR to add received environmental and additional information to alternatives development aerial exhibits.

**Post Notes:**

1. One word was inadvertently omitted from the CAG Problem Statement. The wording as developed by the CAG should be:

*IL 2 is a valued environmental corridor with an inadequate roadway and insufficient right of way maintenance which results in crashes and does not allow for the development of recreational facilities or provide access to the scenic features of the corridor.*

However, the use of the word "maintenance" is not desired and therefore the wording to be presented to the CAG is:

*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.*

2. Scott Stitt, Project Development Engineer, BDE was unable to make the scheduled meeting but did comment on the Purpose and Need after. The wording is edited to be:

*Growing population and increased travel demand over the last several decades within the region has resulted in increased 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.*

3. At a CAG planning meeting following the PSG it was determined to have three stations, not four. The stations would be south, central, and north. The sections are long enough to evaluate passing lanes and bike facilities at the same time as turn lanes, etc. The first meeting will focus on the south station. The second meeting will focus on the central and north station.





Project/Subject: IL2: Byron - Rockford  
Type of Meeting: PSG  
Bureau/Section:

Location: Sauk 3  
Date: 09/10/14  
Time: 10:00  AM  PM

NAME (PLEASE PRINT)	TITLE	ORGANIZATION/REPRESENTING	TELEPHONE	EMAIL ADDRESS
MATT FARMER	CEV Project Engineer	IDOT	815 284 5924	matthew.farmer@illinois.gov
Dennis Bachman	via phone	FHWA		
Felicia Hurley	via phone	BDE		
Chad Spreeman	CEITB - Design	IDOT	(815) 284-5934	chad.spreeman@illinois.gov
Jon ESTREM	CONDEMNATION ENGR	IDOT	(815) 284-5516	Jon.ESTREM@ILLINOIS.GOV
RICH GUISE	Hydraulics Engineer	IDOT	815-284-5361	RICH.GUISE@ILLINOIS.GOV
Jon McCormick	Geometrics Engineer	IDOT	815-284-5503	jon.m.mccormick@illinois.gov
Dan Long	Bicycle Coordinator	IDOT	9	
Masud Ahmed	S&P Eng	IDOT	815-284-5351	Masud.Ahmed@illinois.gov
KEVIN MARCHEK	P.D. Eng.	IDOT	815-284-5307	Kevin.Marchek@illinois.gov
Trisha Thompson	Acting Ops Engr.	IDOT	815-284-5395	Trisha.Thompson@illinois.gov
Cassandra Rodgers	D-2 Ecologist	IDOT	815-284-5455	Cassandra.Rodgers@illinois.gov
Mike Marchyshyn	Transportation Planner	HDR	773-867-7298	Michael.Marchyshyn@hdrinc.com
JOHN WEGMEYER	PI ENGINEER	IDOT	815-284-5302	John.Wegmeyer@illinois.gov
Brian Mayer	Project Support	IDOT	815-284-5353	brian.mayer@illinois.gov
<del>Dena</del> Jen Mitchell		HDR	773-867-7225	jennifer.mitchell@hdrinc.com
KEVIN HENSON	PROJECT MANAGER	IDOT	(815) 284-5971	Kevin.Henson@illinois.gov

September 10, 2014

PSG MEETING 4



---

---

---


---

---

---

---

---



AGENDA

---

---

---

---

---



---

---

---

**AGENDA**

- ❖ CAG Meeting 2 Recap
  - Branding
  - Problem Statement
  - Purpose and Need
- ❖ Project Design Criteria
- ❖ CAG Meeting 3
- ❖ Questions



---

---

---

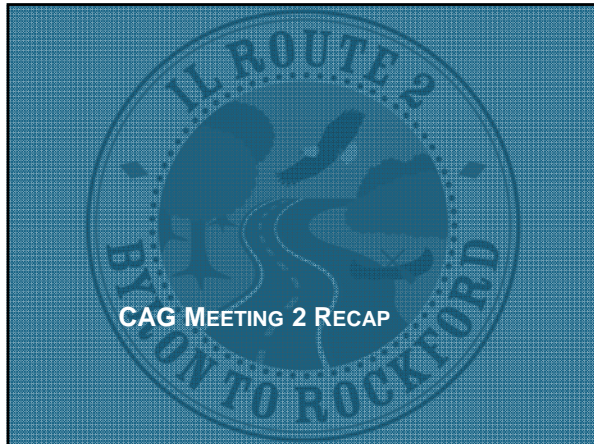
---

---

---

---

---



---

---

---

---

---

---

---

---



---

---

---

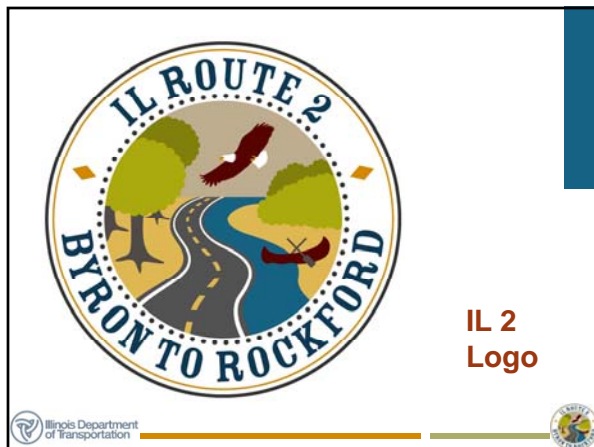
---

---

---

---

---



---

---

---

---

---

---

---

---

### PROBLEM STATEMENT

#### START

The problems with the Illinois Route 2 (Byron to Rockford) corridor include safety concerns, environmental considerations, maintenance issues, lack of recreation accommodations, and capacity.

#### FINISH

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



---

---

---

---

---

---

---

---

---

---

### PURPOSE AND NEED

#### START

Growing population over the last several decades within the region has resulted in delays, inconsistent travel times and an increased incidence of crashes. 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 and address the lack of shoulders and roadway hazards.

#### FINISH

Growing population and increased travel demand over the last several decades within the region has resulted in increased incidents of 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 enhance recreational facilities while protecting the environment and scenic values.



---

---

---

---

---

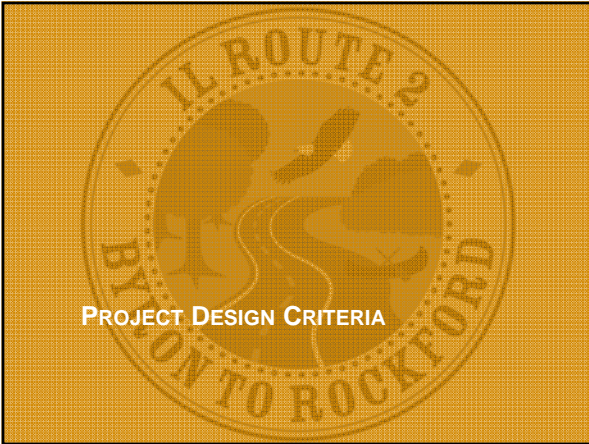
---

---

---

---

---



---

---

---

---

---

---

---

---

---

---

## PROJECT DESIGN CRITERIA

IL 2 Design Policies (60 mph)

Design Element	Minimum	Design Criteria	Source	Notes
Design Speed	60 mph	60 mph	Figure 10.2.4.1	
Number of Lanes	2	2	Table 10.2.1	
Shoulder Width	10' 8" / 4'	10' 8" / 4'	Table 10.2.1	
Shoulder Slope	4:1	4:1	Table 10.2.1	
Right-of-Way	120' / 100'	120' / 100'	Table 10.2.1	
Right-of-Way Slope	4:1	4:1	Table 10.2.1	
Clearance	16'-0"	16'-0"	Table 10.2.1	
Minimum Grade	2%	2%	Table 10.2.1	
Maximum Grade	6%	6%	Table 10.2.1	
Minimum Curve	3,000'	3,000'	Table 10.2.1	
Maximum Curve	1,330'	1,330'	Table 10.2.1	
Vertical Clearance	16'-0"	16'-0"	Table 10.2.1	
Minimum Structure	16'-0"	16'-0"	Table 10.2.1	



---

---

---

---

---

---

---

---

---

---

---

## PROJECT DESIGN CRITERIA

IL 2 Design Policies (60 mph)

Design Element	Minimum	Design Criteria	Source	Notes
Design Speed	60 mph	60 mph	Figure 10.2.4.1	
Number of Lanes	2	2	Table 10.2.1	
Shoulder Width	10' 8" / 4'	10' 8" / 4'	Table 10.2.1	
Shoulder Slope	4:1	4:1	Table 10.2.1	
Right-of-Way	120' / 100'	120' / 100'	Table 10.2.1	
Right-of-Way Slope	4:1	4:1	Table 10.2.1	
Clearance	16'-0"	16'-0"	Table 10.2.1	
Minimum Grade	2%	2%	Table 10.2.1	
Maximum Grade	6%	6%	Table 10.2.1	
Minimum Curve	3,000'	3,000'	Table 10.2.1	
Maximum Curve	1,330'	1,330'	Table 10.2.1	
Vertical Clearance	16'-0"	16'-0"	Table 10.2.1	
Minimum Structure	16'-0"	16'-0"	Table 10.2.1	



---

---

---

---

---

---

---

---

---

---

---

- ❖ 60 MPH Design Speed
- ❖ 55 MPH Posted Speed
- ❖ 2 lanes @ 12 foot each
- ❖ Shoulders 10'8"/4'
- ❖ Passing Lane 2,640'/1,000'
- ❖ 6% e max
- ❖ R = 3,000'/1,330'
- ❖ Vertical Clearance = 16'-0"
- ❖ Multi-use 2-way sidepath

**60 MPH  
BASIC  
DESIGN  
CRITERIA**



---

---

---

---

---

---

---

---

---

---

---



### PROJECT DESIGN CRITERIA

**IL 2 Design Policies (45 mph)**

Design Element	Minimum	Maximum	Reference	Notes
Design Speed	35	45	IL 2-2.1	
Posted Speed	35	45	IL 2-2.1	
Design Lane Width	10.5	12	IL 2-2.2	
Design Shoulder Width	4	6	IL 2-2.3	
Design Right-of-Way	60	80	IL 2-2.4	
Design Median Width	0	12	IL 2-2.5	
Design Side Slope	1:1	2:1	IL 2-2.6	
Design Subgrade	4%	8%	IL 2-2.7	
Design Drainage	0.5%	1%	IL 2-2.8	
Design Stormwater Management	100%	100%	IL 2-2.9	
Design Erosion Control	100%	100%	IL 2-2.10	
Design Traffic Control	100%	100%	IL 2-2.11	
Design Safety	100%	100%	IL 2-2.12	
Design Construction	100%	100%	IL 2-2.13	
Design Maintenance	100%	100%	IL 2-2.14	

---

---

---

---

---

---

---

---

---

---

### PROJECT DESIGN CRITERIA

**IL 2 Design Policies (45 mph)**

Design Element	Minimum	Maximum	Reference	Notes
Design Speed	35	45	IL 2-2.1	
Posted Speed	35	45	IL 2-2.1	
Design Lane Width	10.5	12	IL 2-2.2	
Design Shoulder Width	4	6	IL 2-2.3	
Design Right-of-Way	60	80	IL 2-2.4	
Design Median Width	0	12	IL 2-2.5	
Design Side Slope	1:1	2:1	IL 2-2.6	
Design Subgrade	4%	8%	IL 2-2.7	
Design Drainage	0.5%	1%	IL 2-2.8	
Design Stormwater Management	100%	100%	IL 2-2.9	
Design Erosion Control	100%	100%	IL 2-2.10	
Design Traffic Control	100%	100%	IL 2-2.11	
Design Safety	100%	100%	IL 2-2.12	
Design Construction	100%	100%	IL 2-2.13	
Design Maintenance	100%	100%	IL 2-2.14	

---

---

---

---

---

---

---

---

---

---

- ❖ 45 MPH Design Speed
- ❖ 35-45 MPH Posted Speed
- ❖ 2 lanes : 30' f-f
- ❖ B-6.24 / B-6.18 C&G
- ❖ Possible TWLTL
- ❖ 4% e max
- ❖ R = 1,050' (NC)/710'
- ❖ Vertical Clearance 14'-0"
- ❖ Multi-use 2-way sidepath

### 45 MPH BASIC DESIGN CRITERIA

---

---

---

---

---

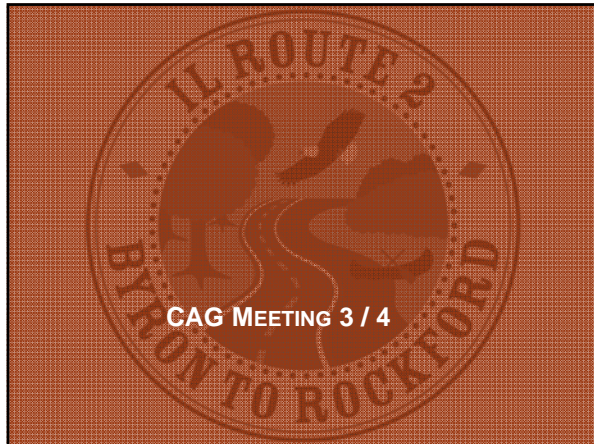
---

---

---

---

---




---

---

---

---

---

---

---

---

**CAG MEETING 3/4**

- ❖ Welcome (5 min)
- ❖ CAG #2 Recap (10 min)
- ❖ Problem Statement/Purpose and Need (10 min)
- ❖ Alternatives Development (60 min)
- ❖ Alternatives Summary (30 min)
- ❖ Closing Comments / Next Steps (5 min)

Illinois Department of Transportation

---

---

---

---

---

---

---

---

**ALTERNATIVES DEVELOPMENT**

- ❖ 4 Stations
  - Full Corridor
  - South
  - Central
  - North
- ❖ Geometric Templates
  - Curve Radii
  - Right / Left Turn Lane
  - Passing Lane
  - TWLTL
- ❖ Individual Ideas
- ❖ Group Ideas
- ❖ Report Back

Illinois Department of Transportation

---

---

---

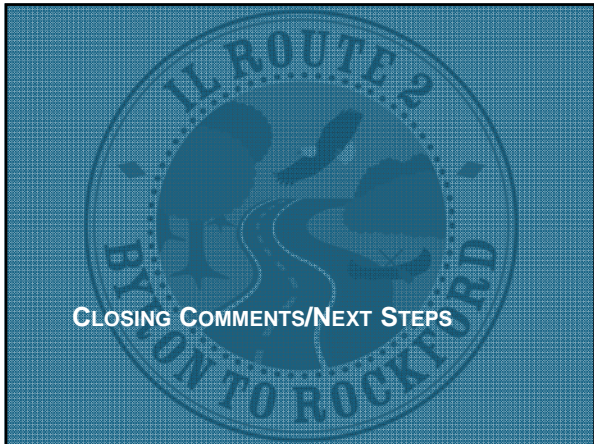
---

---

---

---

---



---

---

---

---

---

---

---

---