



# Meeting Notes

Subject:	Project Study Group (PSG) Meeting #5		
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:	March 25, 2015 / 10:00 a.m. – 12:00 p.m.	Meeting Location:	IDOT Region 2 – District 2, Dixon, IL
Notes by:	HDR		

**Attendees:** 13 in-person, 4 online - See attached sign-in sheets (1)

**Handouts:**

- No handouts – only visual PowerPoint slides (IDOT\_IL2\_CSS\_PSG\_Mtg5.pptx) and review of online alternatives mapping from CAG Meetings #5 and #6.

**Topics Discussed:**

1. Welcome (HDR) and introduction of attendees (10:00 a.m.)
2. HDR provided a review of PSG Meeting #4.
3. HDR provided a review of Community Advisory Group (CAG) Meetings #3 and #4
  - Modifications of the Problem Statement and Purpose and Need as requested by the PSG were presented. CAG concurred.
  - Crash locations and types were presented to the CAG. This was to aid in clarifying reasons why the alignment needs to be adjusted. Four intersections and 6 sections were presented.
  - The location of the 45 mph design speed versus a 60 mph design speed was discussed. HDR presented templates to the CAG to use in the development of alternatives.
  - HDR reminded the CAG that all environmental data was not yet available and that refinements in the future are likely to occur.
  - Large aerial maps were provided at the meeting. The CAG used markers and post it's to make comments and draw suggestions. The team members worked well together in that they discussed pros and cons as they worked. They evaluated access points, discussed drainage issues, sight line, and other historical events.
  - IDOT collected information from CAG Meetings #3 and #4 to present a summarization of alternatives at CAG #5 and #6.
4. HDR provided an overview of CAG Meeting #5.
  - HDR provided a review of IL 2 Oregon to Byron geometry and crash history
    - Discussed crashes from 2008-2010 (pre-construction) and from 2012-2013 (post-construction).
    - A detour occurred during construction from April 2011 to November 2011. Since partial data was obtained during that year, the data was omitted. After the improvement, there was a significant reduction in the fixed object, other object, and rear-end crashes. There was also a significant reduction in wet-weather crashes and the severity of the crashes.

CAG Comment: The animal crashes did not significantly decrease. Why not and are there things that IDOT can design to reduce those types of crashes?

Response: The roadway improvement cannot prohibit the natural movement of animals. If the animal was of a type where it would be attracted to specific habitats, then yes, habitats could be built to guide the animal to cross the road at a safe location. However, the animal type of crash occurring here are deer. Deer cannot be directed or contained.

CAG Comment: Why didn't the night time crashes reduce?

Response: The nighttime crashes are likely associated with the animal crashes.

CAG Comment: Did traffic number go up on IL 2 after reconstruction?

Response: We don't have that data tonight, but we would not be surprised if it did a little. However, traffic growth has been pretty flat as a general rule.

CAG Comment: Isn't there a requirement that mailboxes be mounted in concrete in buckets on the highway?

Response: No, the mailboxes should be on a 4x4 wooden post or a breakaway metal post.

- The alternatives for the south area of the corridor were presented. The main concern in CAG #5 was minimizing impacts to private property east of IL 2 in the vicinity of Lake Louise. HDR screened the alternatives against the Purpose and Need. The CAG reached consensus that the alternatives as presented meet the Purpose and Need. However, there was much discussion regarding desires to minimize impacts to private property and the private property east of IL 2 in the vicinity of Lake Louise.
5. HDR provided an overview of CAG Meeting #6.
- CAG Meeting #6 was similar to CAG Meeting #5. The alternatives for the center and north areas were presented and screened against the Purpose and Need. The CAG reached consensus that the alternatives as presented meet the Purpose and Need.
  - Upon completion of presenting the north and central areas, the south area in the vicinity of Lake Louise was revisited. IDOT outlined the 4 typical sections for the vicinity of Lake Louise that could be implemented depending upon the results of the environmental resources and coordination with the adjacent property owners:
    - Option 1 (Ditch): 14' turn lane / 8' shoulder. CAG did not favor Option 1.
    - Option 2 (B-6.24 CC&G): 10' multi-use path LT; 14' turn lane. CAG preferred option.
    - Option 3 (B-6.24 CC&G): 5' sidewalks LT & RT; use in lieu of Option 2 for no local participation. ROW width similar to Option 2. CAG preferred option.
    - Option 4 (Wide urban shoulder / No turn lane): 5' sidewalks LT & RT. CAG did not favor Option 4.
6. IDOT presented the preliminary alignments from CAG Meetings #5 and #6 and some key points are:
- South Area (IL 72 to Kennedy Hill Road), General:
    - IL 72 to Peru Street is two lanes with a center bi-directional turn lane.
  - South Area, Alternate 1:
    - Canadian Pacific Railroad (6 trains/day) – bike path separate alignment from roadway and new tunnel under the railroad.
    - Potential retaining wall construction and reduced sight distance to the north at Luther Drive.
    - Connection of Old State Road and Ashelford Drive will have turn lanes.
    - In the vicinity of Lake Louise the alignment matches the existing alignment to minimize impacts to mobile homes/lots near Lake Louise. It will also minimize impacts to two businesses near Lake Louise.
  - South Area, Alternate 2:
    - Realignment near Luther Drive helps minimize retaining wall construction and improve sight distance.
    - The realignment near Luther Drive results in a flatter curve near Old State Road and an alignment shift in the vicinity of Lake Louise toward the mobile homes and businesses on the east side of the road.
  - Central Area (Kennedy Hill Road to Meridian Road), General:

- Northbound left turn lane for Kennedy Hill Road.
  - Northbound passing lane with new alignment approximately 600 feet north of Kennedy Hill Road – first outside of Byron.
  - A bluff is located north of the guard house, limiting alignment changes.
  - Improvement on existing alignment encroaches on the guard house.
  - Southbound passing lane is located approximately a quarter mile north of the guard house.
  - Slight horizontal curve adjustments throughout.
  - Another northbound passing lane is located approximately a quarter mile south of Meridian Road.
  - Left turn and a southbound right turn lane are proposed at Meridian Road.
- Central Area, Alternate 1:
    - Approximately 1 mile north of the guard house, in the vicinity of Blackhawk Inn, is a private driveway cluster area. It is proposed to consolidate access by shifting the alignment west and utilizing the old road as a frontage road with hammerhead ends.
  - Central Area, Alternate 2:
    - This alternate is similar to Alternate 1 in that the access for the private driveway cluster is consolidated. However this alternative has a greater offset west to accommodate full cul-de-sac's at each end.
    - Approximately one mile south of Meridian Road a curve is flattened to shift the alignment west for approximately half a mile before it realigns with the existing alignment.
  - North Area (Meridian Road to Beltline Road), General:
    - The area is generally improved along the existing alignment.
    - Prairie Hill Road has an alignment shift east to improve sight distance.
    - Approximately three quarters of a mile is a southbound passing lane – the first outside of Rockford.
    - A dual left turn lane with raised median is proposed on IL 2.
    - Raised median is in conflict with the commercial truck facility.
7. IDOT discussed coordination in regard to, bike path maintenance, railroad structures, and on-street parking.
- May have an agency to maintain an off-street path from the Byron City limits to Lake Louise.
  - Canadian Pacific may allow the old structure for multi-use path if it doesn't conflict with the new structure.
  - Neither railroad wants to participate in costs for new structures.
  - IDOT sent letter to request formal resolution to eliminate the on-street parking.
8. IDOT presented design considerations on speed limit, curb and gutter, and LOS.
- The speed limit from Luther Drive to Lake Louise changes from 55 MPH to 45 MPH with added curb and gutter. Coordination must be made with Operations for speed limit change.
  - Four lane warrants are met but cannot be considered due to a wide footprint.
  - IDOT will not meet the desired Level of Service (LOS) from Lake Louise to Kennedy Hill Road. LOS D is expected with the proposed improvement. A design exception can be granted as long as it is well documented.
9. IDOT presented a refined alignment in the vicinity of Lake Louise, in the vicinity at Blackhawk Inn, and at the curve one mile south of Meridian Road.
- Scott Stitt recommended using the Highway Safety Manual to compare safety of different alternatives.
  - Private driveway cluster (vicinity of Blackhawk Inn) consolidated to minimize impacts to farmland. Will have only cul-de-sacs and no hammerheads. The Township expressed they could take local road maintenance, but official coordination is still needed.

- The curve one mile south of Meridian Road will have a passing lane and less farmland impact.
10. IDOT presented environmental status of the project. 15 properties are potentially eligible for National Register of Historic Places. Special waste (full PESA report) will submit a new ESR to refine the area. Results are expected later this year.
  11. IDOT discussed CAG participation. A letter will be submitted to remove members who are not participating.
  12. HDR outlined the next steps:
    - Impact quantities will be evaluated and brought to next CAG meeting.
    - CAG will remain updated on status through summer via newsletter.
    - After the next CAG meeting, final alignment will be brought to PSG for approval.
  13. The meeting concluded at 11:30 am.

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