To:	Citizen Advisory Group
From:	Jason Stringer - IDOT
Subject:	CAG Meeting #3
Date:	November 22, 2010

IL 2 N. MAIN STREET Auburn to Riverside

CAG Meeting #3 was held at EIGERlab, 605 Fulton Avenue, Rockford, Illinois, on Thursday, November 18, 2010 beginning at 6:00 PM. This was the third in a series of meetings with the Citizen Advisory Group (CAG) for the IL 2 (N. Main Street) project from Auburn Street to Riverside Boulevard in Rockford. In attendance were:

Richard Berman	Jonah Katz
Curtis Carlson	Mike Lenox
Jeremy Carter *	Carlos Molina
Diana Cooper	Mark Smith
Steve Ernst	Pat Zuroske

* Attended for Jon Hollander

Masood Ahmad (IDOT) convened the meeting and noted we would be discussing the Problem Statement/Project Purpose and would then move the preliminary design exercise.

Carrie Hansen (Images, Inc.) then briefly discussed the draft Problem Statement & Project Purpose that was provided to the group prior to the meeting (see Attachment 1). She asked if anyone had questions or comments regarding the document. Other than the observation that they address the issues raised to date and are general enough to provide flexibility, there were no comments. With that, the group agreed there is consensus on the document.

Next Jason Stringer & Jon McCormick (IDOT) explained the next exercise. The corridor was divided into the following four segments which have somewhat unique land use and right-of-way constraints.:

- Segment 1: Yonge Street to Brown Avenue
- Segment 2: Brown Avenue to Eddy Avenue
- Segment 3: Eddy Avenue to River Bluff Boulevard
- Segment 4: River Bluff Boulevard to Benington Road

The group was split into the following three tables:

Table 1	Table 2	Table 3
Richard Berman	Diana Cooper	Jonah Katz
Curtis Carlson	Mike Lenox	Carlos Molina
Jeremy Carter	Pat Zuroske	Mark Smith
Steve Ernst		

The goal of each table was to discuss & select two typical cross sections for each segment that would meet the objectives described in the Project Purpose. In order to do so, the following items were made available to each table:

- 20-scale strip plots on 36"x72" sheets for each segment that included an aerial photograph background, existing right-of-way lines & the existing roadway centerline.
- Transparent overlays (11"x17") with a plan view for options that utilize different variations of the potential roadway features. The features included sidewalk, multi-use paths, grass buffer areas, curb-and-gutter, traffic lanes, medians (raised & flush), bike lanes and retaining walls. Five options were provided for each segment (see Attachment 2).
- Engineering scales, markers & pens.

It was explained that the intent in developing the five options per segment was to present the CAG with a relatively wide range of alternatives for consideration. The options were developed based on several considerations including:

- CAG Issues and Concerns list
- Community Context Audit
- City of Rockford's Envision study
- IDOT policies for urban roadway design
- Average daily traffic volumes along IL 2

For example, based on the CAG's indicated desire to provide aesthetic improvements, buffer areas ranging from 3 feet (wide enough for a grass strip) to 7 feet (sufficient for additional plantings) are indicated. The buffer area may also be utilized for utilities.

It was reiterated that the project team does not have a preconceived notion regarding which options would be most appropriate in the corridor. Rather, the goal was to provide flexibility in design. There are, however, some basic similarities that can be seen in each of the options. For example, in order to accommodate traffic volumes, two through travel lanes in each direction are included in all options.

Pedestrian accommodations are included with each option. IDOT's current policy regarding bicycle accommodations was also explained. Accommodation of bicycles must be considered as a part of the preliminary study. If it is determined that such accommodations will not be a part of the ultimate design, it is necessary to document the reasons involved. If the CAG recommends against bicycle accommodations, it would be included as one of the sources of documentation.

Jon & Jason then explained that the overlays were to be placed on the strip plots in an effort to view potential impacts associated with each and demonstrated the process using Segment 1. They noted that there is typically at least one foot beyond the back of the sidewalk to the right-of-way line. In addition, if the proposed right-of-way line is taken to within approximately five feet of a house, there is a strong possibility the property will need to be acquired in its entirety. They also indicated the cemetery must be avoided.

Finally, it was explained that once each table identified two options for a particular segment, we would reconvene & discuss the tables' recommendations. The goal at that point was to reach consensus as a group regarding the two options to be retained for each segment. Following is the result of the group's efforts for Segment 1.

Segment 1: Yonge to Brown

Table 1:

Option 1: 1A Modified
2 lanes @ 12' in each direction; 12' two-way left turn lane; 10' path on west side with 5' grass buffer; 3' grass buffer & 1' retaining wall on east side; B6.24 curb & gutter; 84' out-to-out width.

Option 2: 1C Modified
2 lanes @ 11' in each direction with no median; 10' path on west side with 5' grass buffer; 3' grass buffer & 1' retaining wall on east side; B6.18 curb & gutter; 67' out-to-out width.

Table 2:

Option 1: 1B
2 lanes @ 11' in each direction with 6' raised median; 5' sidewalk on west side with 3' grass buffer; 3' grass buffer & 1' retaining wall on east side; B6.18 curb & gutter; 66' out-to-out width.

Option 2: 1E Modified
2 lanes @ 12' & 4' bike lane in each direction with 6' raised median; 5' sidewalk on west side with 3' grass buffer; 3' grass buffer & 1' retaining wall on east side; B6.24 curb & gutter; 79' out-to-out width.

Table 3:

Option 1: 1A
2 lanes @ 12' in each direction; 12' two-way left turn lane; 5' sidewalk on west side with 3' grass buffer; 3' grass buffer & 1' retaining wall on east side; B6.24 curb & gutter; 77' out-to-out width.

Option 2: 1E
2 lanes @ 12' in each direction; 12' two-way left turn lane; 4' bike lane in each direction; 5' sidewalk on west side with 3' grass buffer; 3' grass buffer & 1' retaining wall on east side; B6.24 curb & gutter; 85' out-to-out width.

After each table presented their options & the merits associated with each of them, the group came to the following consensus for Segment 1:

Option 1: 1B Modified
2 lanes @ 11' in each direction with 6' raised median; 10' path on west side with 5' grass buffer; 3' grass buffer & 1' retaining wall on east side; B6.18 curb & gutter; 73' out-to-out width.

Option 2: 1D Modified
2 lanes @ 12' in each direction with 6' raised median; 10' path on west side with 5' grass buffer; 5' sidewalk on east side with 3' grass buffer & 1' retaining wall; B6.18 curb & gutter; 82' out-to-out width.

The group then broke out into separate tables again to review Segment 2. Following is the result of their efforts.

Segment 2: Brown to Eddy

Table 1:

Option 1: 2A
2 lanes @ 12' in each direction with 22' raised median; 10' path on west side with 7' grass buffer; 5' sidewalk with 7' grass buffer on east side; B6.24 curb & gutter; 104' out-to-out width.

Option 2: 2D Modified
2 lanes @ 12' in each direction with 12' two-way left turn lane; 10' path on west side with 5' grass buffer; 5' sidewalk with 3' grass buffer on east side; B6.18 curb & gutter; 87' out-to-out width.

Table 2:

Option 1: 2A (Same as Table 1)

Option 2: 2A Modified
2 lanes @ 12' in each direction with 18' raised median; 10' path on west side with 6' grass buffer; 5' sidewalk with 5' grass buffer on east side; B6.24 curb & gutter; 97' out-to-out width.

Table 3:

Option 1: 2A (Same as Table 1)

Option 2: 2A Modified
2 lanes @ 11' in each direction with 12' two-way left turn lane; 10' path on west side with 5' grass buffer; 5' sidewalk with 3' grass buffer on east side; B6.24 curb & gutter; 84' out-to-out width.

After each table presented their options & the merits associated with each of them, the group came to the following consensus for Segment 2:

Option 1: 2A
2 lanes @ 12' in each direction with 22' raised median; 10' path on west side with 7' grass buffer; 5' sidewalk with 7' grass buffer on east side; B6.24 curb & gutter; 104' out-to-out width.

Option 2: 2D Modified
2 lanes @ 12' in each direction with 12' two-way left turn lane; 10' path on west side with 5' grass buffer; 5' sidewalk with 3' grass buffer on east side; B6.18 curb & gutter; 87' out-to-out width.

The next part of the exercise recognized the existing curve in the vicinity of Brown Avenue and focused on the proposed alignment for this area. Throughout the study to date comments have been made regarding the relatively tight and uncomfortable existing curve. Jon McCormick explained that while the existing curve is technically flat enough to meet IDOT's design policies, there is an opportunity to flatten to be more comfortable. The result would relate not only to comfort but also safety. To that end, a 20-scale strip plot on 24"x48" paper was provided to each table. The plot showed the aerial photograph background and was centered on Brown Avenue. Included were the existing right-of-way lines & the existing roadway centerline. Also provided was a 24"x36" transparency showing the existing centerline and three options for a proposed centerline. The three options consisted of curves with radii ranging from 1,000' to 1,500' to 2,000'. Following is the result of their efforts:

Table 1: R ≤ 1,000'

Table 2: R = 2,000'

Table 3: R ≤ 1,000'

After each table presented their options, Jon McCormick confirmed that a curve with a radius of 1,000' or greater would support a design speed 45 mph or greater. In addition, it would be deemed comfortable for the speeds typical to this corridor. After considering this input, the group came to consensus that a curve in this area with a radius of 1,000' or less would be acceptable.

After this, the group broke out into separate tables one last time to review Segment 3. Following is the result of their efforts.

Segment 3: Eddy to River Bluff

Table 1:

Option 1: 3A
2 lanes @ 12' in each direction with 22' raised median; 10' path on west side with 7' grass buffer; 5' sidewalk with 7' grass buffer on east side; B6.24 curb & gutter; 104' out-to-out width.

Option 2: 3C Modified
2 lanes @ 12' in each direction with 12' two-way left turn lane; 10' path on west side with 5' grass buffer; 5' sidewalk with 4' grass buffer on east side; B6.24 curb & gutter; 89' out-to-out width.

Table 2:

Option 1: 3C Modified (same as Table 1)

Option 2: 3A from Eddy to Railroad – 3C Modified (same as Table 1) from Railroad to River Bluff

Table 3:

Option 1: 3C Modified (same as Table 1)

Option 2: 3A from Eddy to Railroad – 3C Modified (same as Table 1) from Railroad to River Bluff

After each table presented their options & the merits associated with each of them, the group came to the following consensus for Segment 3:

Option 1: 3C Modified
2 lanes @ 12' in each direction with 12' two-way left turn lane; 10' path on west side with 5' grass buffer; 5' sidewalk with 4' grass buffer on east side; B6.24 curb & gutter; 89' out-to-out width.

Option 2: 3A from Eddy to Railroad
2 lanes @ 12' in each direction with 22' raised median; 10' path on west side with 7' grass buffer; 5' sidewalk with 7' grass buffer on east side; B6.24 curb & gutter; 104' out-to-out width.

3C Modified (same as Option 1) from Railroad to River Bluff
2 lanes @ 12' in each direction with 12' two-way left turn lane; 10' path on west side with 5' grass buffer; 5' sidewalk with 4' grass buffer on east side; B6.24 curb & gutter; 89' out-to-out width.

Jon ended the meeting by thanking the group for its hard work & reminded the group of the upcoming CAG #4 meeting to be held on December 2nd. He quickly pointed out that we would work through the same process for Segment 4. Finally, the project team will provide strip plots with the aerial photos for each segment and the selected options shown on them. With the help of those plots, we will work to reach consensus on a single design option for each segment.

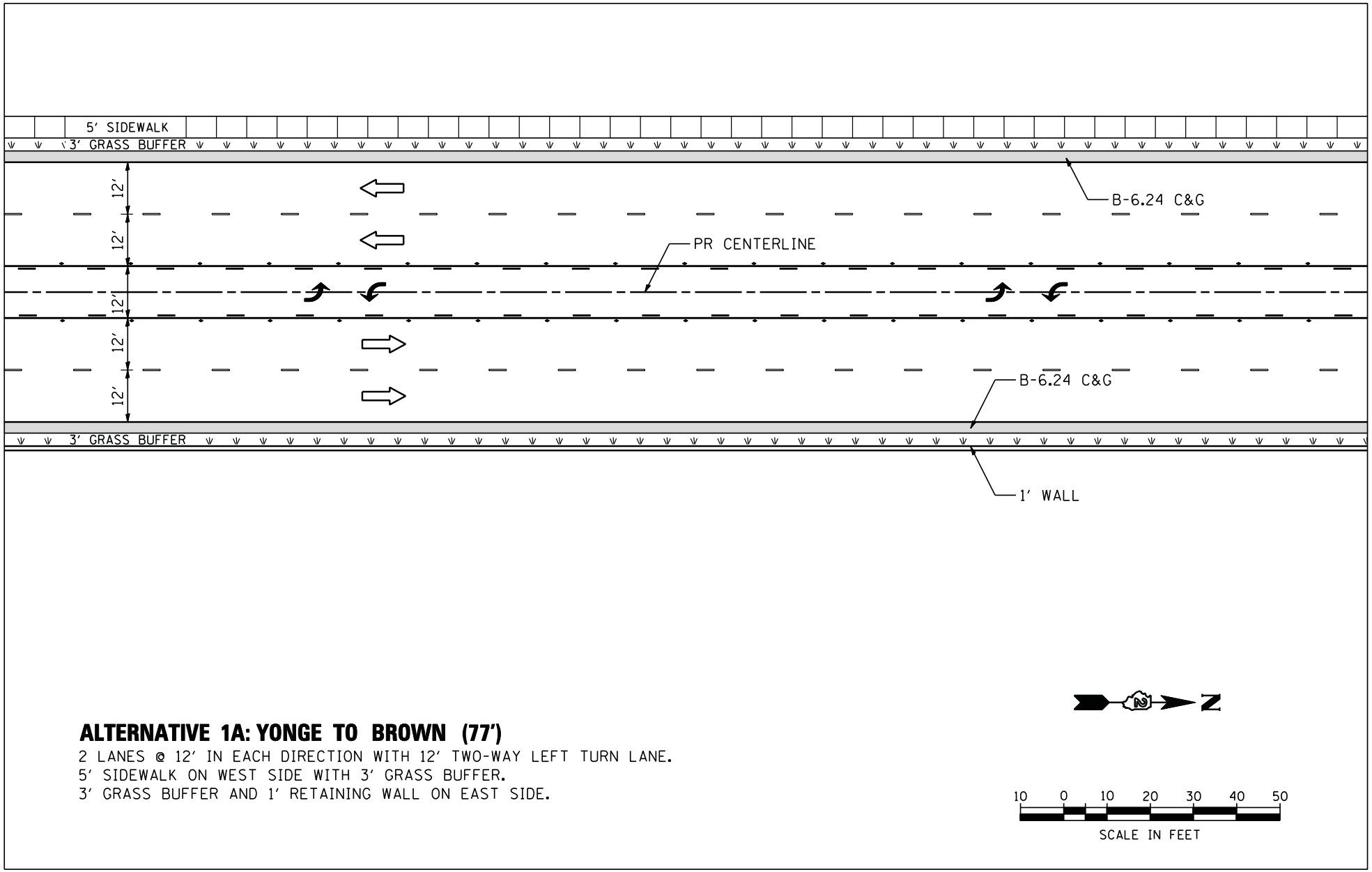
The meeting concluded at approximately 8:45 PM.

Project Problem Statement

The problems with the Illinois Route 2 (N. Main Street) corridor are Safety Concerns, Operational Deficiencies, Inadequate Capacity, Poor Aesthetics and Lack of Bicycle and Pedestrian Accommodation.

Project Purpose

The purpose of the IL Route 2 (N. Main Street) design study is to evaluate reconstruction alternatives within the project limits to address current and future safety and capacity needs. These alternatives should recognize and correct the existing geometric deficiencies, and consider means for improving aesthetics and accommodating bicycles and pedestrian facilities.



ALTERNATIVE 1A: YONGE TO BROWN (77')

2 LANES @ 12' IN EACH DIRECTION WITH 12' TWO-WAY LEFT TURN LANE.
5' SIDEWALK ON WEST SIDE WITH 3' GRASS BUFFER.
3' GRASS BUFFER AND 1' RETAINING WALL ON EAST SIDE.

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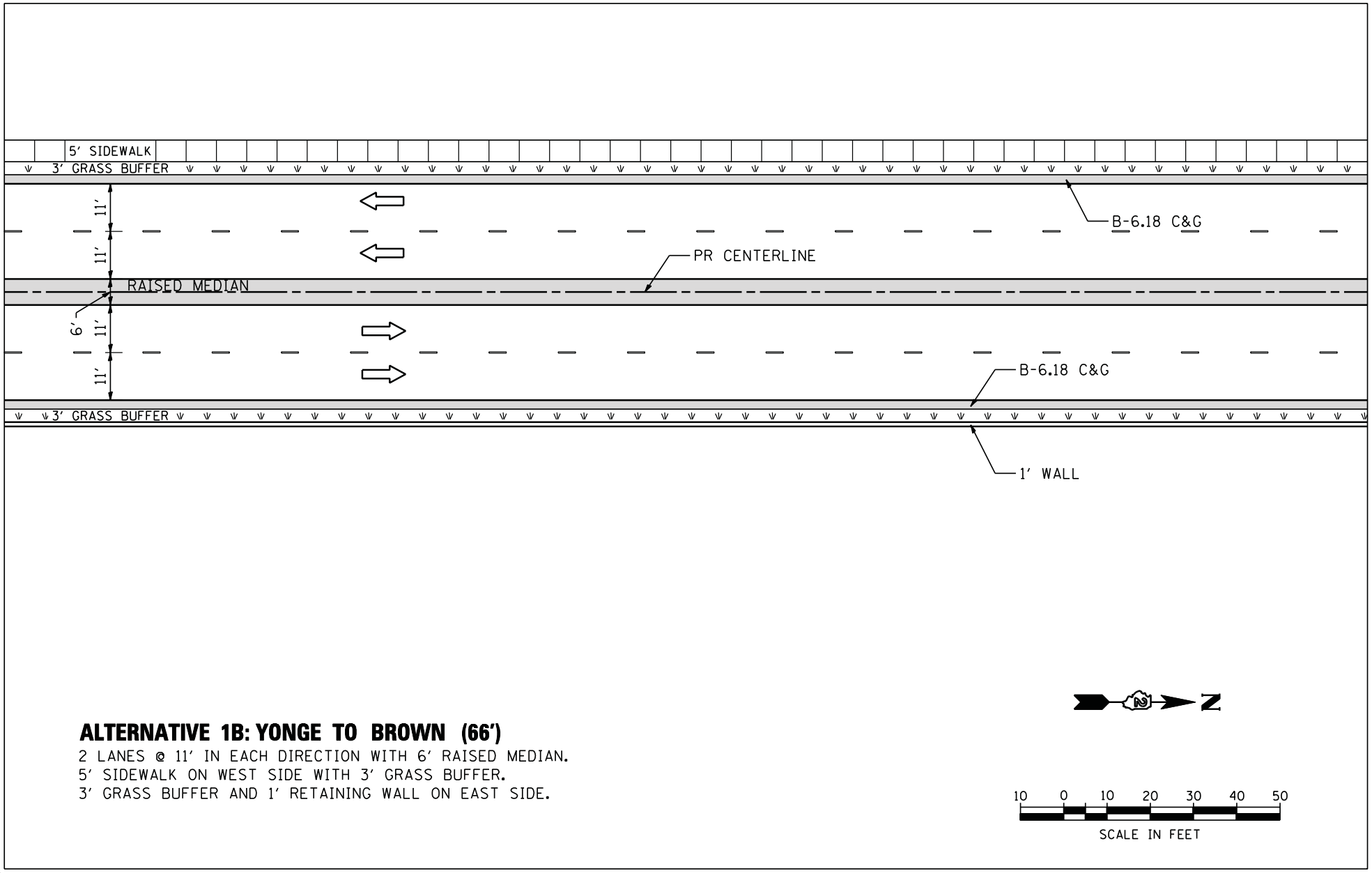
SCALE IN FEET

CSS ALTERNATIVE
YONGE TO BROWN
SCALE: 1"=20'



ALTERNATIVE 1B: YONGE TO BROWN (66')

2 LANES @ 11' IN EACH DIRECTION WITH 6' RAISED MEDIAN.
5' SIDEWALK ON WEST SIDE WITH 3' GRASS BUFFER.
3' GRASS BUFFER AND 1' RETAINING WALL ON EAST SIDE.

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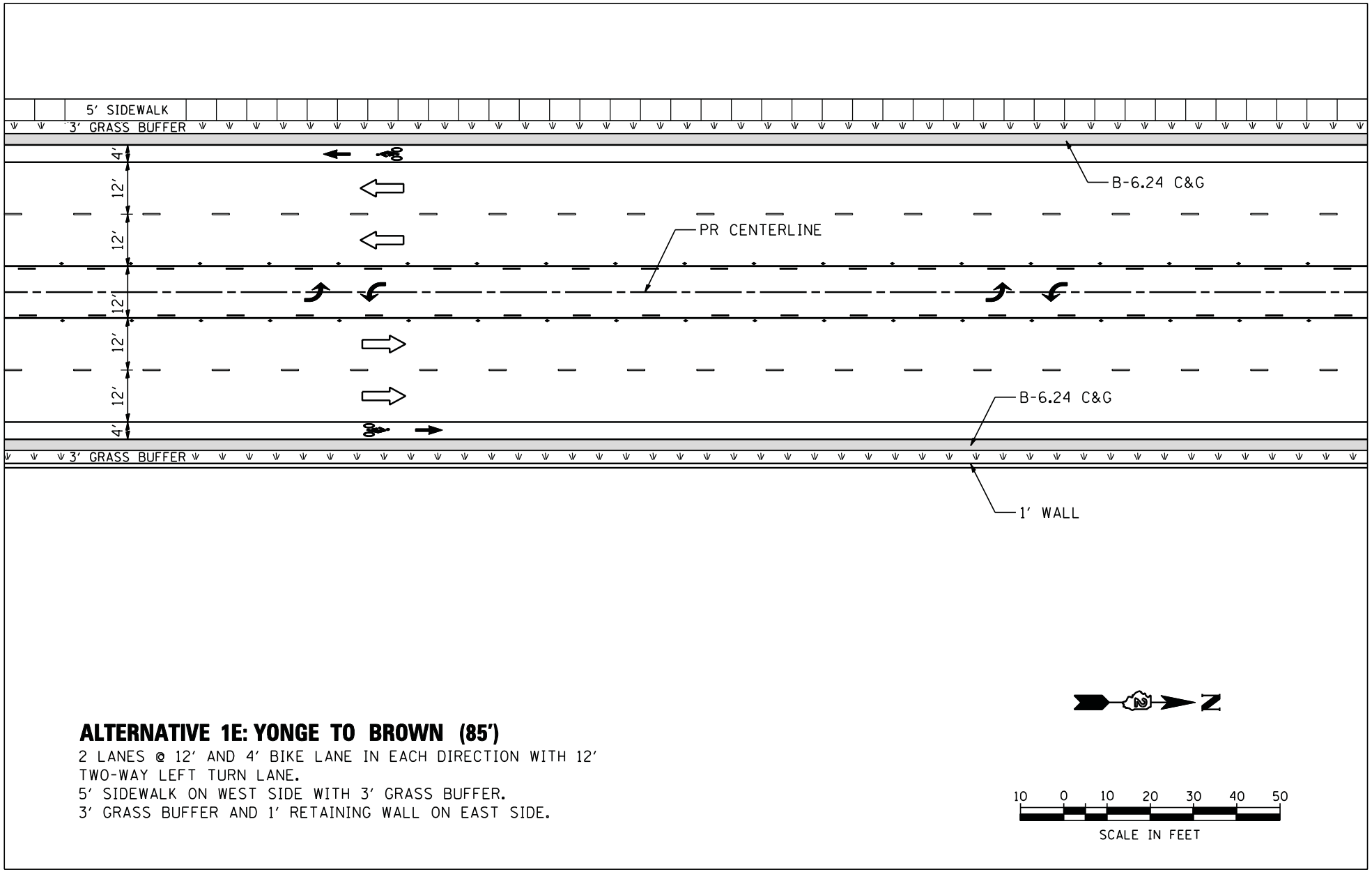

ALTERNATIVE 1E: YONGE TO BROWN (85')

2 LANES @ 12' AND 4' BIKE LANE IN EACH DIRECTION WITH 12' TWO-WAY LEFT TURN LANE.
5' SIDEWALK ON WEST SIDE WITH 3' GRASS BUFFER.
3' GRASS BUFFER AND 1' RETAINING WALL ON EAST SIDE.

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SCALE IN FEET

CSS ALTERNATIVE
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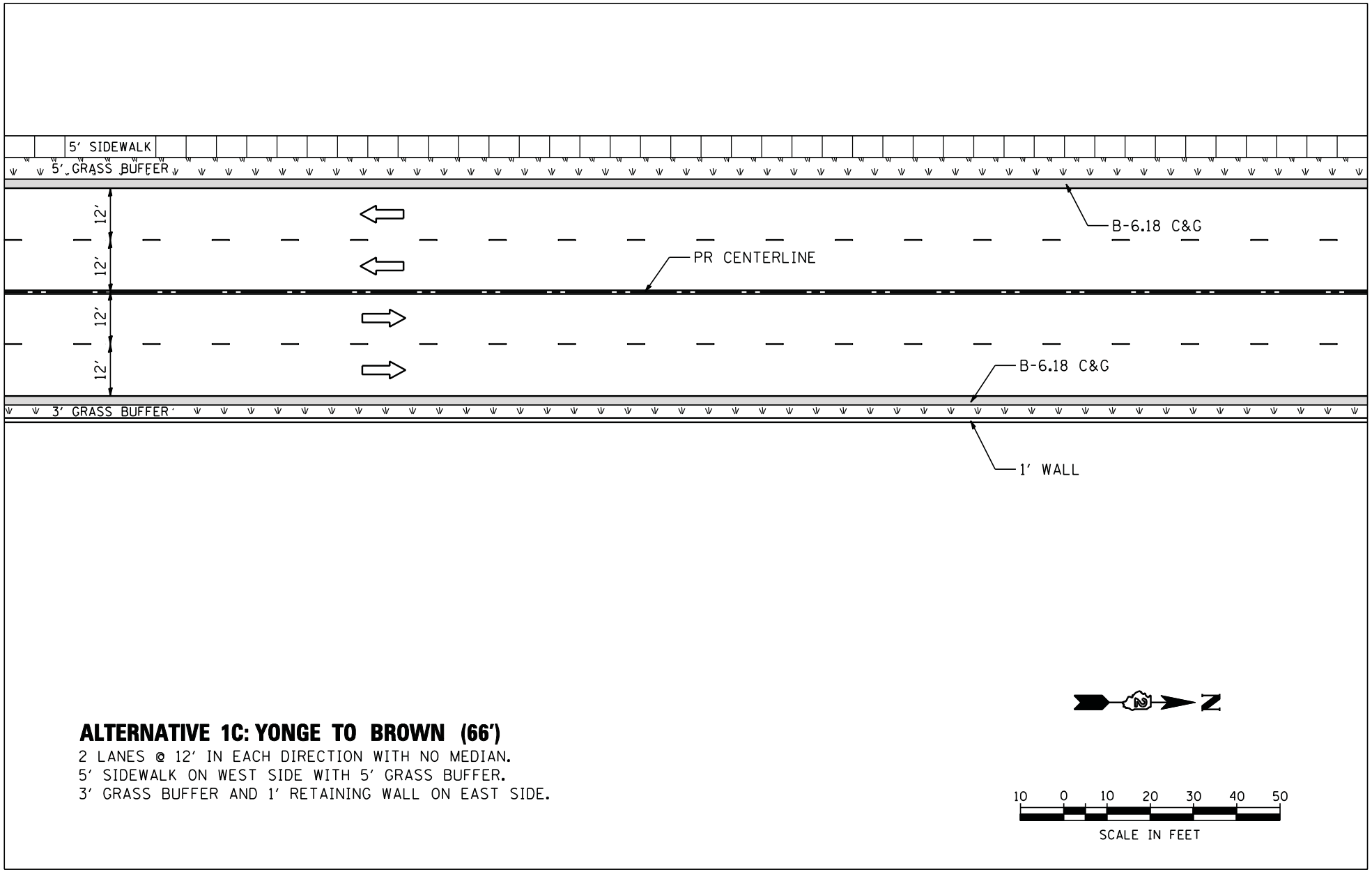
SCALE: 1"=20'



ALTERNATIVE 1C: YONGE TO BROWN (66')

2 LANES @ 12' IN EACH DIRECTION WITH NO MEDIAN.
5' SIDEWALK ON WEST SIDE WITH 5' GRASS BUFFER.
3' GRASS BUFFER AND 1' RETAINING WALL ON EAST SIDE.

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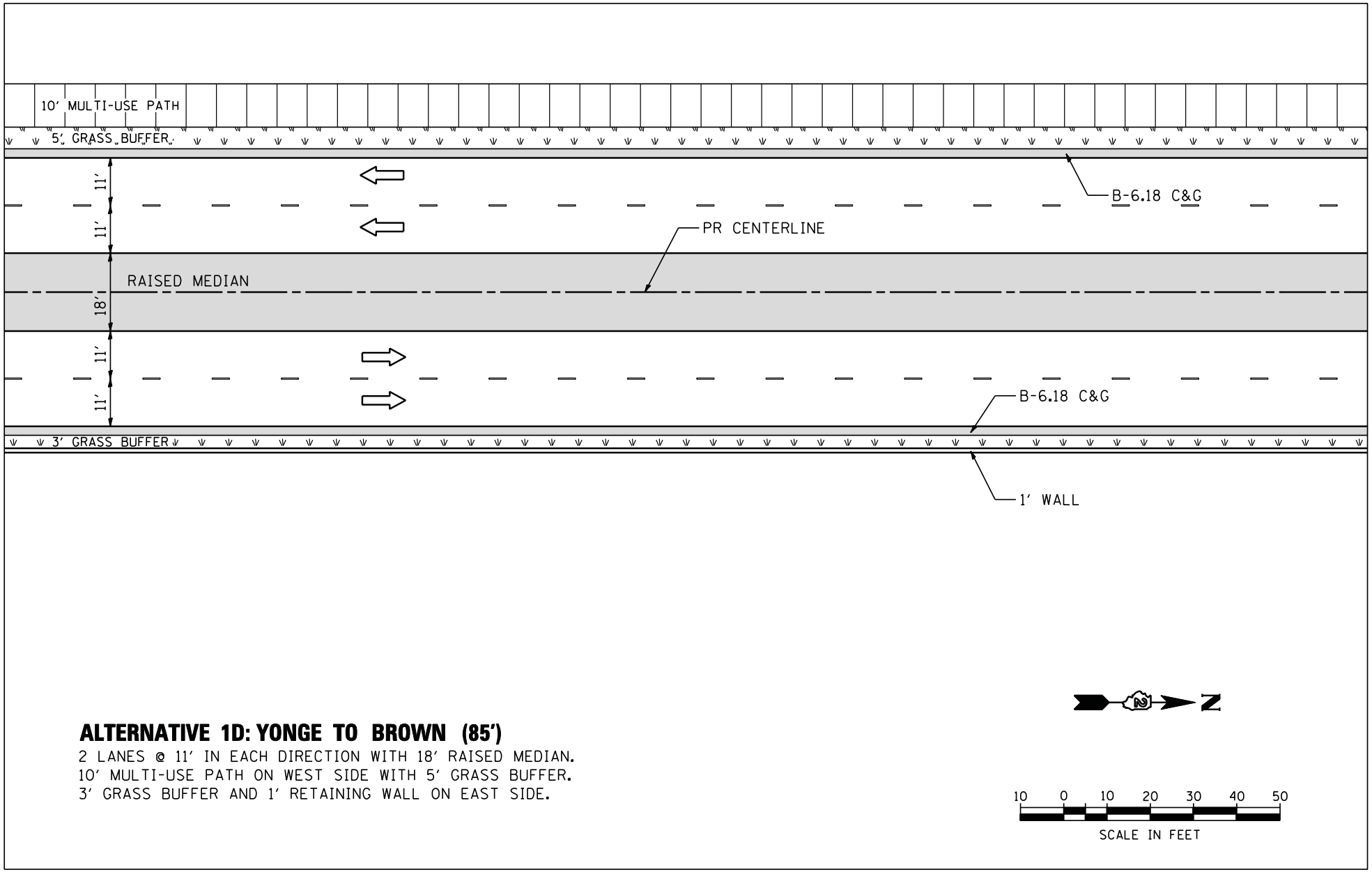
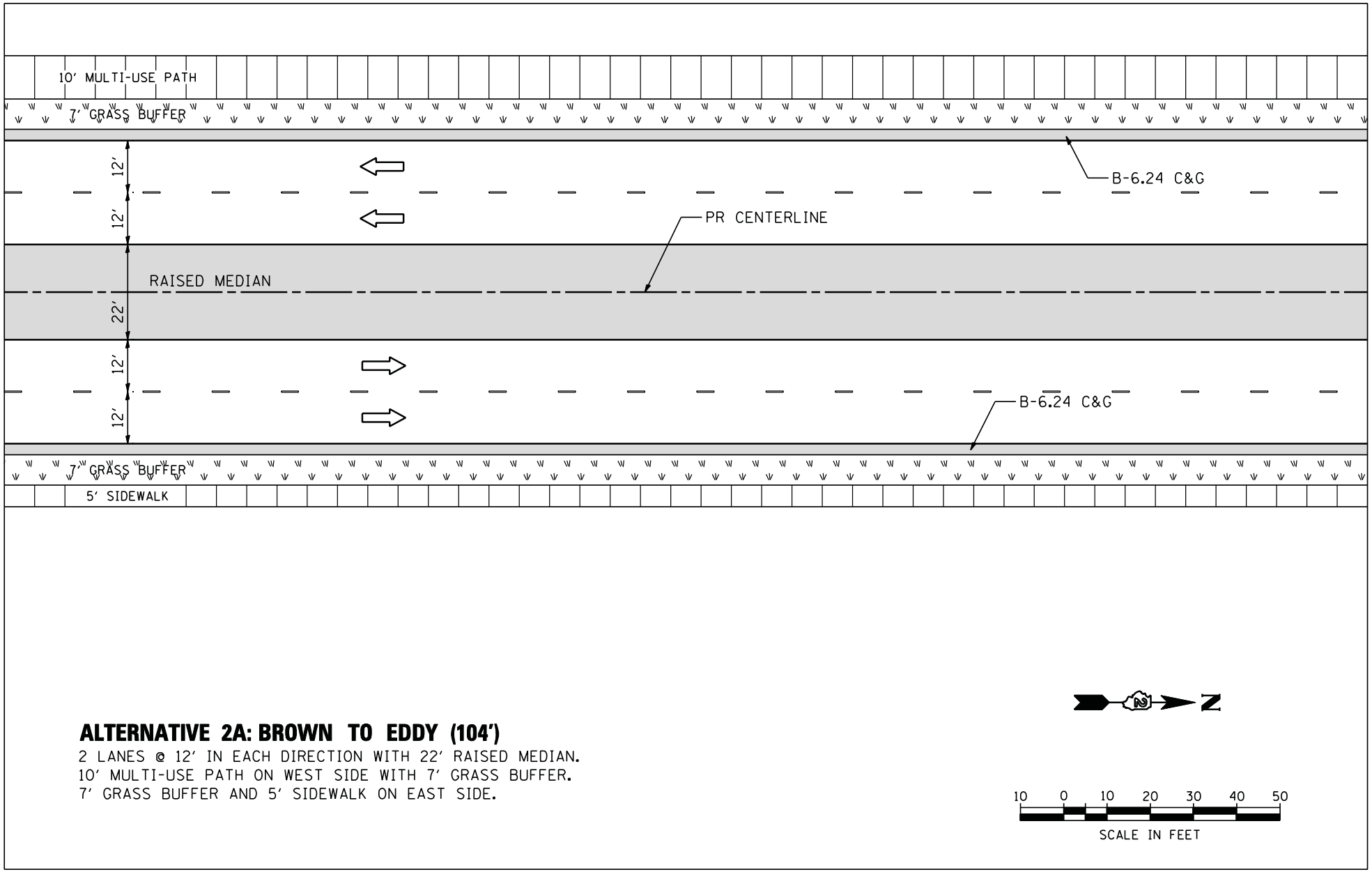
SCALE: 1"=20'



ALTERNATIVE 1D: YONGE TO BROWN (85')

2 LANES @ 11' IN EACH DIRECTION WITH 18' RAISED MEDIAN.
10' MULTI-USE PATH ON WEST SIDE WITH 5' GRASS BUFFER.
3' GRASS BUFFER AND 1' RETAINING WALL ON EAST SIDE.

CSS ALTERNATIVE
YONGE TO BROWN
SCALE: 1"=20'



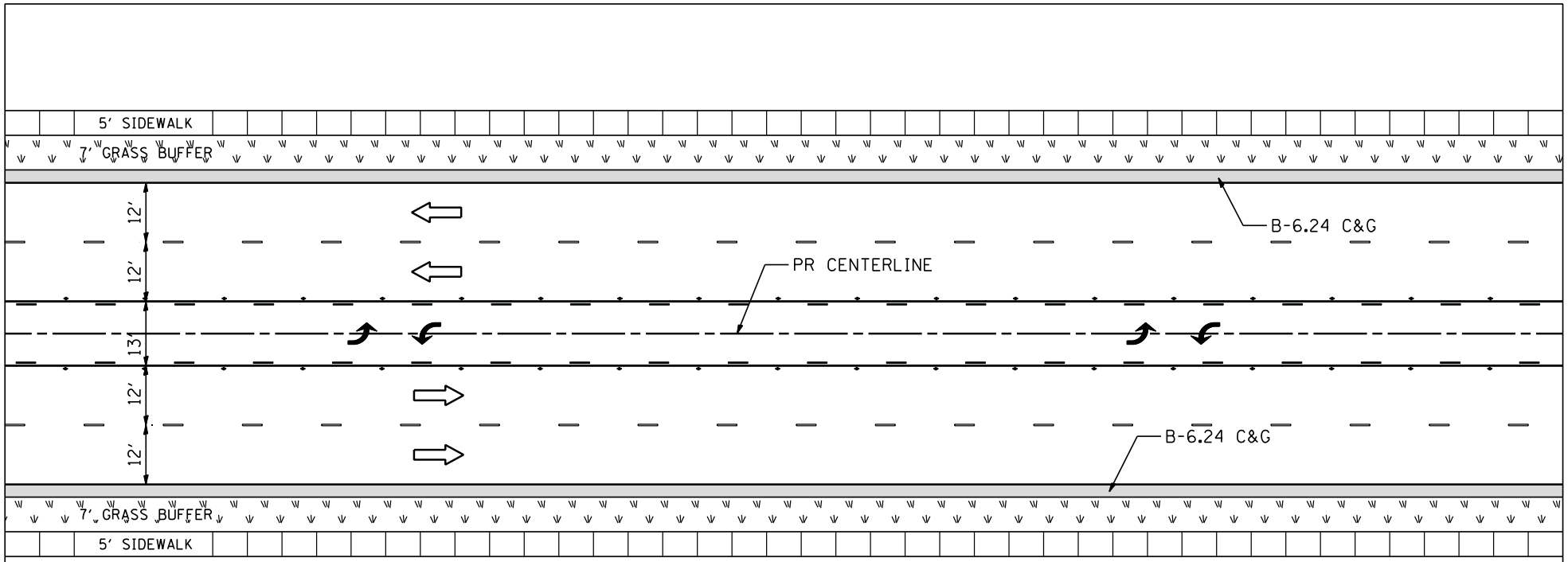
ALTERNATIVE 2A: BROWN TO EDDY (104')

2 LANES @ 12' IN EACH DIRECTION WITH 22' RAISED MEDIAN.
10' MULTI-USE PATH ON WEST SIDE WITH 7' GRASS BUFFER.
7' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.

10 0 10 20 30 40 50

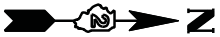
SCALE IN FEET

CSS ALTERNATIVE
BROWN TO EDDY
SCALE: 1"=20'



ALTERNATIVE 2B: BROWN TO EDDY (90')

2 LANES @ 12' IN EACH DIRECTION WITH 13' TWO-WAY LEFT TURN LANE.
5' SIDEWALK ON WEST SIDE WITH 7' GRASS BUFFER.
7' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.



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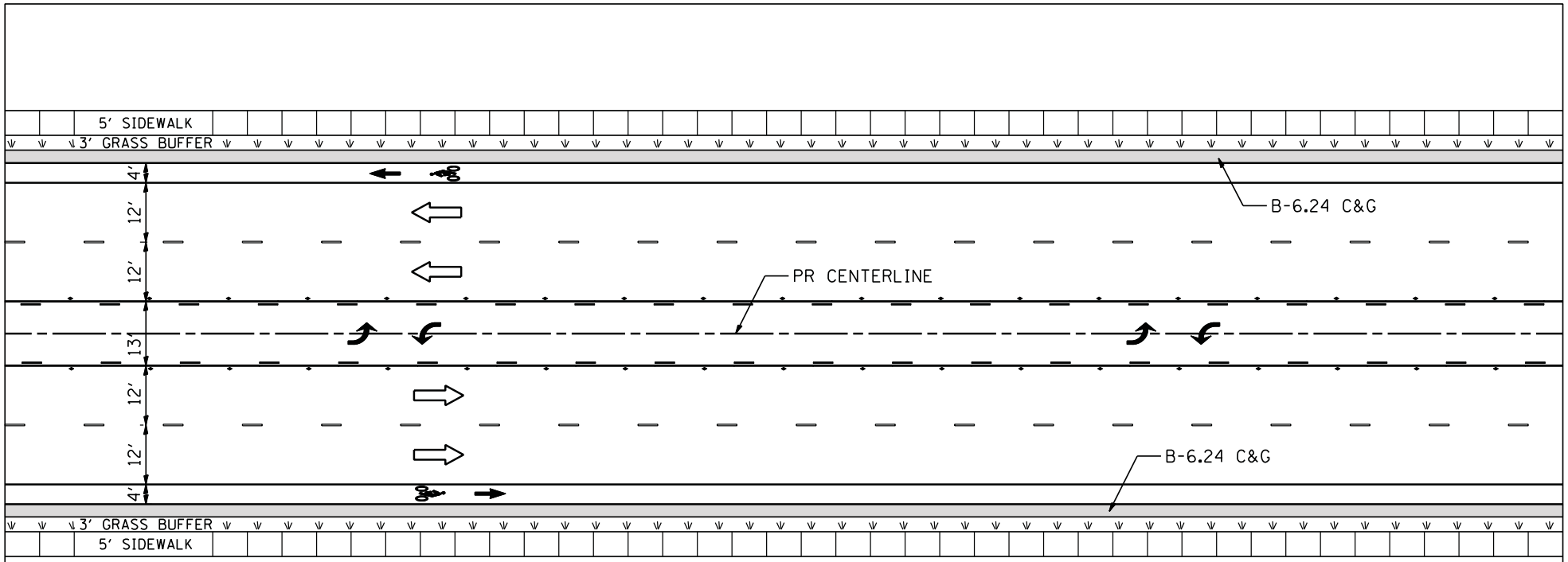
SCALE: 1"=20'



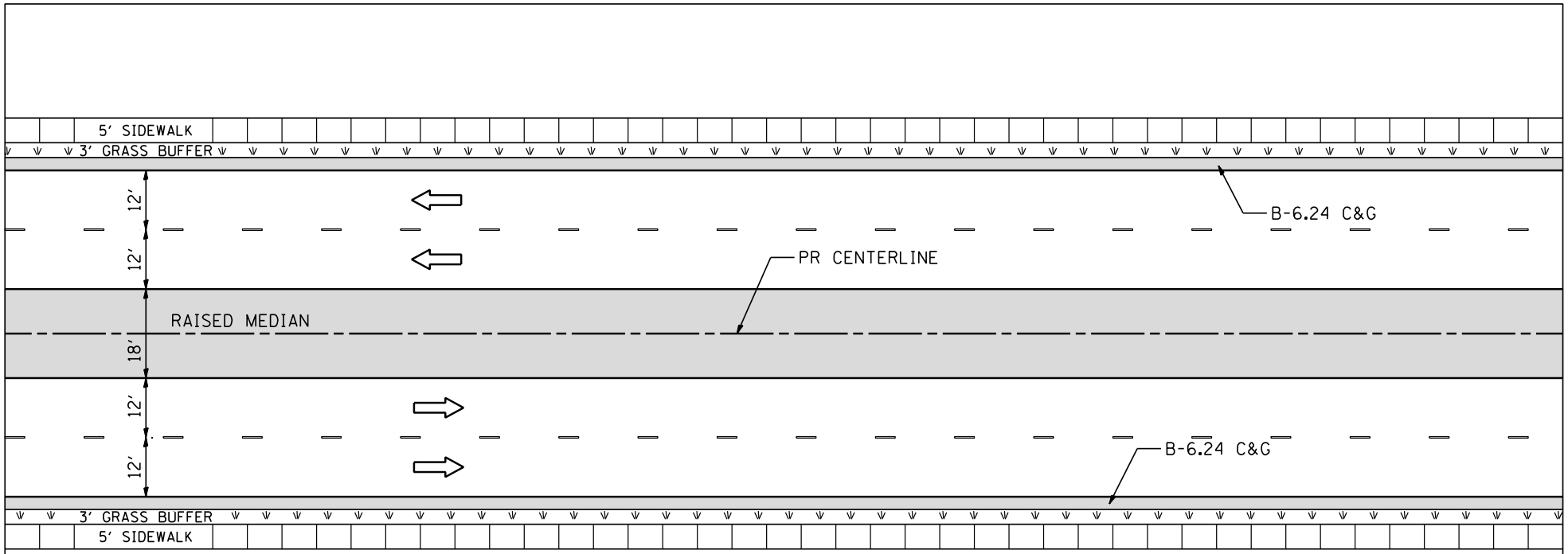
ALTERNATIVE 2E: BROWN TO EDDY (90')

2 LANES @ 12' AND 4' BIKE LANE IN EACH DIRECTION WITH
13' TWO-WAY LEFT TURN LANE.
5' SIDEWALK ON WEST AND 3' GRASS BUFFER.
3' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.

10 0 10 20 30 40 50

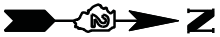
SCALE IN FEET

CSS ALTERNATIVE
BROWN TO EDDY
SCALE: 1"=20'



ALTERNATIVE 2C: BROWN TO EDDY (87')

2 LANES @ 12' IN EACH DIRECTION WITH 18' RAISED MEDIAN.
5' SIDEWALK ON WEST SIDE WITH 3' GRASS BUFFER.
3' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.



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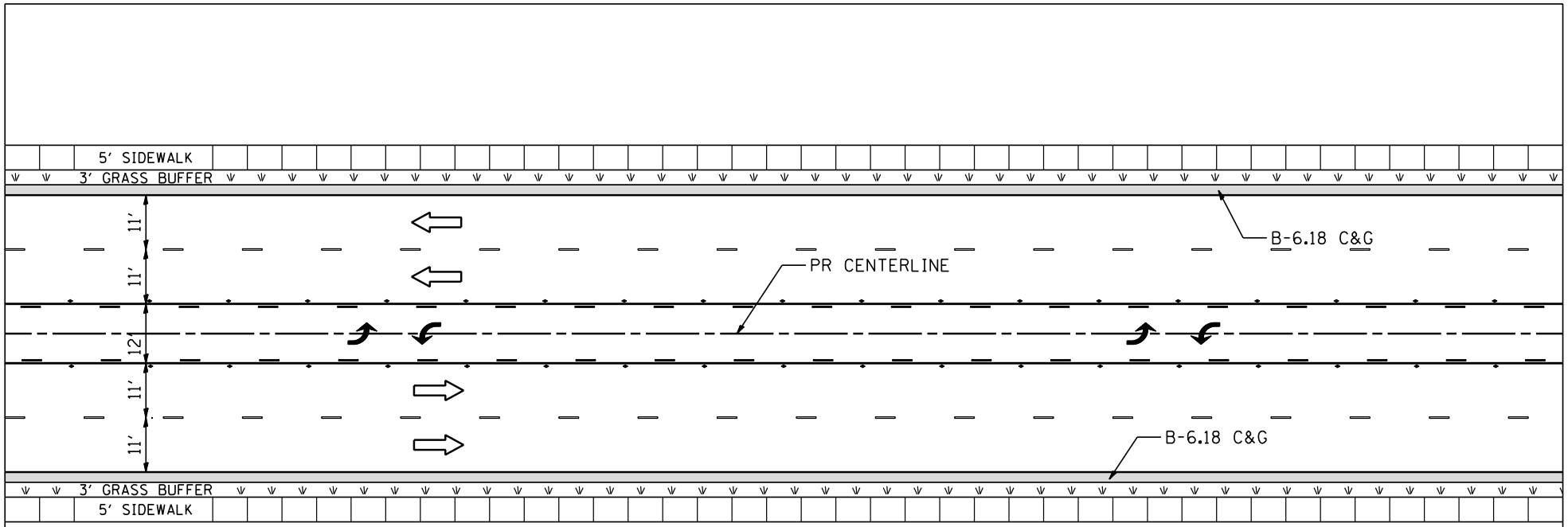
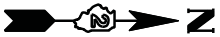
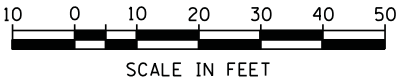


ALTERNATIVE 2D: BROWN TO EDDY (76')

2 LANES @ 11' IN EACH DIRECTION WITH 12' TWO-WAY LEFT TURN LANE.
5' SIDEWALK ON WEST SIDE WITH 3' GRASS BUFFER.
3' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.





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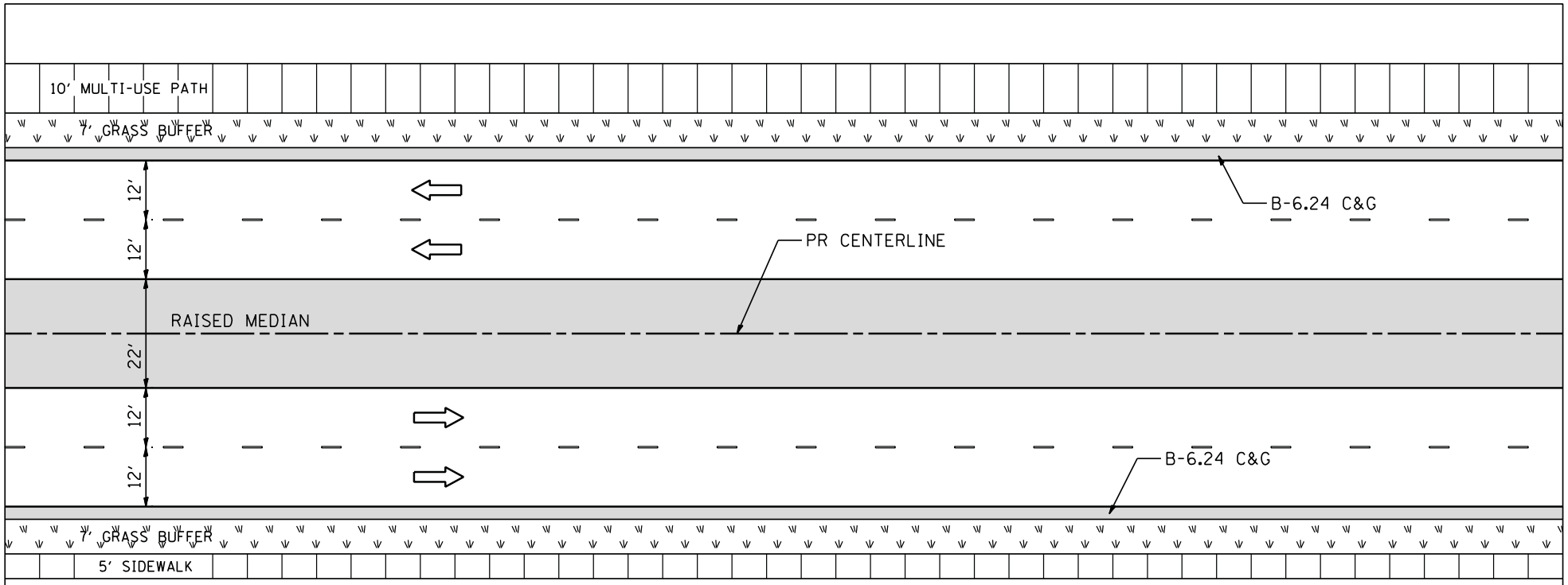
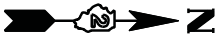
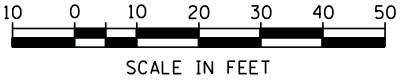


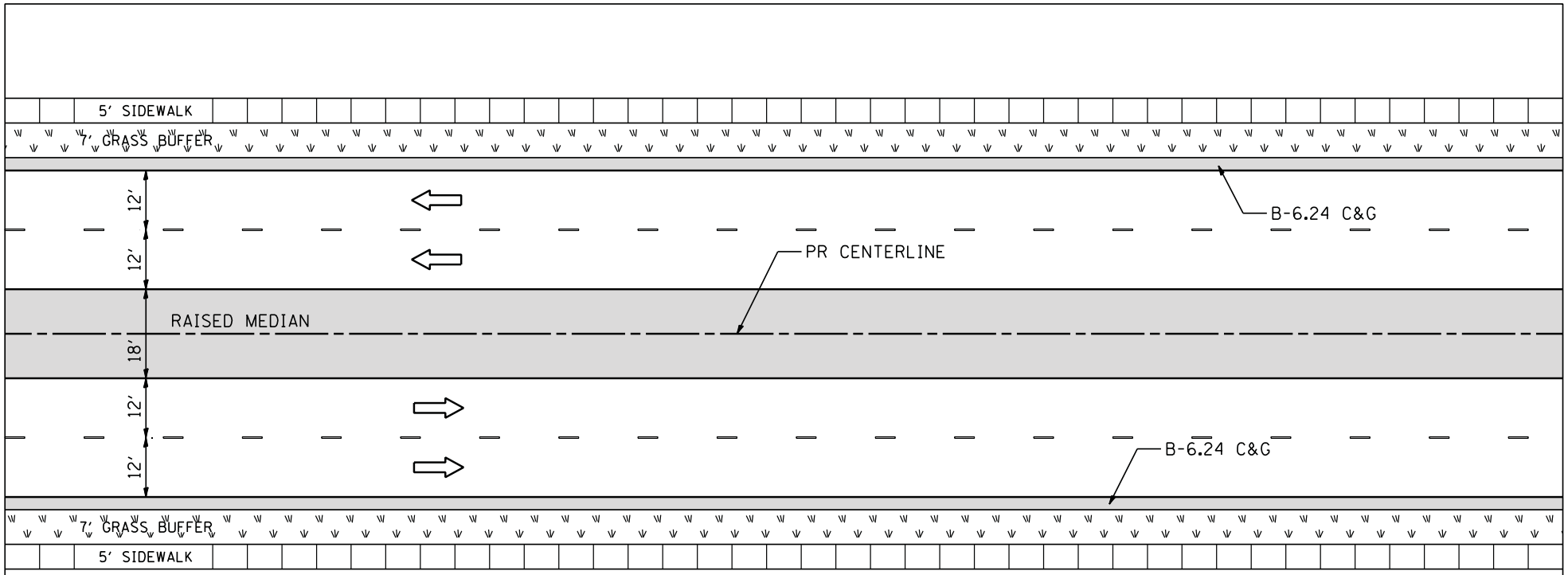
ALTERNATIVE 3A: EDDY TO RIVER BLUFF (104')

2 LANES @ 12' IN EACH DIRECTION WITH 22' RAISED MEDIAN.
10' MULTI-USE PATH ON WEST SIDE WITH 7' GRASS BUFFER.
7' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.



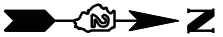


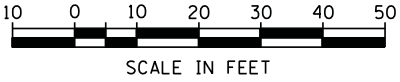
CSS ALTERNATIVE
EDDY TO RIVER BLUFF
SCALE: 1"=20'



ALTERNATIVE 3B: EDDY TO RIVER BLUFF (95')

2 LANES @ 12' IN EACH DIRECTION WITH 18' RAISED MEDIAN.
5' SIDEWALK ON WEST SIDE WITH 7' GRASS BUFFER.
7' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.





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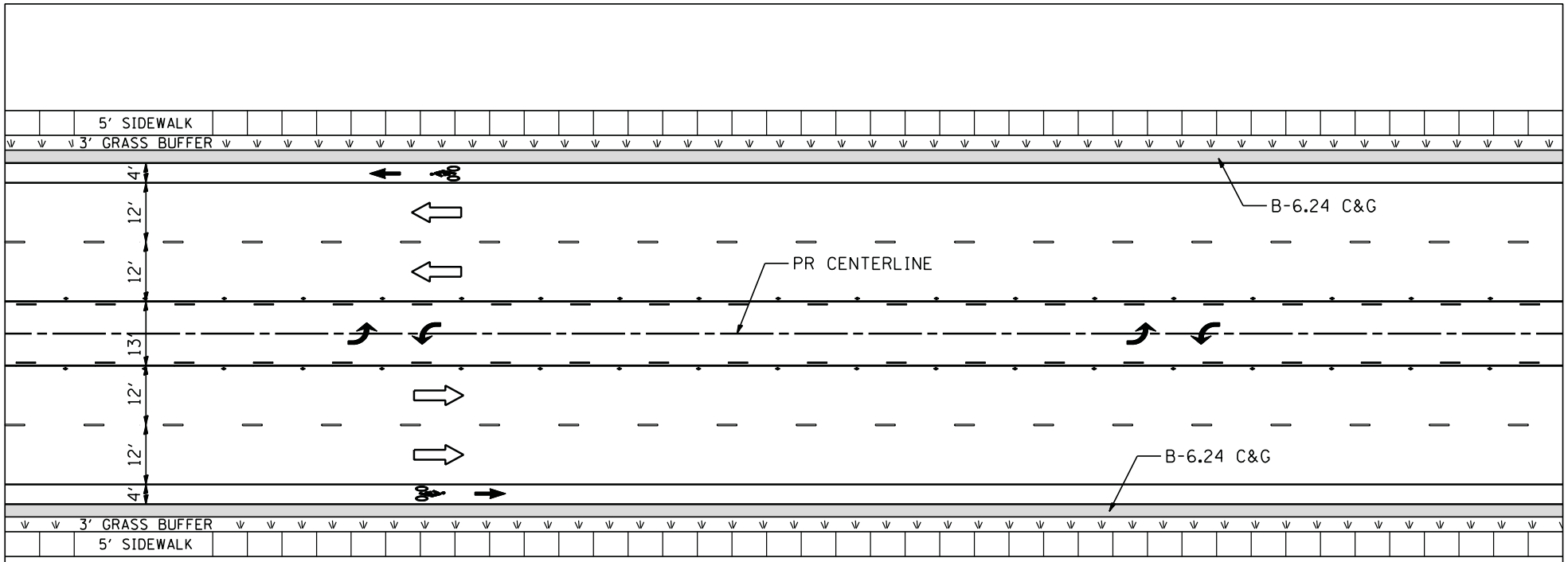
SCALE: 1"=20'

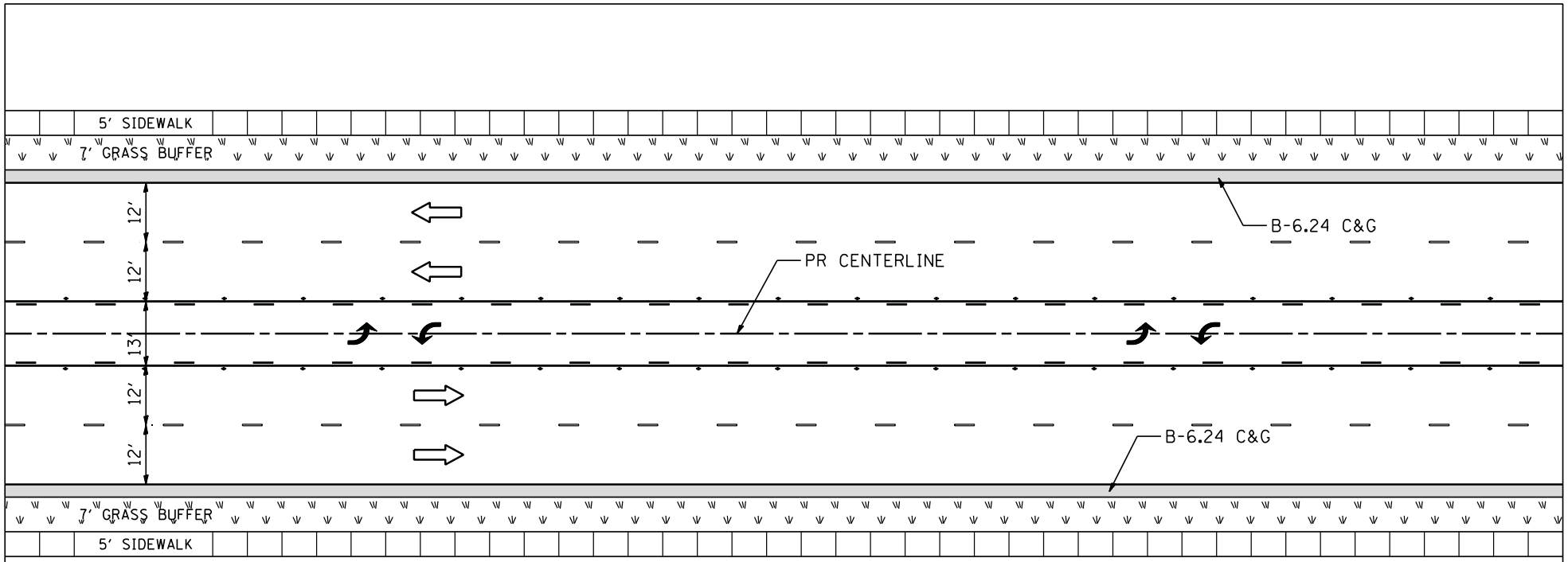


ALTERNATIVE 3E: EDDY TO RIVER BLUFF (90')

2 LANES @ 12' AND 4' BIKE LANE IN EACH DIRECTION WITH 12' TWO-WAY LEFT TURN LANE.
5' SIDEWALK ON WEST WITH 3' GRASS BUFFER.
3' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.

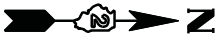
10 0 10 20 30 40 50
SCALE IN FEET

CSS ALTERNATIVE
EDDY TO RIVER BLUFF
SCALE: 1"=20'



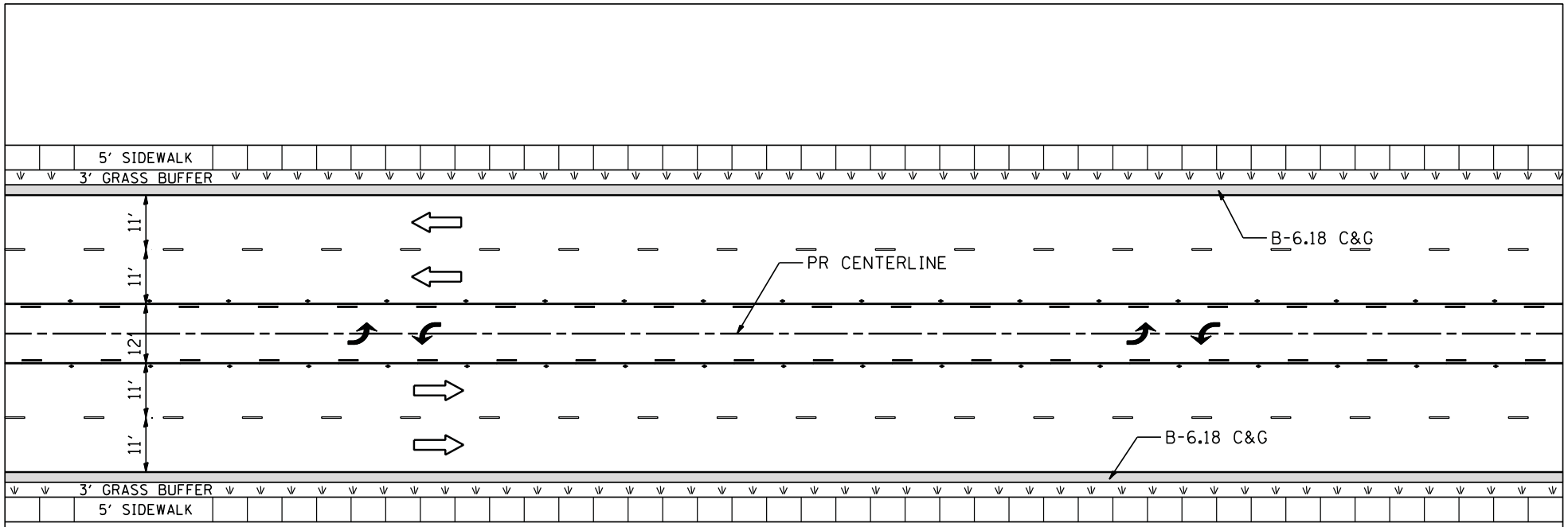
ALTERNATIVE 3C: EDDY TO RIVER BLUFF (90')

2 LANES @ 12' IN EACH DIRECTION WITH 13' TWO-WAY LEFT TURN LANE.
5' SIDEWALK ON WEST SIDE WITH 7' GRASS BUFFER.
7' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.



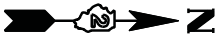
SCALE IN FEET

CSS ALTERNATIVE
EDDY TO RIVER BLUFF
SCALE: 1"=20'

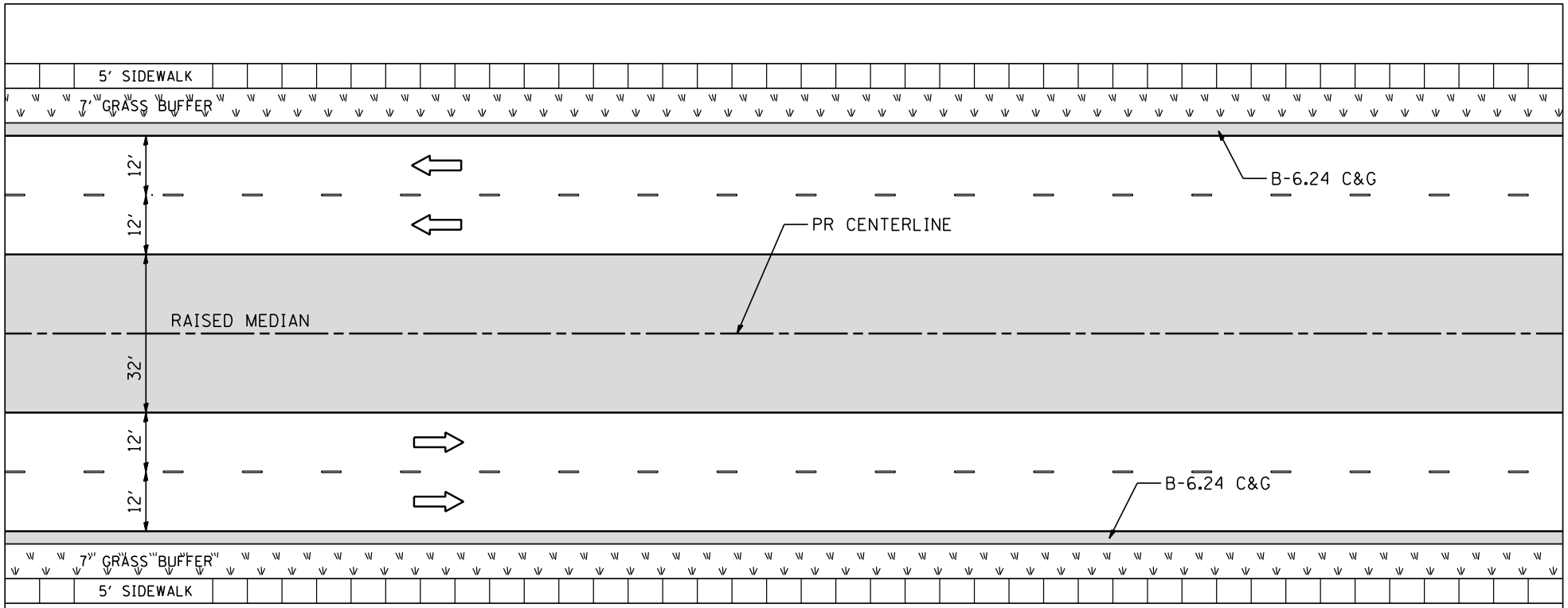


ALTERNATIVE 3D: EDDY TO RIVER BLUFF (76')

2 LANES @ 11' IN EACH DIRECTION WITH 12' TWO-WAY LEFT TURN LANE.
5' SIDEWALK ON WEST SIDE WITH 3' GRASS BUFFER.
3' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.

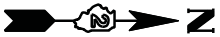


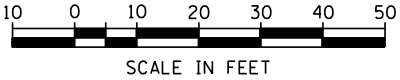
CSS ALTERNATIVE
EDDY TO RIVER BLUFF
SCALE: 1"=20'



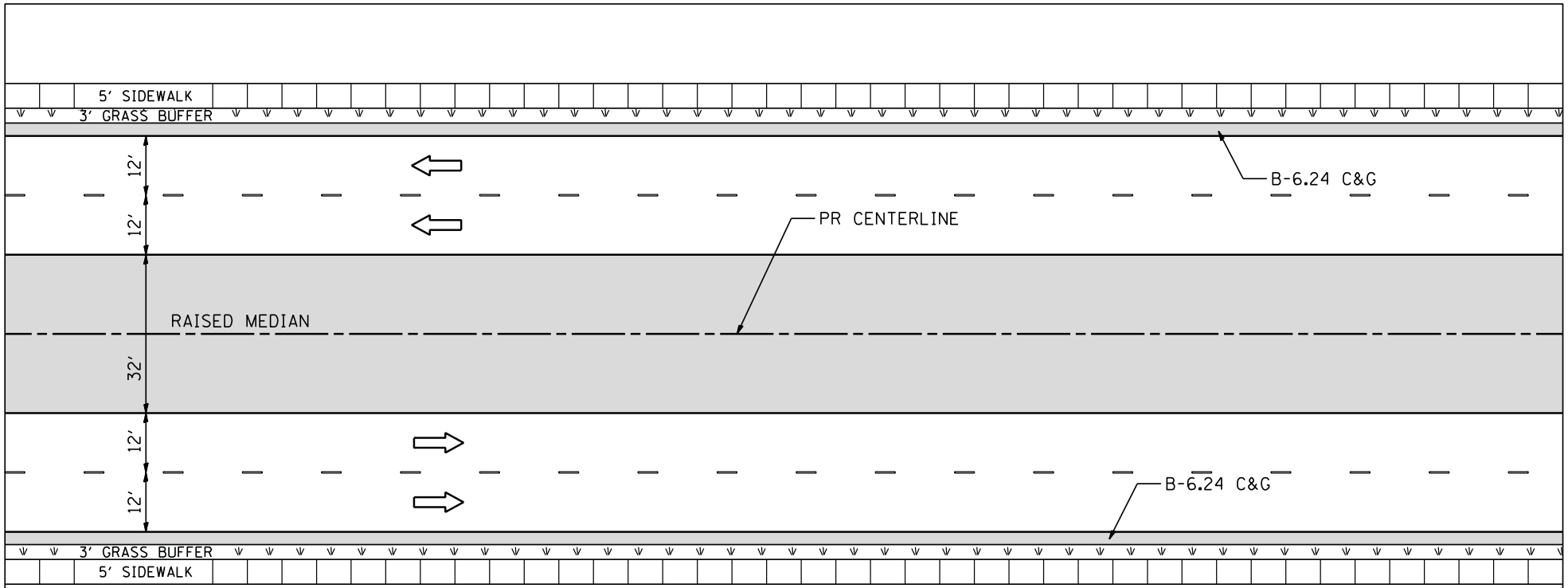
ALTERNATIVE 4A: RIVER BLUFF TO BENINGTON (109')

2 LANES @ 12' IN EACH DIRECTION WITH 32' RAISED MEDIAN.
5' SIDEWALK ON WEST SIDE WITH 7' GRASS BUFFER.
7' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.



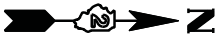


CSS ALTERNATIVE
RIVER BLUFF TO BENINGTON
SCALE: 1"=20'

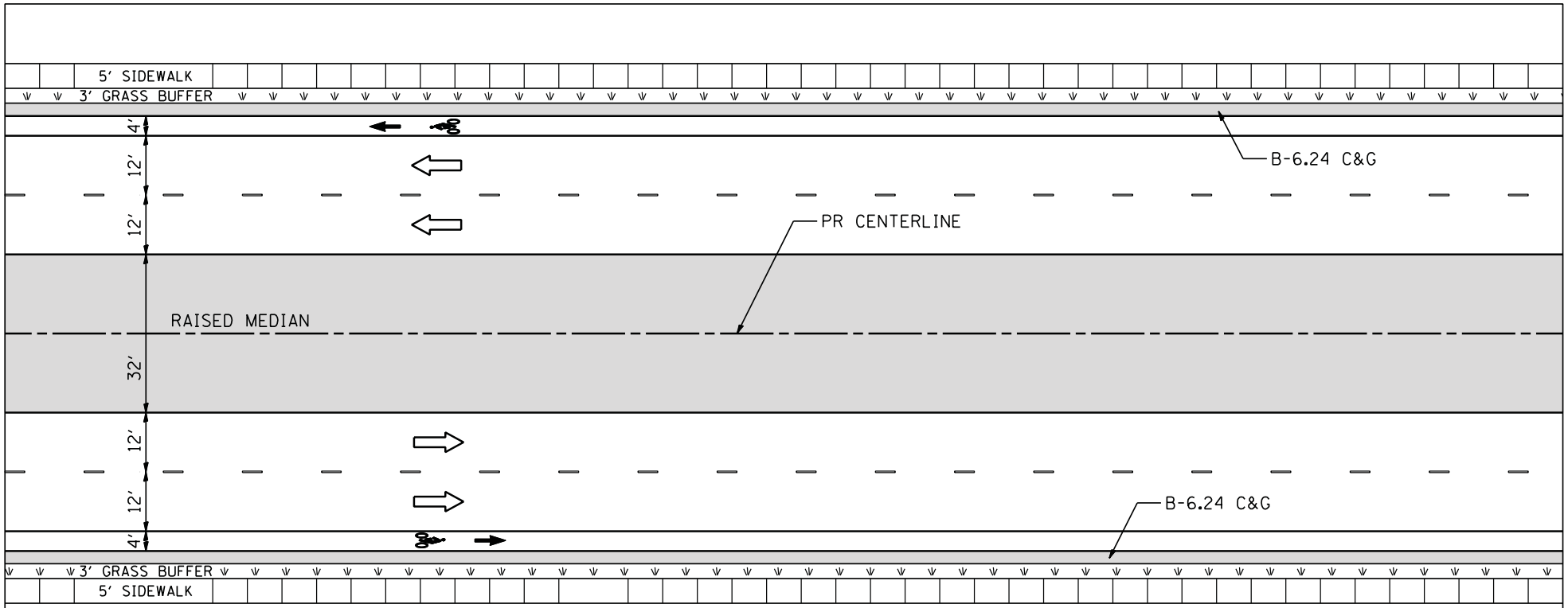


ALTERNATIVE 4B: RIVER BLUFF TO BENINGTON (101')

2 LANES @ 12' IN EACH DIRECTION WITH 32' RAISED MEDIAN.
5' SIDEWALK ON WEST SIDE WITH 3' GRASS BUFFER.
3' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.



CSS ALTERNATIVE
RIVER BLUFF TO BENINGTON
SCALE: 1"=20'



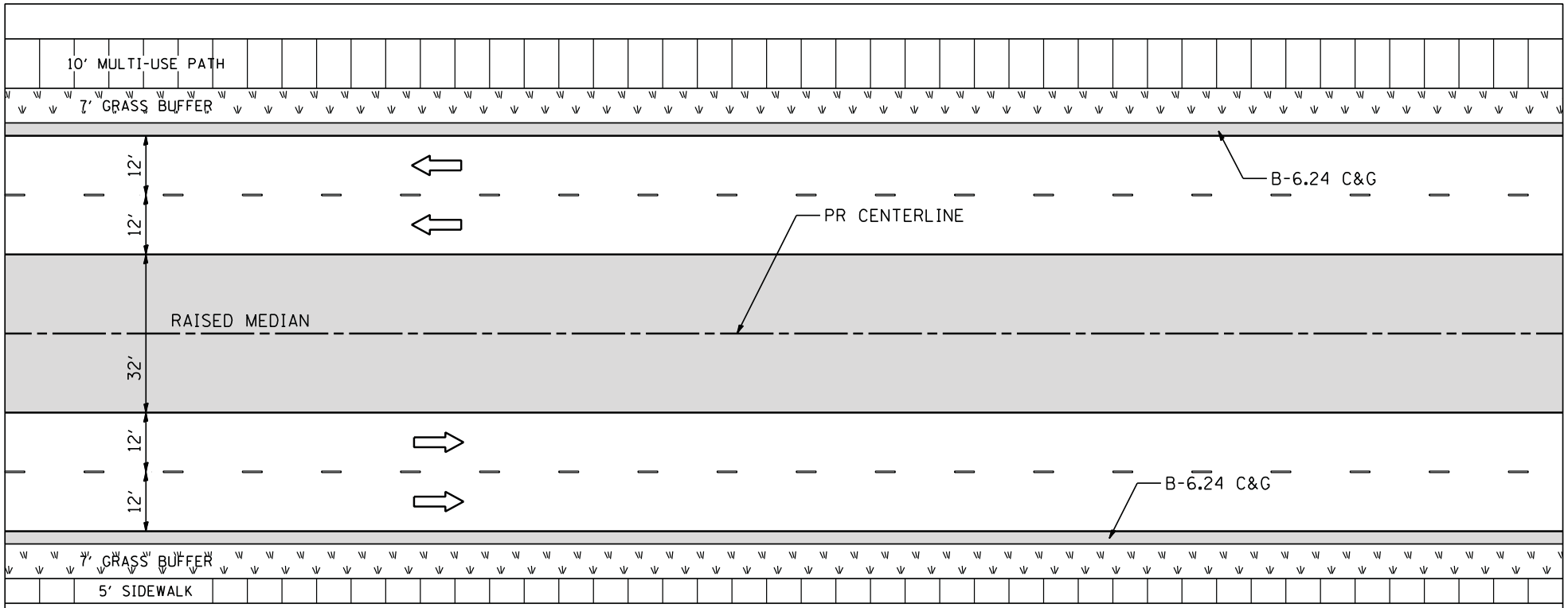
ALTERNATIVE 4E: RIVER BLUFF TO BENINGTON (109')

2 LANES @ 12' AND 4' BIKE LANE IN EACH DIRECTION WITH
32' RAISED MEDIAN.
5' SIDEWALK ON WEST SIDE WITH 3' GRASS BUFFER.
3' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.

10 0 10 20 30 40 50

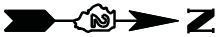
SCALE IN FEET

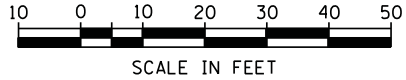
CSS ALTERNATIVE
RIVER BLUFF TO BENINGTON
SCALE: 1"=20'



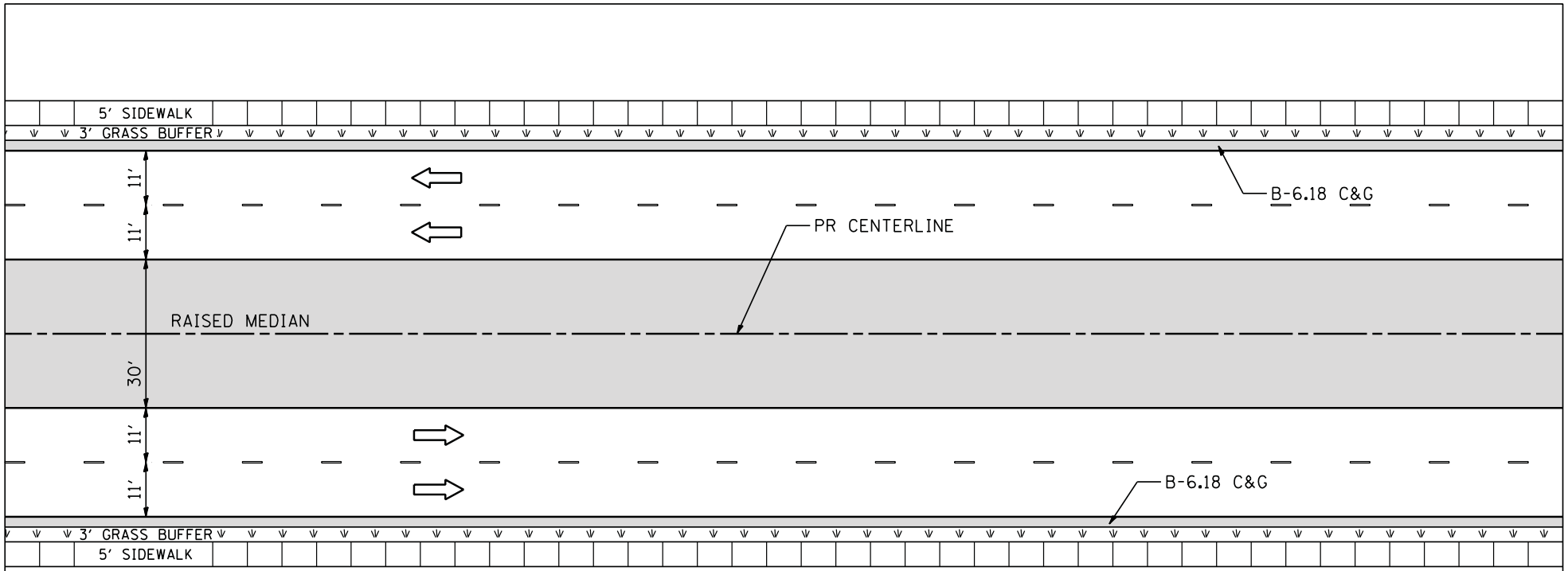
ALTERNATIVE 4C: RIVER BLUFF TO BENINGTON (114')

2 LANES @ 12' IN EACH DIRECTION WITH 32' RAISED MEDIAN.
10' MULTI-USE PATH ON WEST SIDE WITH 7' GRASS BUFFER.
7' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.



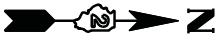


CSS ALTERNATIVE
RIVER BLUFF TO BENINGTON
SCALE: 1"=20'



ALTERNATIVE 4D: RIVER BLUFF TO BENINGTON (94')

2 LANES @ 11' IN EACH DIRECTION WITH 30' RAISED MEDIAN.
5' SIDEWALK ON WEST SIDE WITH 3' GRASS BUFFER.
3' GRASS BUFFER AND 5' SIDEWALK ON EAST SIDE.



CSS ALTERNATIVE
RIVER BLUFF TO BENINGTON
SCALE: 1"=20'