
To: Citizen Advisory Group
From: Jason Stringer - IDOT
Subject: CAG Meeting #4
Date: December 10, 2010



CAG Meeting #4 was held at EIGERlab, 605 Fulton Avenue, Rockford, Illinois, on Thursday, December 2, 2010 beginning at 6:00 PM. This was the fourth 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	Carlos Molina
Curtis Carlson	Tom Rotello
Jeremy Carter	Zak Rotello
Steve Ernst	Mark Smith
Mike Lenox	Pat Zuroske

Masood Ahmad (IDOT) convened the meeting and noted we would be continuing with the work we began at the previous meeting by identifying a desired approach for Segment 4. He indicated the goals for the meeting also include revisiting Segments 1, 2 and 3 to narrow to one option for the desired design approach. Masood noted that the CAG's recommendations will be shared with the Project Study Group (PSG) in order to determine if they concur with the recommendations. He explained that the responsibilities of the PSG include considering the recommendations as well as the resulting property impacts and associated costs. It is, therefore, important to keep these things in mind while formulating the recommendations.

Jon Estrem (HR Green Co.) then began by pointing out the need to revise the minutes for CAG Meeting #3. He explained that the consensus of the group for Segment 3 was incorrectly reported. The minutes should read that Option 1 utilizes 3C Modified throughout the segment whereas Option 2 utilizes 3A from Eddy to the railroad and 3C Modified north of that. The minutes will be corrected and redistributed.

Jon next briefly reminded the group about the process we followed in identifying options for Segments 1 through 3. He indicated we will do the same thing for Segment 4, but since our goal is to reach consensus on a single option for each of the segments, if each table could identify a single preferred option it would be ideal. Because of the slightly different makeup of the attendees, following is the table assignment:

Table 1

Richard Berman
Curtis Carlson
Steve Ernst

Table 2

Mike Lenox
Tom Rotello
Zak Rotello
Pat Zuroske

Table 3

Jeremy Carter
Carlos Molina
Mark Smith

The tables then began discussions amongst themselves utilizing the following:

- 20-scale strip plots on 36"x72" sheets for Segment 4 that included an aerial photograph background, existing right-of-way lines & the existing roadway centerline (see Attachment 1).
- 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 the segment (see Attachment 2).
- Engineering scales, markers & pens.

After the table discussions ended, the group reconvened to discuss the matter. The recommendation of each table was for the following option (see Attachment 3):

Segment 4: River Bluff to Benington

Selected Option: 2 lanes @ 12' in each direction with 28' raised median; 10' path on west side with 5' grass buffer; 5' sidewalk with 3' grass buffer on east side; B6.18 curb & gutter; 103' out-to-out width.

Since each of the tables was in agreement with the desired section, consensus was achieved without further efforts.

Discussion then turned to Segment 1 with the goal of reaching consensus on a single option. The discussion began with the group gathering around a strip plot showing both options identified at CAG Meeting #3 for this segment (see Attachment 4). Eventually a CAD image projected onto an overhead screen was utilized.

The focus of discussion was primarily on the differences between the two previously identified options. This included the issue regarding whether to utilize 11' or 12' lane widths. After some discussion involving safety, property impacts, effect on vehicular speed and vehicle types, the group agreed 11' lane widths are acceptable for this segment as it would help minimize the cross sectional width.

The group then discussed whether sidewalk should be included along the east side. Some felt accommodation of pedestrians along both sides of the roadway is important. Jason Stringer (IDOT) quickly drafted the features of an option utilizing 11' lane widths and a sidewalk and shared it with the group. After reviewing the associated property impacts, the consensus was that eliminating the sidewalk would not result in a significant change with respect to property displacements. Feeling the benefits outweigh the negatives, the group agreed on the following option (see Attachment 5):

Segment 1: Yonge to Brown

Selected Option: 2 lanes @ 11' in each direction with 6' raised median; 10' path on west side with 5' grass buffer; 5' sidewalk with 3' grass buffer & retaining wall on east side; B6.18 curb & gutter; 78' out-to-out width.

Next Segment 2 was discussed. This also began by gathering around a strip plot showing both options previously identified for this area (see Attachment 6) and eventually utilized a projected CAD image. Once again, lane widths were discussed with some feeling it important to have 12' lanes while others suggested 11' lanes are appropriate. Those advocating 12' lanes suggested it would provide a higher level of safety, while those in favor of the 11' lanes suggested it might help to slow traffic to a certain degree. In the end the group agreed either would be acceptable and 11' lanes would be desirable in an effort to reduce associated property impacts. Furthermore, minimum width buffer areas (5' on the west, 3' on the east) and a 12' flush median (two-way left turn lane) were agreed upon for the same reason. The agreed upon option is shown in Attachment 7 and described as follows:

Segment 2: Brown to Eddy

Selected Option: 2 lanes @ 11' in each direction with 12' flush median; 10' path on west side with 5' grass buffer; 5' sidewalk with 3' grass buffer on east side; B6.18 curb & gutter; 83' out-to-out width.

There was also lengthy discussion regarding the need to realign the roadway within Segment 2. The group indicated it is important to avoid impacts to the Olympic Tavern located along the east side of N. Main between Van Wie and Fulton. For this reason the group felt the alignment should be shifted to the west in this area. It was also expressed that the alignment should be shifted to the east between Fulton and Willoughby to avoid impacts to the large industrial buildings along the west side of N. Main in that area. After hearing the above suggestions, Jason quickly laid out an alignment in CAD (see Attachment 7) that accomplished what had been described to that point and shared it with the group. After some discussion, the group agreed such an alignment would be desirable as long as it accommodates any necessary turning lanes and intersection returns.

Segment 3 was then discussed using strip plots (see Attachment 8) and a projected CAD image. Once again, discussion regarding through lane widths was somewhat divided. Ultimately it was agreed that because of the traffic mix and adjacent development in this segment, 12' lane widths should be utilized.

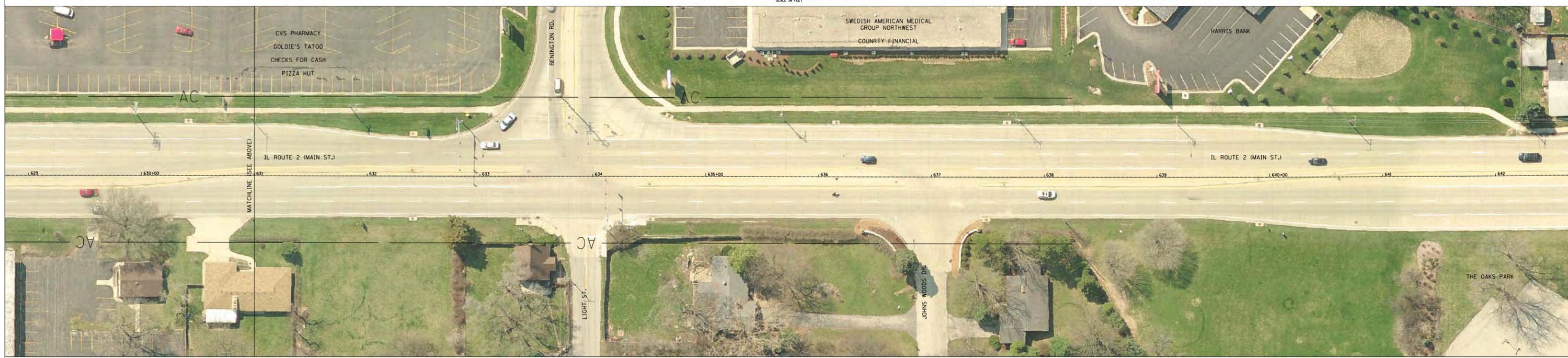
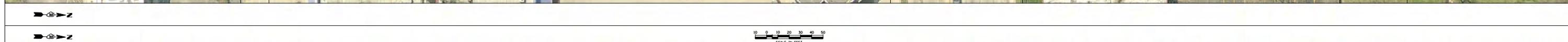
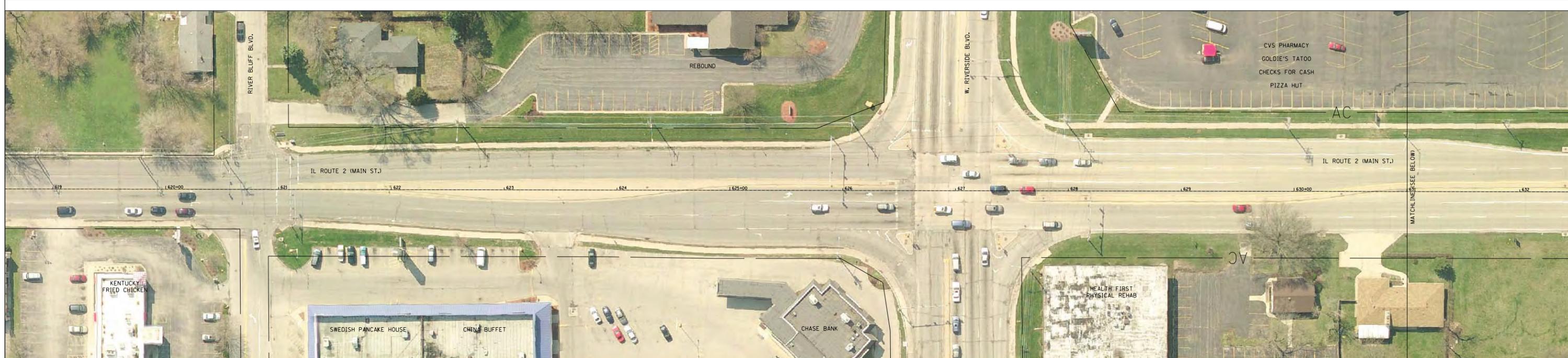
It was also agreed that the median width should be 12'. However, the question regarding whether the median should be raised or flush was discussed at length. Some felt strongly that a raised median was important from the standpoint that it might help to slow vehicular speeds and help to control access, thereby making for a safer corridor. In addition, it was suggested that a raised median would provide some opportunity for aesthetic elements as suggested in a previous planning study prepared for the City of Rockford. Those concerned with the use of a raised median cited the affect it might have on the adjacent commercial properties. There was also some concern regarding the affect this would have on U-turns experienced along the corridor and how that might affect safety. The concept of a roundabout was then suggested as a means to provide an outlet for turnaround traffic. Halsted Road was offered as a likely location given the fact that it is signalized and somewhat central for the north segment. It was agreed no

decisions would be made during the meeting regarding the use of roundabouts. It was also agreed that the Project Team would investigate locations where raised medians are viable and report back to the CAG with its findings. The agreed upon option is described below and shown in Attachment 9:

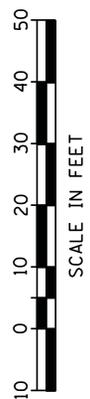
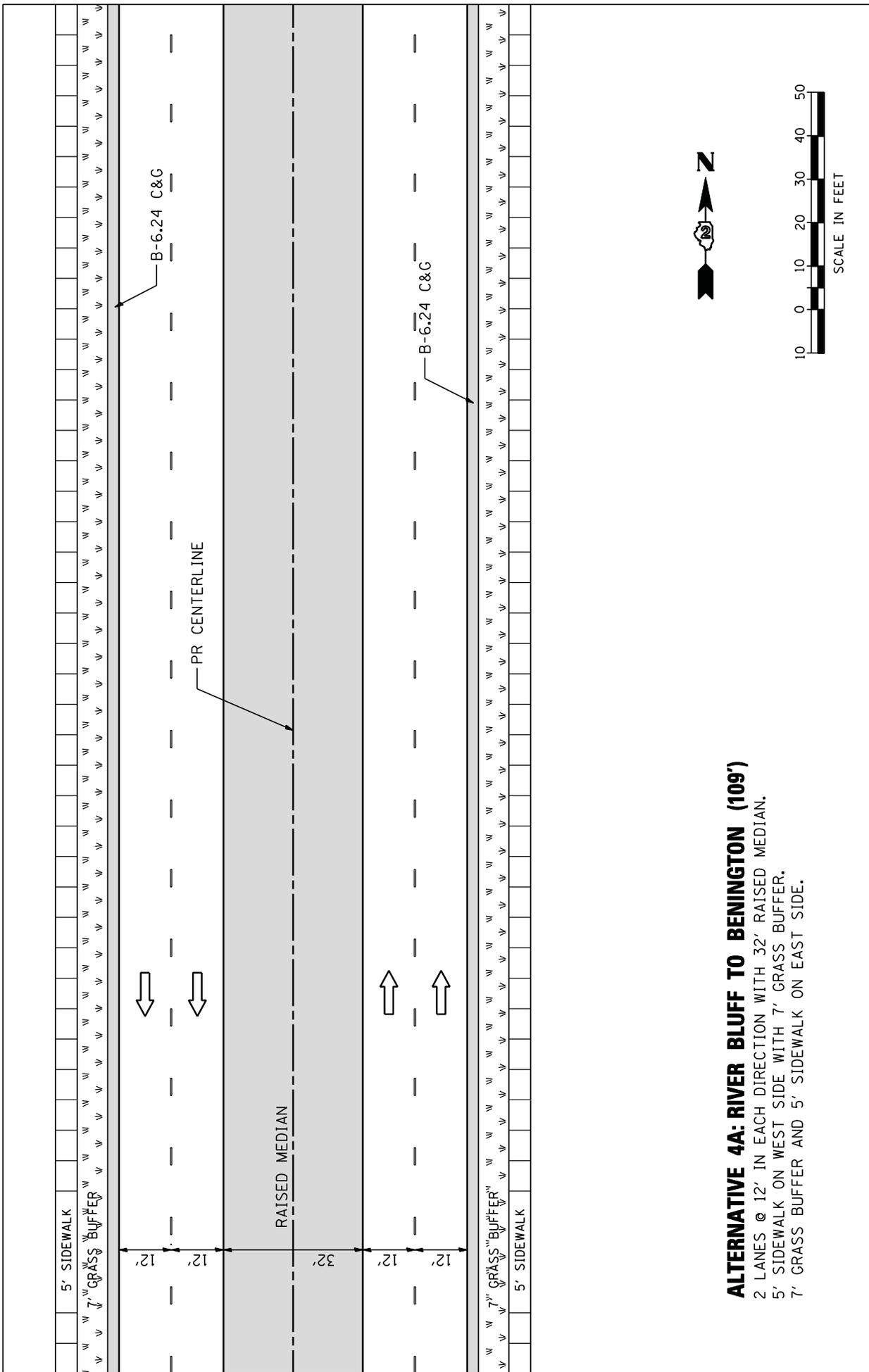
Segment 3: Eddy to River Bluff

Selected Option: 2 lanes @ 12' in each direction; 10' path on west side with 5' grass buffer; 5' sidewalk with 3' grass buffer on east side; B6.18 curb & gutter; 12' median (raised & flush combination); 87' out-to-out width.

Jon thanked the group for its diligence & indicated there would not be another CAG meeting until February or March. With that the meeting concluded at approximately 8:45 PM.

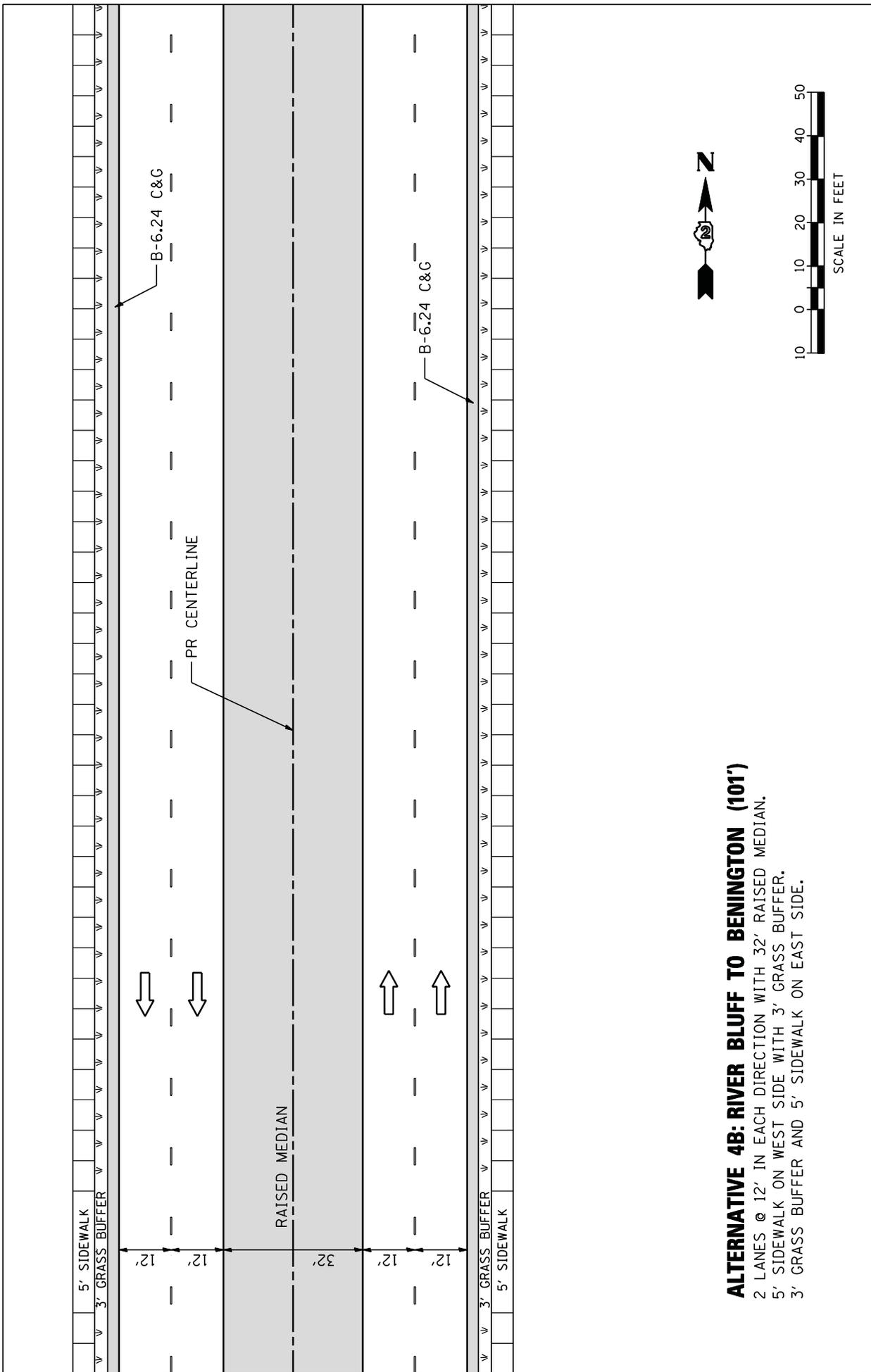


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	SECTION	COUNTY	TOTAL SHEETS								
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PLIST DATE: 11/18/2018	DATE: -	REVISED: -	FEB. 2018 DIST. NO. ILLINOIS PROJECT								



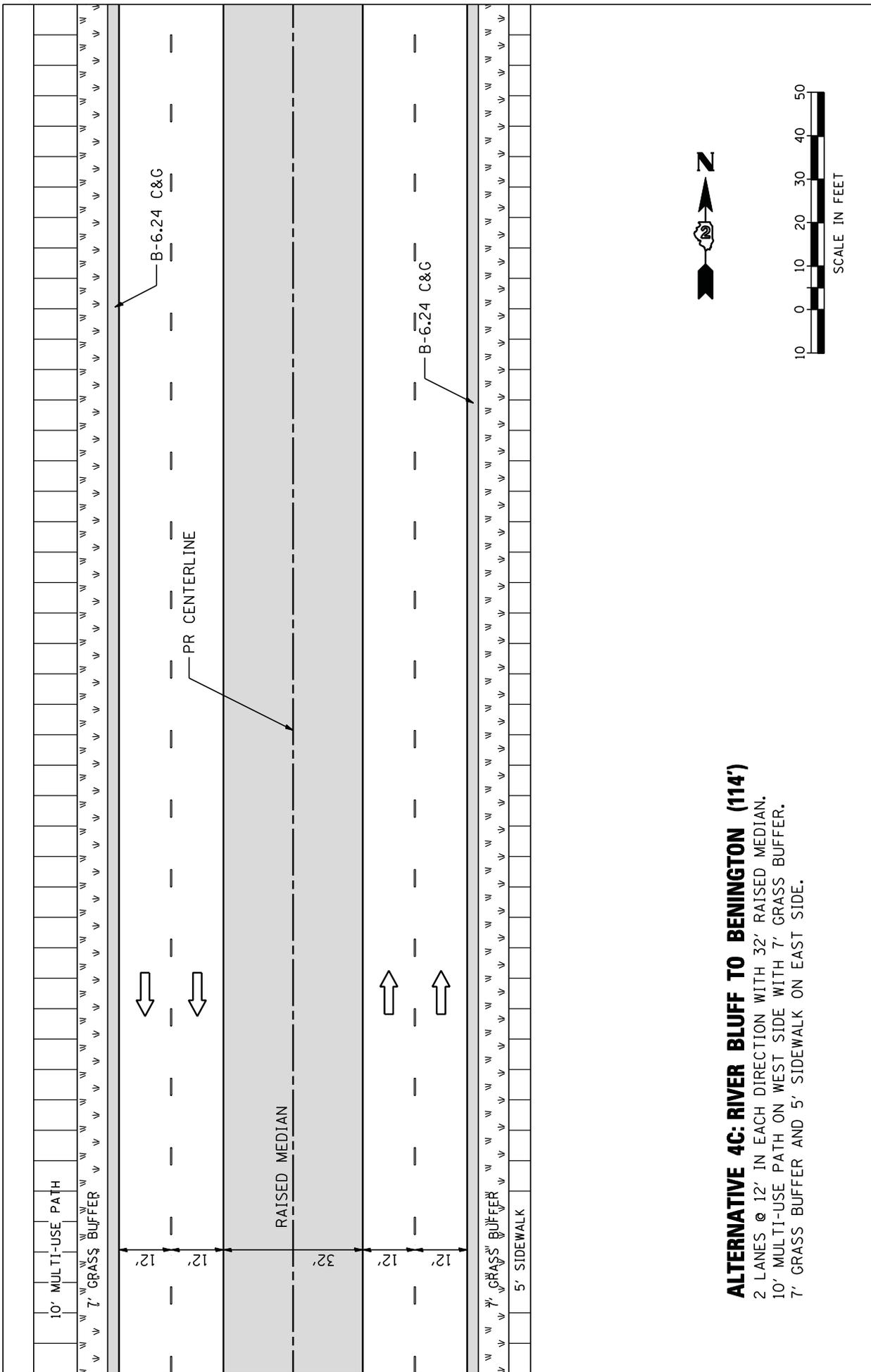
ALTERNATIVE 4A: RIVER BLUFF TO BENNINGTON (109')

- 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.



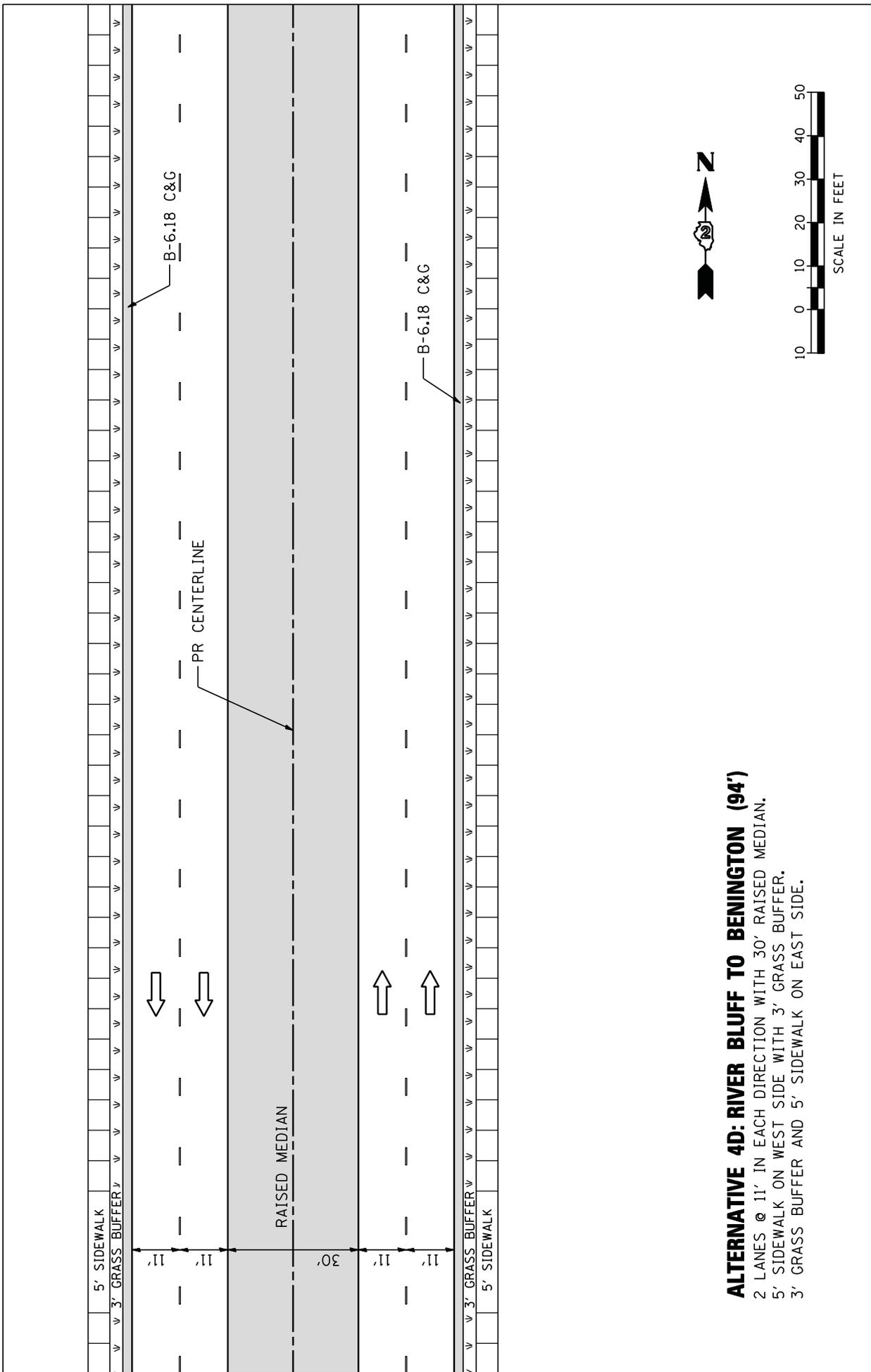
ALTERNATIVE 4B: RIVER BLUFF TO BENINGTON (101')

- 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.



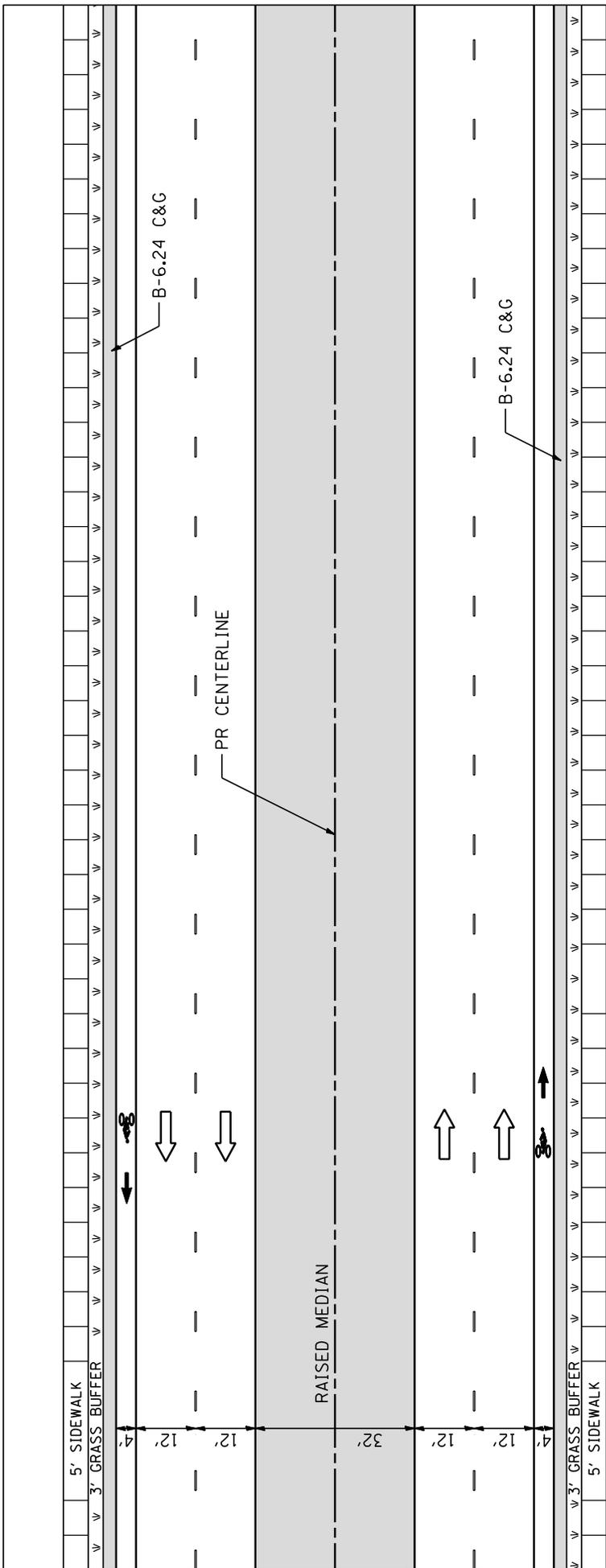
ALTERNATIVE 4C: RIVER BLUFF TO BENINGTON (114')

- 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.



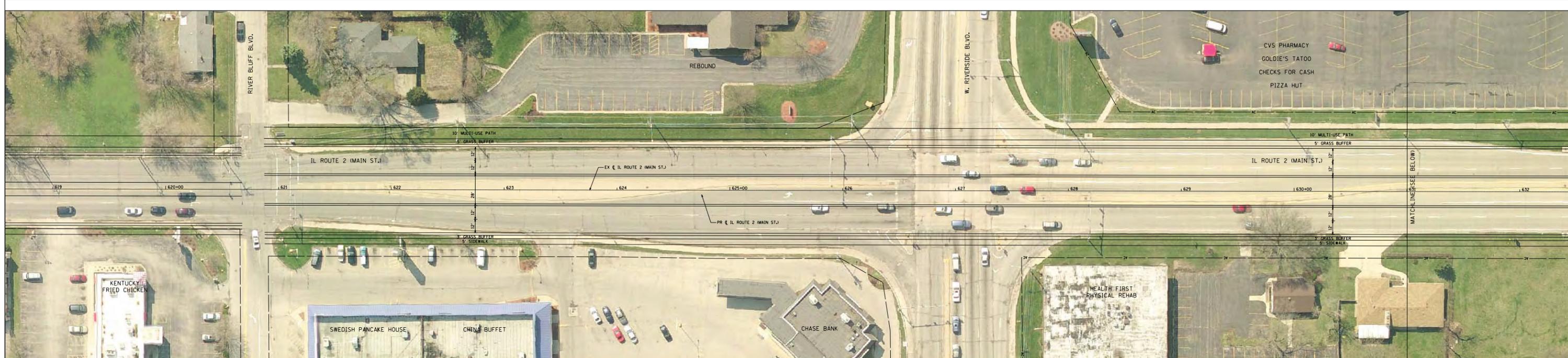
ALTERNATIVE 4D: RIVER BLUFF TO BENINGTON (94')

- 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.

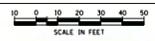


ALTERNATIVE 4E: RIVER BLUFF TO BENINGTON (109')

- 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.



SEGMENT 4



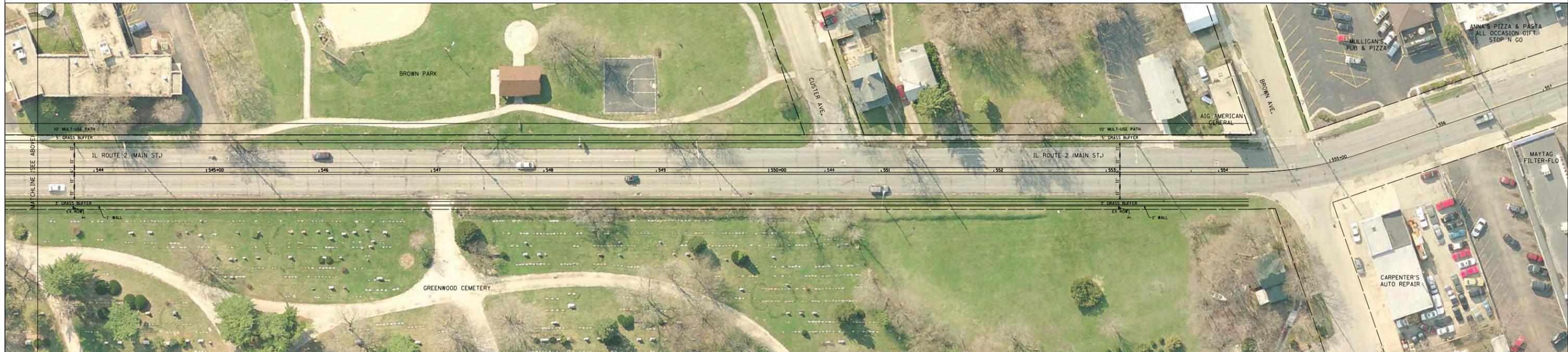
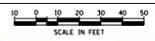
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIVER BLUFF BOULEVARD TO BENNINGTON ROAD			
SEGMENT 4			
SCALE: 1"=20'	SHEET NO. 5 OF 5 SHEETS	STA. TO STA.	FEET ROAD DIST. IN ILLINOIS/FEET ROAD PROJECT



SEGMENT 1 - OPTION 1



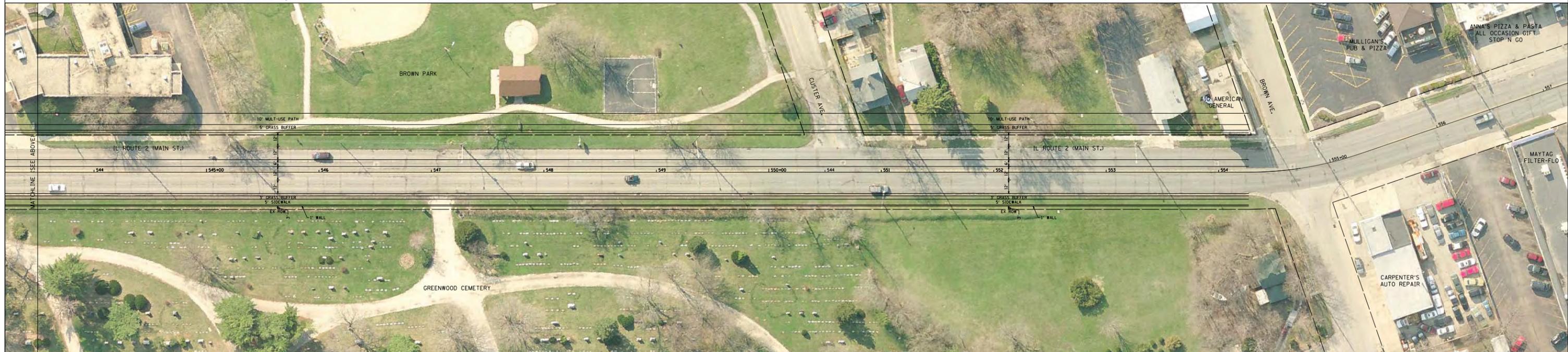
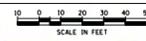
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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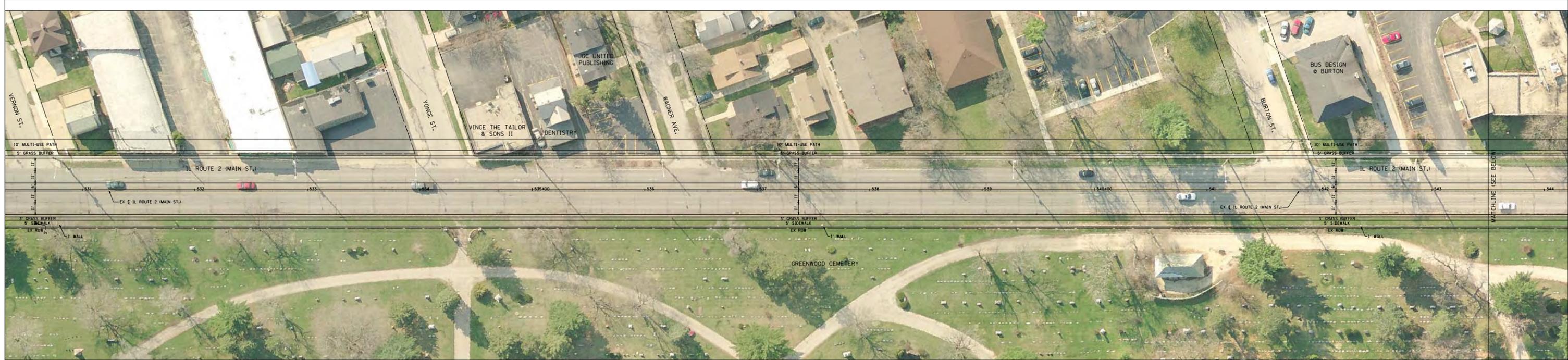
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YONGE STREET TO BROWN AVENUE		CA. SITE.	SECTION	COUNTY	TOTAL SHEETS
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SCALE: 1"=20'	SHEET NO. 1 OF 5 SHEETS STA.	TO STA.	FEB. ROAD DIST. NO. (ILLINOIS) FEB. ROAD PROJECT		



SEGMENT 1

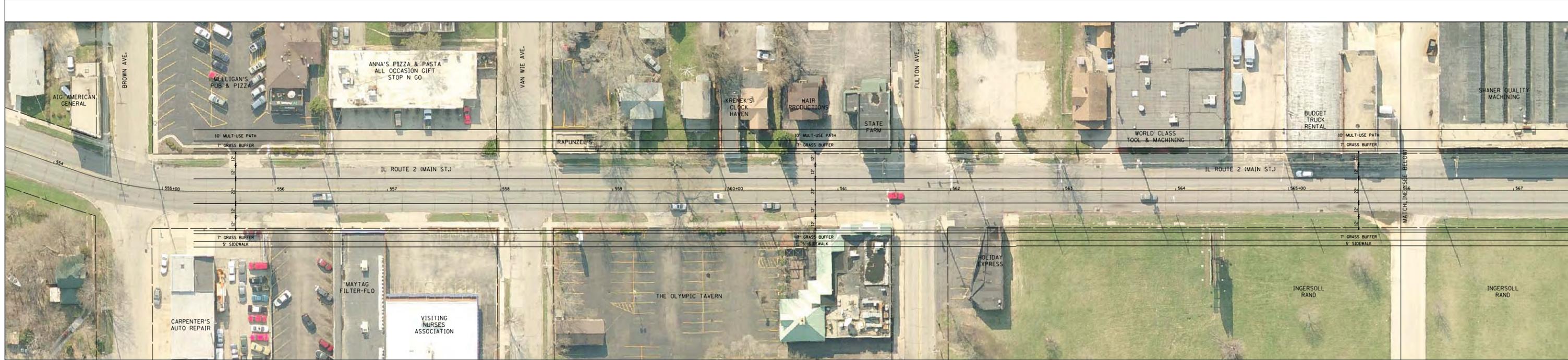
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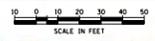
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YONGE STREET TO BROWN AVENUE			
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FEB. 2019 DIST. NO. ILLINNOIS/FEH AD PROJECT			



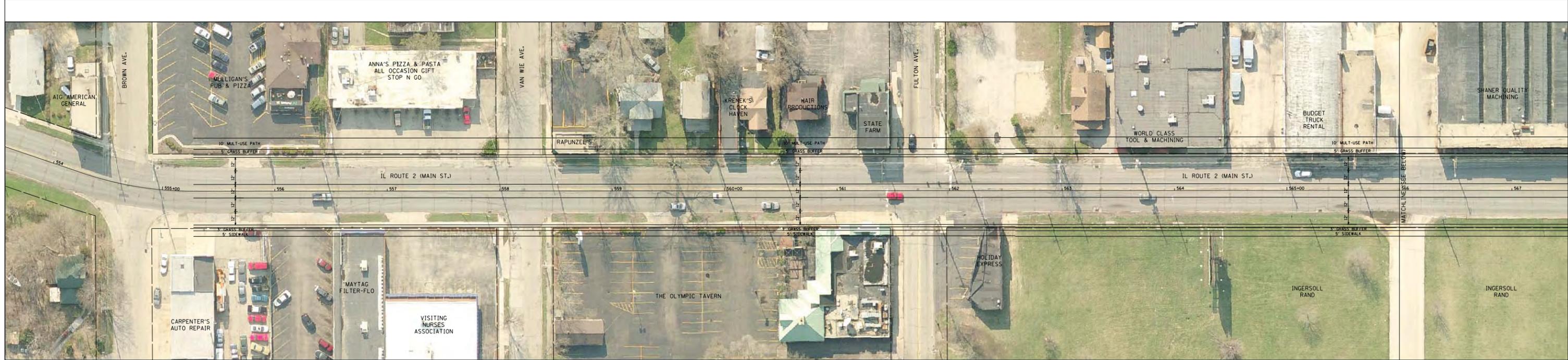
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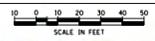
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BROWN AVENUE TO EDDY AVENUE		C.A. NO.	SECTION	COUNTY	TOTAL SHEETS
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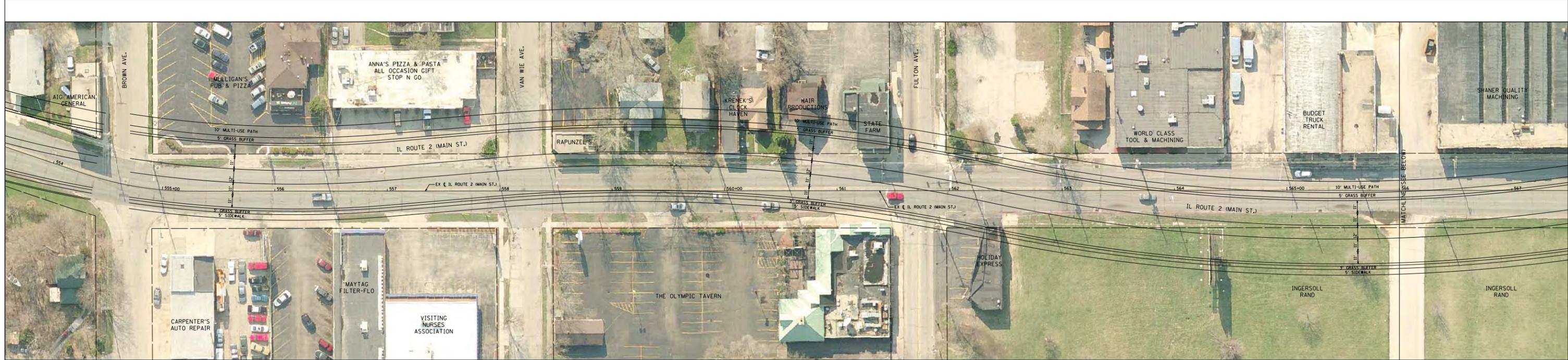
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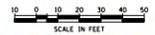
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BROWN AVENUE TO EDDY AVENUE				C.A. SITE.	SECTION	COUNTY	TOTAL SHEETS
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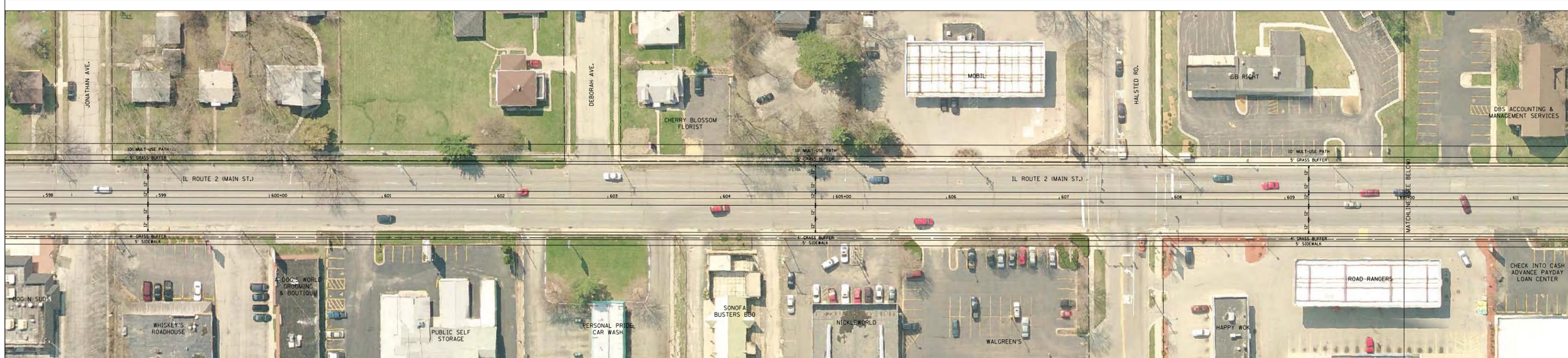
SEGMENT 2



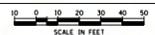
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		DATE: -	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BROWN AVENUE TO EDDY AVENUE		C.A. SITE	SECTION	COUNTY	TOTAL SHEETS
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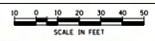
SEGMENT 3 - OPTION 1



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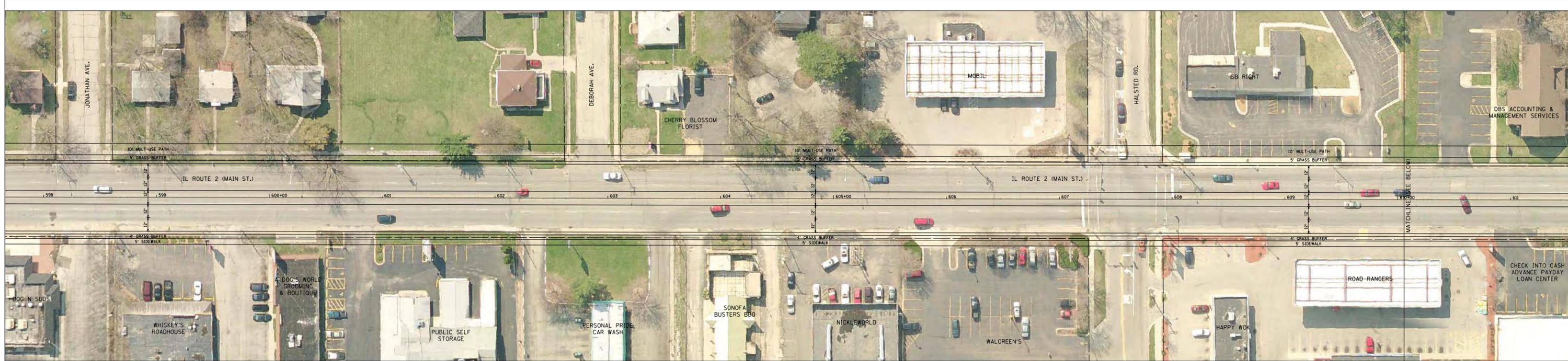
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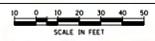
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

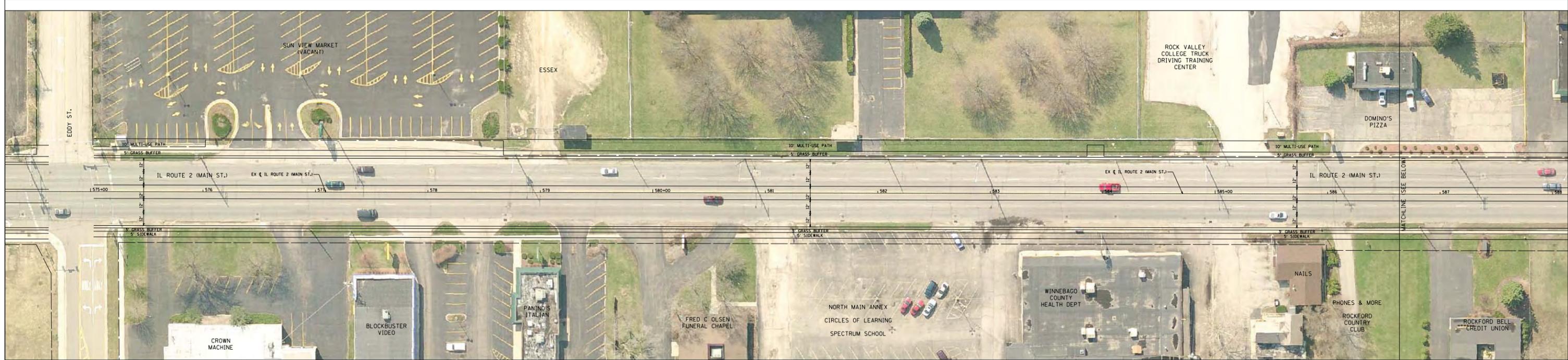
EDDY AVENUE TO JONATHAN AVENUE				SCALE: 1"=100'
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C.A. NO.	SECTION	COUNTY	TOTAL SHEETS	FEB. ROAD DIST. NO. (ILLINOIS) FEB. AD. PROJECT



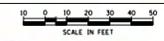
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SEGMENT 3



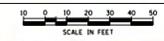
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDDY AVENUE TO JONATHAN AVENUE		SHEET NO. 3 OF 5 SHEETS STA. TO STA.	FED. ROAD DIST. NO. (ILLINOIS) FEB. 2010 PROJECT
SEGMENT 3			



SEGMENT 3



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JONATHAN AVENUE TO RIVER BLUFF BOULEVARD			
SEGMENT 3			
SCALE: 1"=30'	SHEET NO. 4 OF 5 SHEETS	STA. TO STA.	FEES: ROAD DIST. NO. ILLINNOIS/FEES AD PROJECT